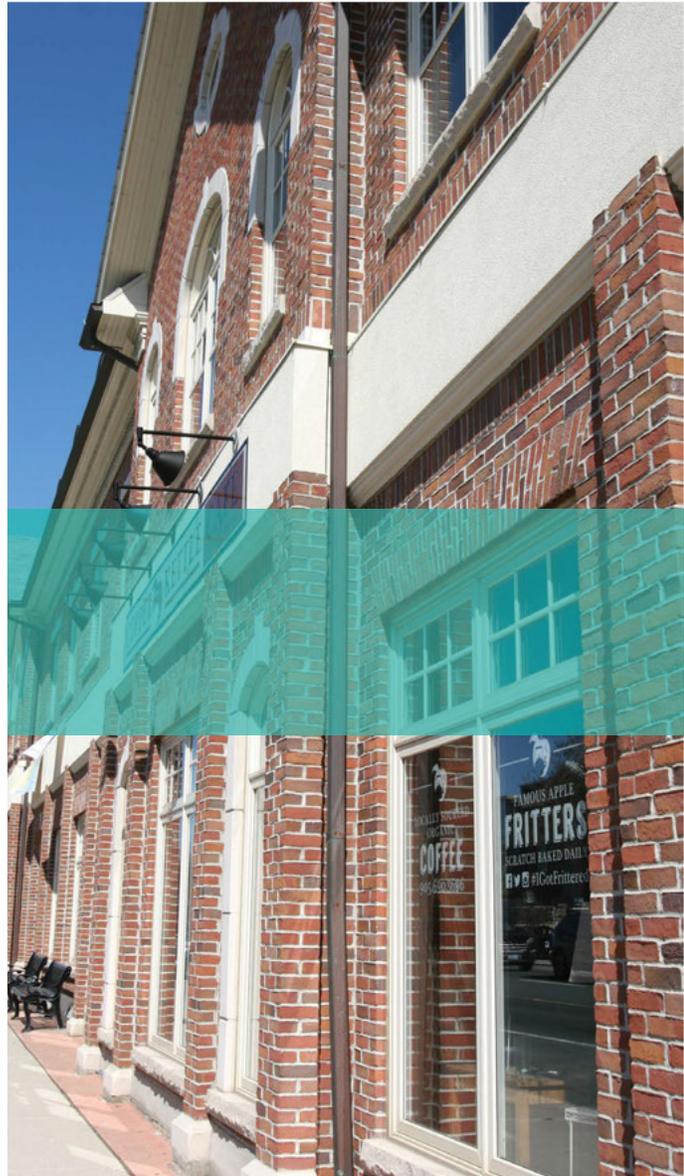


WATERDOWN COMMUNITY NODE WATERDOWN

WATERDOWN Community Node Secondary Plan Background Report



WATERDOWN
Community Node
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 Report

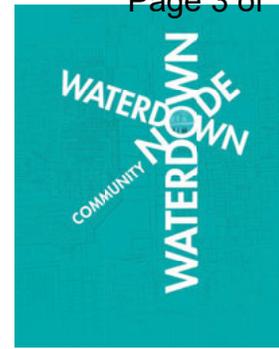


Table of Contents

	PAGE
1.0 INTRODUCTION	1
2.0 BACKGROUND	3
2.1 Study Area	3
2.2 Purpose of Secondary Plan	3
3.0 PLANNING POLICY CONTEXT	7
3.1 Provincial Planning Framework	7
3.1.1 The Planning Act	7
3.1.2 Provincial Policy Statement (2014)	8
3.1.3 Places to Grow: Growth Plan for the Greater Golden Horseshoe (2017)	11
3.1.4 Greenbelt Plan (2017)	13
3.1.5 Niagara Escarpment Plan (2017)	17
3.1.6 2041 Regional Transportation Plan: For the Greater Toronto and Hamilton Area (2018)	19
3.2 Municipal Planning Framework	20
3.2.1 Our Future Hamilton	20
3.2.2 City of Hamilton Corporate Strategic Plan 2016-2025	20
3.2.3 Growth Related Integrated Development Strategy (GRIDS) (2006)	21
3.2.4 Urban Hamilton Official Plan	23
3.2.4.1 Volume 1 Schedules and Appendices	23
3.2.4.2 Urban Structure	25
3.2.4.3 Land Use Designations.	27
3.2.4.4 West Waterdown Secondary Plan	31

	PAGE
3.2.5 Zoning By-laws	33
3.2.5.1 Commercial Mixed Use (CMU) Zoning	34
3.3 Other City Plans, Studies and Initiatives	34
3.3.1 Hamilton Transportation Master Plan (2018)	35
3.3.1.1 Rapid Ready: Expanding Mobility Choices in Hamilton	36
3.3.2 Waterdown/Aldershot Transportation Master Plan (2014)	37
3.3.3 New Waterdown Community Node Transportation Master Plan	39
3.3.4 Truck Route Master Plan (2010)	40
3.3.5 Shifting Gears Cycling Master Plan (2009)	40
3.3.6 Transit Oriented Development Guidelines (2010)	40
3.3.7 Transforming Hamilton Through Culture: Cultural Plan (2013)	41
3.3.8 Step Forward: Hamilton Pedestrian Mobility Plan (2012)	41
3.3.9 Recreational Trails Master Plan (2016).	43
3.4 Key Policy Considerations	43
4.0 DEMOGRAPHICS	45
4.1 Population	47
4.2 Immigration	49
4.3 Migration	50
4.4 Household Size	50
4.5 Education	51
4.6 Income, Occupations and Employment Activity	52
4.7 Dwelling Type	53
4.8 Tenure Type	53
4.9 Age of Housing Stock	55
4.10 Key Demographic Considerations	55

	PAGE
5.0 EXISTING LAND USES	57
5.1 Residential	57
5.2 Commercial	57
5.3 Vacant Land	58
5.4 Building Heights	58
6.0 NATURAL HERITAGE RESOURCES	61
6.1 Key Natural Heritage Considerations	61
7.0 CULTURAL HERITAGE RESOURCES	63
7.1 Historical Context	63
7.2 Cultural Heritage Resources	65
7.2.1 Archaeology	65
7.2.2 Built Heritage	67
7.2.3 Cultural Heritage Landscapes	67
7.3 Key Cultural Heritage Considerations	69
8.0 URBAN DESIGN	71
8.1 Key Urban Design Considerations	72
9.0 TRANSPORTATION	75
9.1 Roads and Major Transportation Routes	75
9.2 Rail Corridor	76
9.3 Transit	76
9.4 Bicycle Routes	77
9.5 Mode of Transportation	78
9.6 Key Transportation Considerations	79
10.0 PARKS, OPEN SPACE AND RECREATION	80
10.1 Existing Parks	80
10.2 Parkland Needs	80
10.3 Recreation	80

	PAGE
11.0 INSTITUTIONAL, COMMUNITY AND SOCIAL SERVICES	83
11.1 Educational Establishments	83
11.2 Places of Worship	83
11.3 Community Services	83
12.0 INFRASTRUCTURE	85
12.1 Key Infrastructure Considerations	86
13.0 BUSINESS AND ECONOMICS	89
13.1 Waterdown Business Improvement Association	89
13.2 Downtown and Community Renewal Community Improvement Plan	91
14.0 DEVELOPMENT ACTIVITY	93
14.1 Key Development Considerations	93
15.0 CONCLUSION	95
16.0 REFERENCES	97
LIST OF TABLES	
Table 1: Volume 1 Schedules and Appendices	23
Table 2: Urban Hamilton Official Plan Designations	29
Table 3: Population of the WCNSA, Flamborough and Hamilton	47
Table 4: Mobility in the Last 5 Years	50
Table 5: Household Income Distribution	52
Table 6: Employment Activity	53
Table 7: Tenure Type	55
Table 8: Age of Housing Stock	55
Table 9: Modal Choice by Total of Employed Population	78
LIST OF FIGURES	
Figure 1: Population by Age Group (2016)	48
Figure 2: Immigrant Population (Number of Years in Canada) (2016)	49
Figure 3: Persons per Household (2016)	50

	PAGE
Figure 4: Highest Level of Education (2016)	51
Figure 5: Occupation Data	52
Figure 6: Dwelling Types (2016)	53

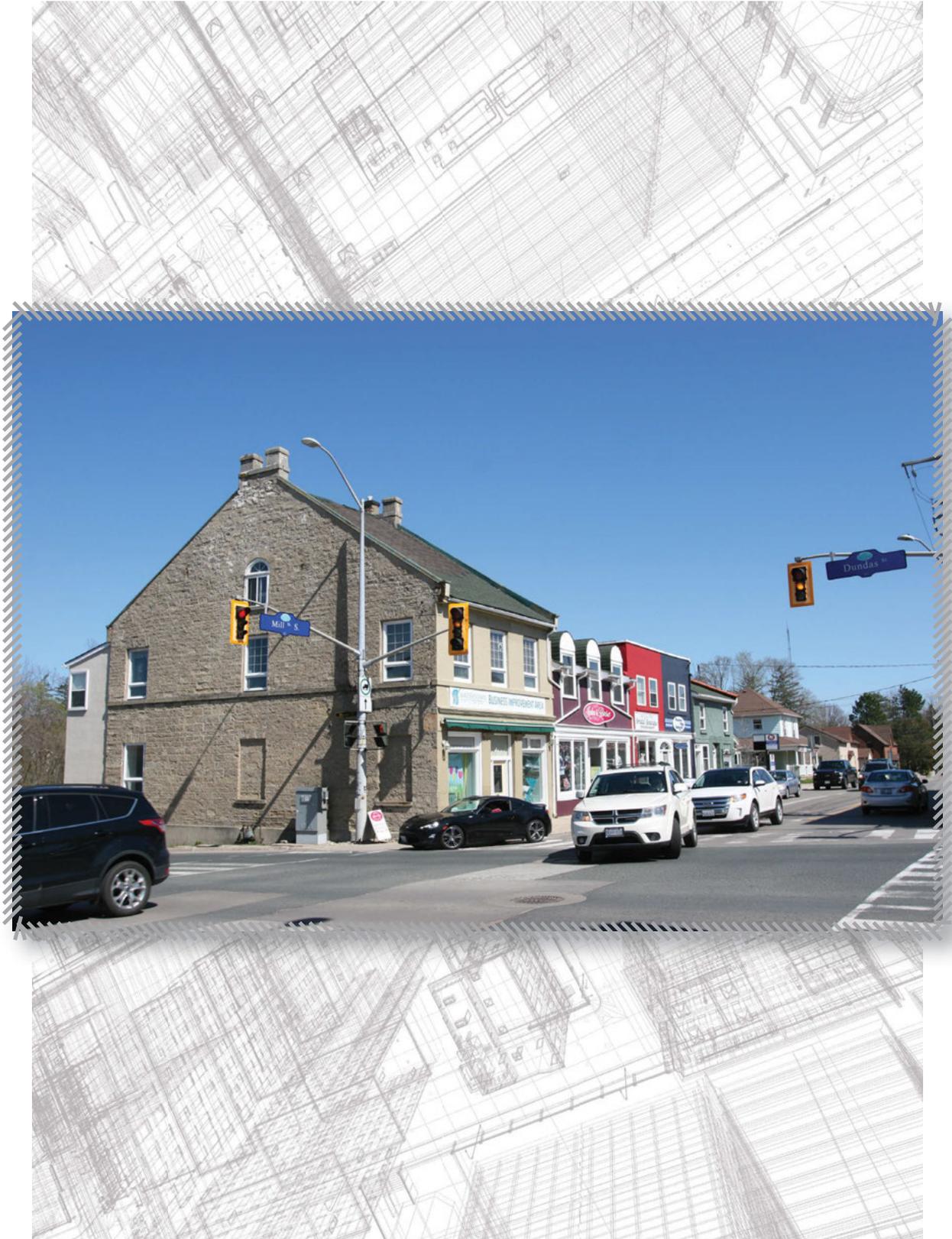
LIST OF MAPS

Map 1: Waterdown Community Node Secondary Plan Study Area	4
Map 2: Aerial Photo	5
Map 3: Greenbelt Plan Designations	12
Map 4: Niagara Escarpment Plan Designations	16
Map 5: UHOP Schedule E-1 - Urban Land Use Designations	28
Map 6: West Waterdown Secondary Plan	30
Map 7: Existing Zoning	32
Map 8: Waterdown Community Node Transportation Management Plan Study Area	38
Map 9: Recreational Trails Master Plan	42
Map 10: Demographic Dissemination Area	46
Map 11: Age of Buildings	54
Map 12: Existing Land Uses	56
Map 13: UHOP Schedule B, Natural Heritage System	60
Map 14: Cultural Heritage Resources	66
Map 15: Waterdown Heritage Inventory – Potential Cultural Heritage Landscapes	68
Map 16: UHOP Schedule C - Functional Road Classification	74
Map 17: Parks, Institutional, Community and Social Services	80
Map 18: Waterdown Business Improvement Area and Community Improvement Project Area	88
Map 19: Development Applications	92

LIST OF APPENDICES

Appendix 1: Ward 15 Demographic Profile
Appendix 2: Table of Development Application Activity

1.0 INTRODUCTION



1.0 INTRODUCTION

The City of Hamilton's Building a Strong Foundation Initiative, the Growth Related Integrated Development Strategy (GRIDS) and the Urban Hamilton Official Plan (UHOP) have identified that a significant proportion of growth in Hamilton should be directed to the various classifications of nodes and corridors across the City. These nodes and corridors form an interconnected urban structure focusing growth based on the principles of higher density and mixed use development that is served by various modes of transportation, including higher order transit and active transportation. The core area of Waterdown is part of this nodes and corridors structure.

Secondary Plans are used to provide detailed policy direction for growth and change in smaller geographic areas of Hamilton. They identify land uses, densities, design requirements, and other implementing actions appropriate for a community, and are an important tool for managing growth and change. In 2009, the Planning and Economic Development undertook a City Wide Secondary Plan review, identifying where and when Secondary Plans should be prepared. As part of this review, City staff identified priority areas for future Secondary Plans based on a number of different criteria, including:

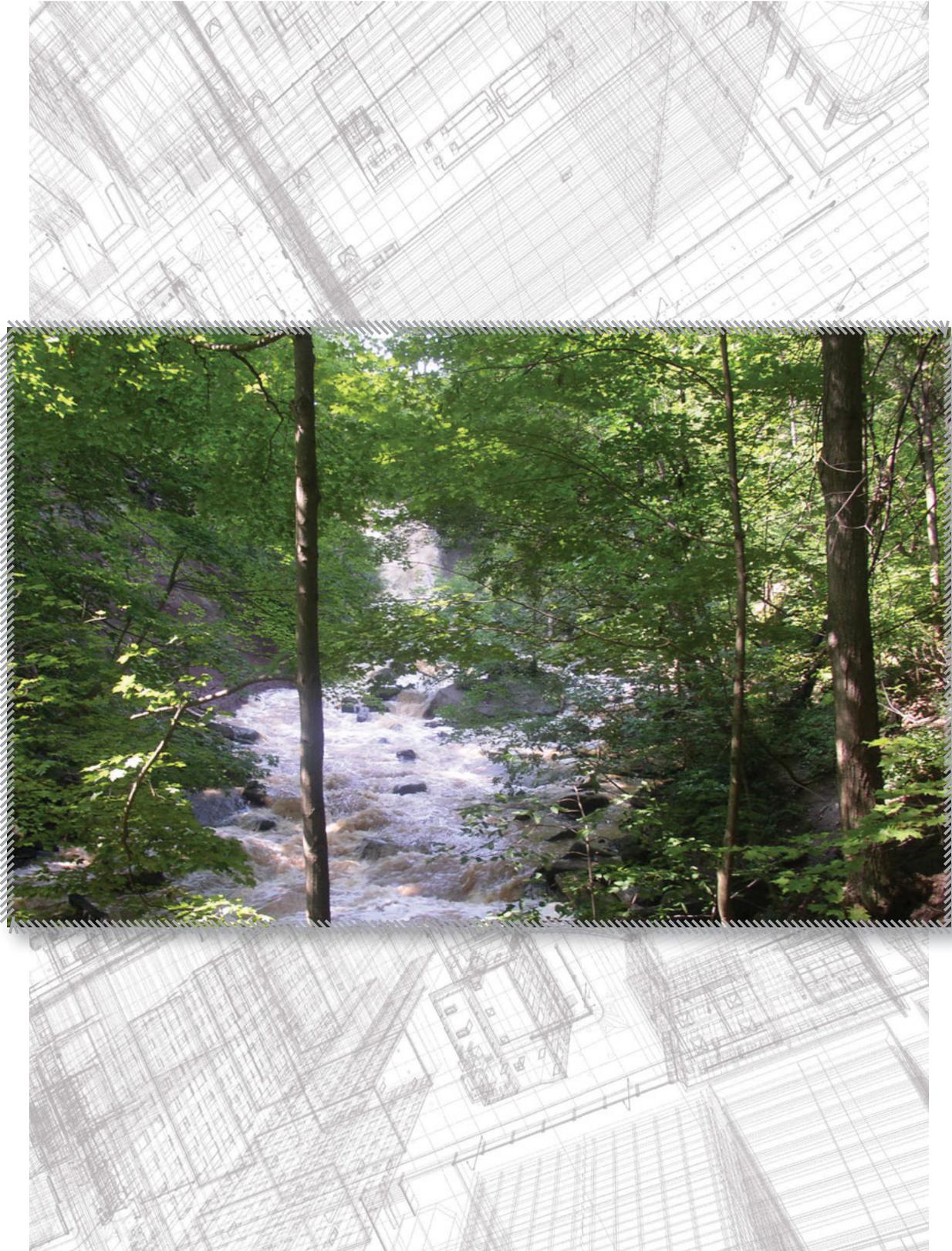
- conformity with provincial planning documents;
- coordination with other City initiatives and projects;
- the need for detailed planning analysis;
- the desire to create complete and sustainable communities; and,
- the need to protect and revitalize valuable natural and cultural resources.

Secondary Planning for downtown Waterdown was ranked as a priority based on this review, for the following reasons:

- This area is identified as a Community Node in the UHOP, and UHOP policies direct that a secondary plan must be prepared;
- to advance provincial policy direction;
- to work in conjunction with a Transportation Master Plan EA required for the area to address ongoing access and traffic issues;
- to encourage stronger and more comprehensive urban design direction;
- for protection of the heritage character and identity in the core; and,
- to promote and manage appropriate infill development and intensification.

To date, three Secondary Plans have been implemented in Waterdown, for new growth areas to the northwest, west and southeast of downtown Waterdown. Future build-out of these areas will result in approximately 15,000 more residents in the Waterdown area. New commercial areas have also recently been constructed to the west of the community. These changes will ultimately impact the form and function of the area which makes up the Waterdown Community Node.

2.0 BACKGROUND



2.0 BACKGROUND

2.1 STUDY AREA

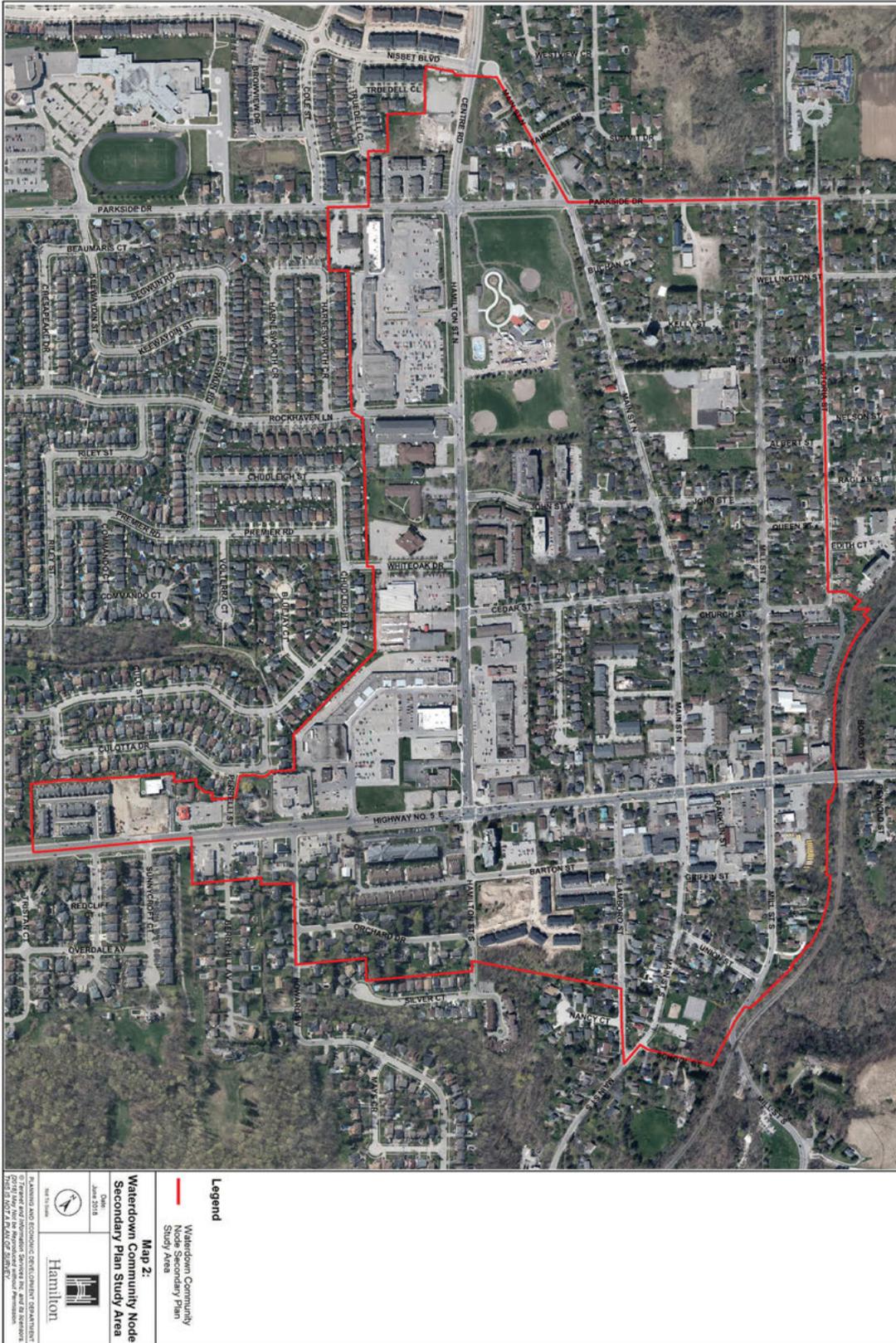
The study area is located within Ward 15 and was part of the former Town of Flamborough. The study area focuses on the historic commercial core of Waterdown, which is the area generally identified as a Community Node in the UHOP, but also includes some adjacent residential neighbourhoods. It extends west to east along Dundas Street East (Highway No. 5) from the lands across from Redcliff Court to the Canadian Pacific Railway/Grindstone Creek, and north to south from Nisbet Boulevard to the southerly end of Hamilton Street. The study area is approximately 112 hectares in size. *Map 1* and *Map 2*, respectively, provide an overview of the street pattern and an aerial view of the study area.

2.2 PURPOSE OF THE SECONDARY PLAN

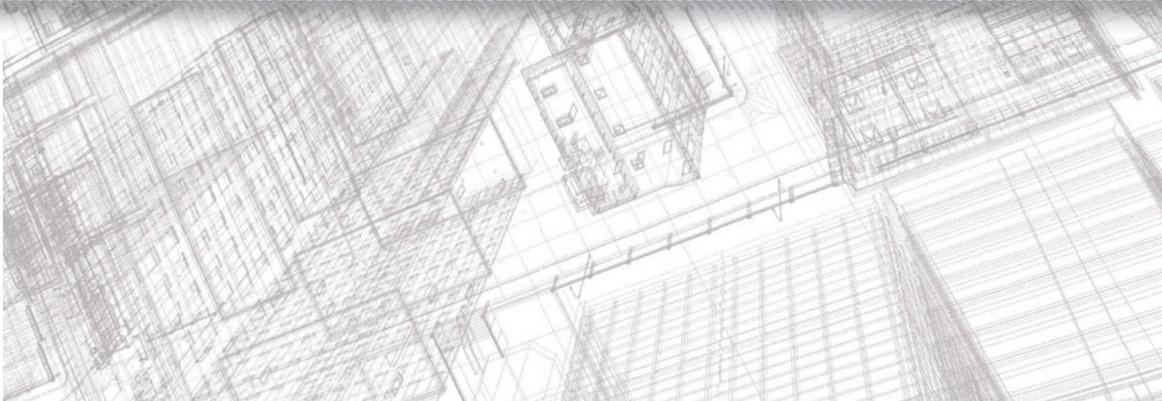
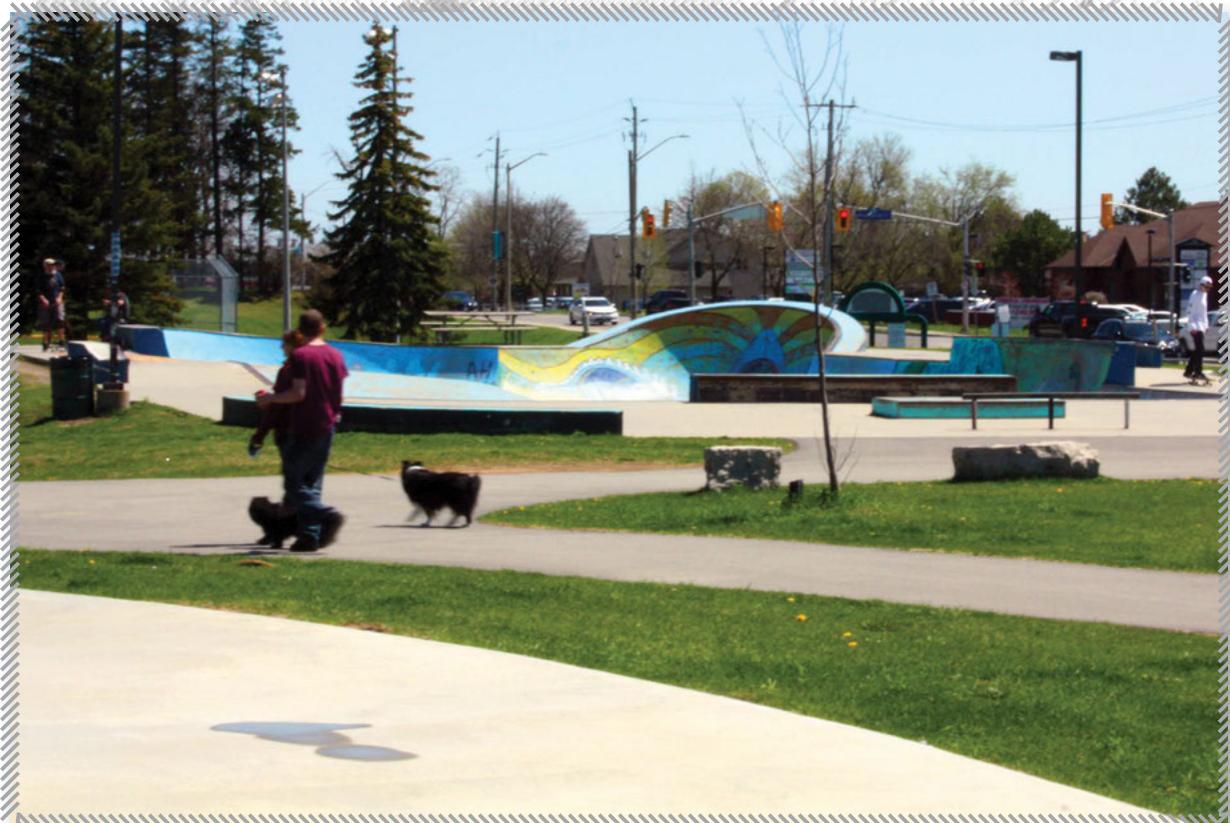
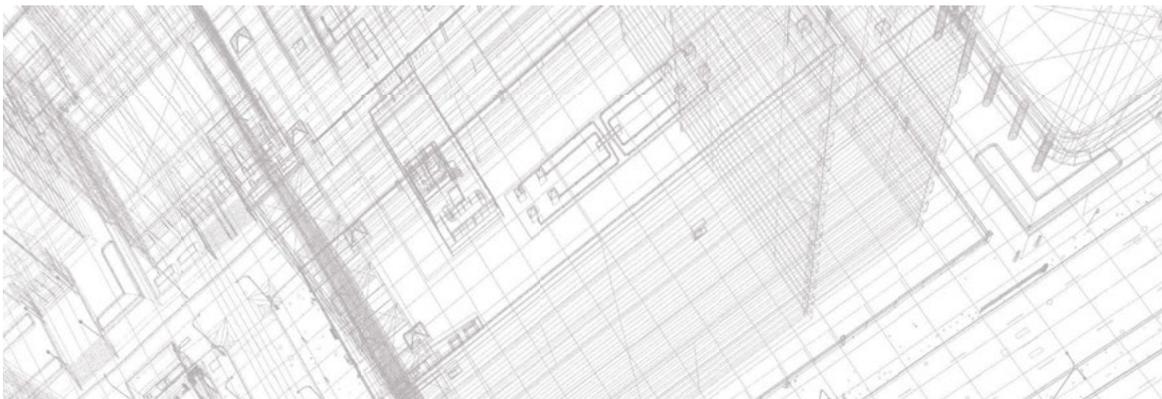
The secondary planning process provides an opportunity to evaluate a specific area, consult with the public, determine issues, opportunities and constraints in the area, and develop a long term land use strategy for the area. The Waterdown Community Node Secondary Plan will be carried out by the Planning and Economic Development Department in conjunction with a Transportation Management Plan for the area. External consultants will be used for the development of the Transportation Management Plan as well as some supporting components to the Secondary Plan. The Secondary Plan will provide specific policies and detailed direction for land use, heritage conservation, infrastructure, intensification, transportation, environmental protection, urban design, or similar matters building upon the general framework provided by the Official Plan. The policies will implement and complement both Provincial legislation, as well as the City's planning goals and objectives, and will tie together Secondary Planning for adjacent areas with the core to ensure a comprehensive planning approach is taken.

2.0 BACKGROUND





3.0 PLANNING POLICY CONTEXT



3.0 PLANNING POLICY CONTEXT

Land use policy direction is set at both the provincial and local level. The Province provides the overall framework for land use planning at the local level. The local Official Plan is a long range planning policy document which guides and shapes growth and manages development at the local level. Official Plans contain the goals, objectives and policies to guide future physical development of a community while taking into consideration important social, cultural, economic and environmental matters. Other local plans, studies and initiatives provide guidance on specific issues, and are complementary to a local Official Plan. A summary of the relevant Provincial legislation and policies are set out below followed by a summary of the local Official Plan and other relevant planning policy documents.

3.1 PROVINCIAL PLANNING FRAMEWORK

The Province of Ontario has jurisdiction over Provincial planning matters. Planning legislation and regulations mandate the implementation of the Province's goals and objectives for planning, which is strongly focused on ensuring efficient use of land and creating liveable, healthy, sustainable cities and neighbourhoods. Provincial legislation and direction sets the parameters for the planning process and will have a large impact on the Secondary Plan policies for the Waterdown Community Node Secondary Plan.

3.1.1 THE PLANNING ACT

The Planning Act is the primary legislative tool that guides land use planning in Ontario. It provides municipal government with the direction and authority to guide development and land use planning through official plans, secondary plans and zoning by-laws. It also provides direction for processing development applications such as zoning by-law amendments, plans of subdivision, and site plan control.

In addition, the Planning Act outlines procedures to be followed for public notification, public meetings, and the mechanism for appeals to the Local Planning Appeal Tribunal. The Planning Act states the City of Hamilton, in carrying out its responsibilities under the Planning Act, shall be consistent with matters of Provincial interest. The list of Provincial interests in the Planning Act includes:

- the protection of ecological systems, including natural areas, features and functions;
- the protection of the agricultural resources of the Province;
- the conservation and management of natural resources and the mineral resource base;
- the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- the supply, efficient use and conservation of energy and water;

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the minimization of waste;
- the orderly development of safe and healthy communities;
- the accessibility for persons with disabilities to all facilities, services and matters;
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- the adequate provision of a full range of housing, including affordable housing;
- the adequate provision of employment opportunities;
- the protection of the financial and economic well-being of the Province and its municipalities;
- the co-ordination of planning activities of public bodies;
- the resolution of planning conflicts involving public and private interests;
- the protection of public health and safety;
- the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- the promotion of built form that is well-designed; encourages a sense of place; and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and,
- the mitigation of greenhouse gas emissions and adaptation to a changing climate.

When an approval authority makes a decision under the Planning Act as it relates to a planning matter, it shall have regard to the list of Provincial interests noted above. The preparation of the Waterdown Community Node Secondary Plan is subject to the requirements of the *Planning Act*.

3.1.2 PROVINCIAL POLICY STATEMENT (2014)

The *Planning Act* also requires that a Council of a municipality, in exercising any authority that affects a planning matter, shall be consistent with policy statements issued under the *Planning Act*. This provision refers to the Provincial Policy Statement (PPS), a document with policies that focus on key provincial interests related to land use planning.

The PPS provides high level policy direction on matters of provincial interest related to land use planning and development. It recognizes the complex interrelationships among and between environmental, economic and social factors in land use planning.

The policies of the PPS are divided into three sections:

- **Building Strong Healthy Communities:** Policies focused on the efficient use of land and development patterns that support sustainability by promoting strong, liveable, healthy and resilient communities.
- **Wise Use and Management of Resources:** Policies addressing the protection of natural heritage, cultural heritage and archaeological resources.
- **Protecting Public Health and Safety:** Policies directing development away from areas of natural or human-made hazards.

The PPS directs that settlement areas shall be the focus of growth and development, and directs land use patterns within these areas to be based on densities and a mix of land uses which efficiently use land and resources, which are appropriate for planned or available infrastructure and public service facilities, which minimize negative impacts to air quality and climate change, which support active transportation, which are transit supportive, and which provide a range of opportunities for intensification and redevelopment (*Policies 1.1.3.1 and 1.1.3.2*). Planning authorities are directed to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated (*Policy 1.1.3.3*). Planning authorities are also directed to promote compact form and a structure of nodes and corridors when planning for development (*Policy 1.8.1a*).

Planning authorities must provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents. This is to be accomplished by permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, and all forms of residential intensification and redevelopment (*Policy 1.4.3 b*), as well as by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (*Policy 1.4.3d*).

Transportation and land use considerations are directed to be integrated at all stages of the planning process (*Policy 1.6.7.5*). The PPS states that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs (*Policy 1.6.7.1*). A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (*Policy 1.6.7.4*).

The following additional policies should also be noted:

“1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public space, open space areas, trails and linkages,*

1.6.1 Planning for infrastructure.....shall be coordinated and integrated with land use planning so that they are:

- a) Financially viable over their life cycle, which may be demonstrated through asset management planning; and*
- b) available to meet current and projected needs.*

1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.

1.7.1 Long-term economic prosperity should be supported by:

- c) Maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

2.1.1 Natural features and areas shall be protected for the long term.

2.1.1 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restore or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

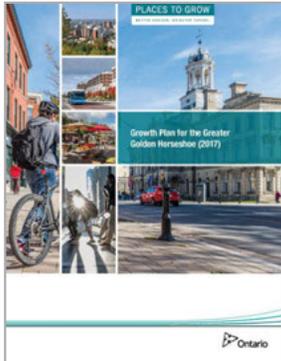
2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.3 Planning authorities shall not permit development and site alteration on adjacent land to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

2.6.5 Planning authorities shall consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources.”

The Waterdown Community Node Secondary Plan land use patterns, density, and uses must be consistent with the policies of the PPS.

3.1.3 PLACES TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017



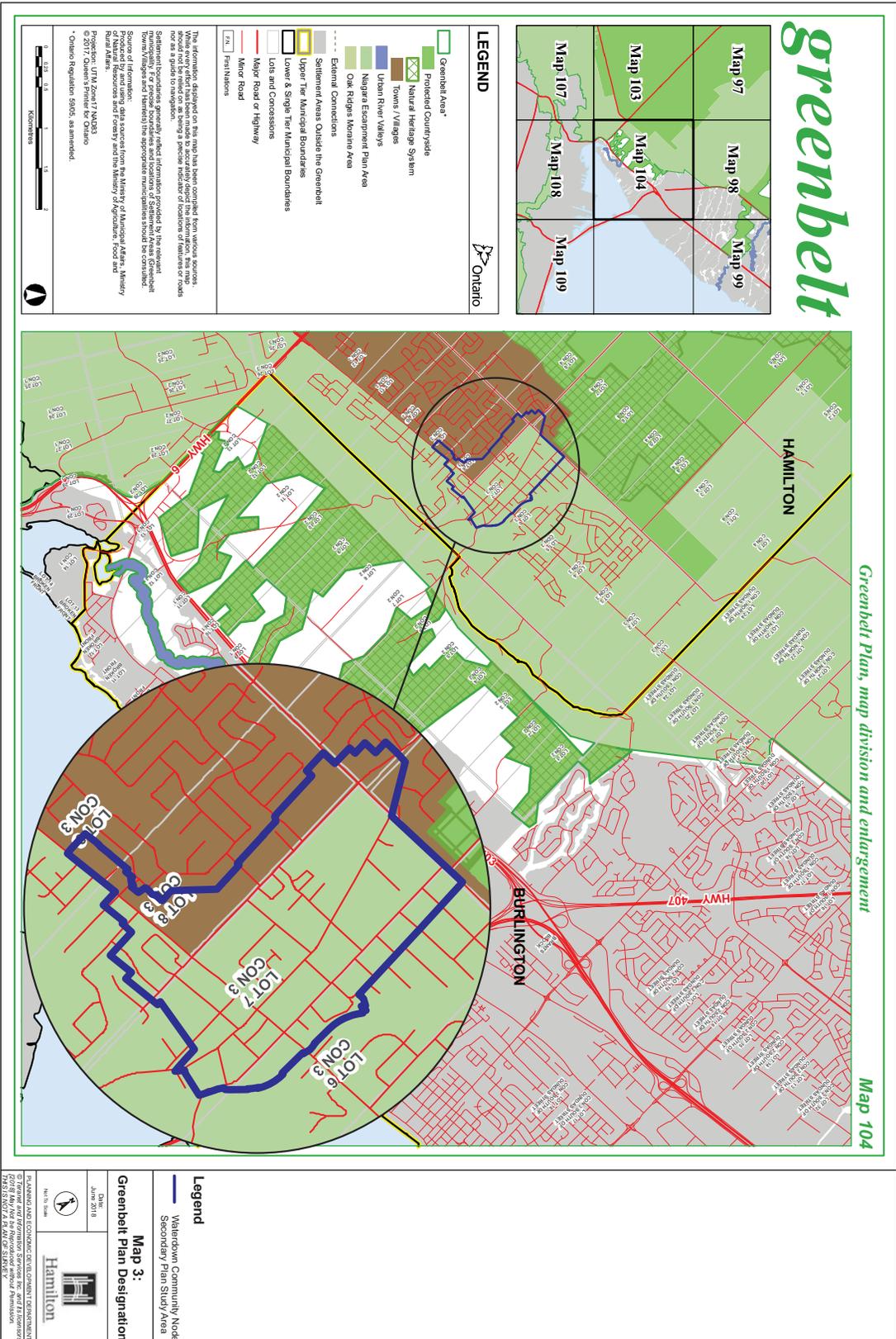
The Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2017 (the Growth Plan) came into effect on July 1, 2017. The original Growth Plan was first enacted in 2006. The Growth Plan is the Ontario government’s plan for managing growth and development in a way that supports economic prosperity, protects the environment, and builds healthy, balanced and complete communities. It establishes a long term framework for where and how the Greater Golden Horseshoe area will grow.

In the Growth Plan, the Waterdown Community Node study area is identified as “Greenbelt Area”. As such, the Growth Plan must be read in conjunction with the Greenbelt Plan and the Niagara Escarpment Plan, as their Plan geographies overlap. Where the same or similar matters overlap in both the Growth Plan and the Greenbelt or Niagara Escarpment Plan, the Growth Plan policies do not apply. The Waterdown Community Node study area is also considered to be a settlement area by the policies of the Plan.

The Growth Plan projects that Hamilton will have a population of 780,000 people and 350,000 jobs by the year 2041. The City is required to plan for the strategic distribution of this growth. The vast majority of growth is directed to settlement areas, and within these areas, to strategic growth areas, built up areas, and locations with existing or planned transit (*Policy 2.2.1.2a) and c)*). The Growth Plan has a strong focus on residential intensification as a means to accommodate growth cost-effectively while also preventing urban sprawl. By the year 2031, and for each year thereafter, a minimum of 60 percent of all residential development in Hamilton must be within the built-up area (*Policy 2.2.2.1*).

Transportation Planning is also an important element of the Growth Plan, to achieve a number of the plan’s objectives for healthy and complete communities. Transportation system planning, land use planning and transportation investment are to be coordinated to implement the Plan (*Policy 3.2.2.1*). The Growth Plan requires transportation planning to offer a balance of transportation choices that reduces reliance on the automobile and promotes transit and active transportation.

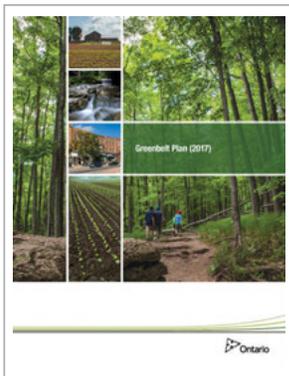
In addition to transportation infrastructure, the Growth Plan also addresses planning for other infrastructure, such as water and wastewater systems, stormwater management and public service facilities. Planning and design for water and wastewater systems is intended to serve growth in a manner that supports the achievement of the minimum intensification and density targets in the Growth Plan (*Policy 3.2.6.2 b)*).



New to the Growth Plan are policies which address climate change adaptation goals, aligned with the Ontario Climate Change Strategy (2015) and the Climate Change Action Plan (2016). Municipalities are directed to develop policies in their Official Plans which will help to mitigate the impacts of climate change. Some of these directions include: supporting the achievement of complete communities; reducing dependence on the automobile and supporting existing and planned transit and active transportation; supporting a culture of energy and water conservation; undertaking stormwater management planning that incorporates appropriate green infrastructure and low impact development; and protecting the natural heritage system and water resource systems.

The Waterdown Community Node Study Area Secondary Plan will be formulated to ensure that it meets the principles, policies and targets set out in the Growth Plan. Policies will be implemented to ensure that the Secondary Plan is achieving a ‘complete community’ including more compact development, a variety of housing choices, and land uses that facilitate transit and decrease dependence of the automobile. New development and redevelopment shall be in harmony with the natural heritage system and will provide opportunities for live, work and play.

3.1.4 THE GREENBELT PLAN, 2017



The Greenbelt Plan (2017) came into force and effect on July 1, 2017, and applies to a significant amount of land generally surrounding urban areas within the Greater Golden Horseshoe (GGH). The Greenbelt Plan identifies where urban growth should not occur in order to provide permanent protection of the agricultural land base in this area and the important ecological features and functions of this landscape. It includes lands within, and builds upon the ecological protections provided by, the Niagara Escarpment Plan (NEP). It also builds upon the existing policy framework established in the Provincial Policy Statement (PPS).

The lands north of Dundas Street and west of Hamilton Street in the study area are designated “Towns and Villages” in the Greenbelt Plan (*see Map 3*), which is a type of settlement area within the Greenbelt Protected Countryside. A portion of the Greenbelt Plan’s policies do not apply to lands within the boundaries of Towns and Villages. Instead,

► *The Greenbelt Plan identifies where urban growth should not occur in order to provide permanent protection of the agricultural land base in this area and the important ecological features and functions of this landscape.*

the Plan defers to municipal Official Plans to govern land use within these settlement areas based on policy direction provided by the Provincial Growth Plan. Even though not all of the policies of the Greenbelt Plan apply to the Towns/Villages designation, the Plan does set out some requirements and goals for these areas. *Policy 3.4.1* outlines the following goals for all settlement areas in the Greenbelt Plan:

“Settlement areas within the Greenbelt support and provide significant economic, social and commercial functions to prime agricultural areas and rural lands. They are an integral part of the long-term economic and social sustainability of the Greenbelt and this Plan envisions that they continue to evolve and grow in keeping with their rural and/or existing character. Land use patterns within settlement areas shall support the achievement of complete communities that move towards low-carbon communities, with the long term goal of net-zero communities.

The achievement of complete communities shall in part be supported by facilitating the development of community hubs that involve the co-location of public services to address local community needs in convenient locations that are accessible by active transportation and, where available, transit.”

The following policies apply to the Waterdown Community Node Secondary Plan study area:

“3.1.5.1 Integrated planning for growth management, including goods movement and transportation planning, shall consider opportunities to support and enhance the Agricultural System.

3.2.3.1 All planning authorities shall provide for a comprehensive, integrated and long-term approach for the protection, improvement or restoration of the quality and quantity of water.

3.2.6.2 The river valleys that run through existing or approved urban areas and connect the Greenbelt to inland lakes and the Great Lakes, including areas designated as Urban River Valley, are a key component of the long-term health of the Natural System. In recognition of the function of the urban river valleys, municipalities and conservation authorities should:

- a) Continue with stewardship, remediation and appropriate park and trail initiatives which maintain and, to the extent possible, enhance the ecological features and functions found within these valley systems;*
- b) In considering land conversions or redevelopments in or abutting an urban river valley, strive for planning approaches that:
 - i) Establish or increase the extent or width of vegetation protection zones in natural self-sustaining vegetation, especially in the most ecologically sensitive areas (i.e. near the stream and below the stable top of bank);**

- ii) *Increase or improve fish habitat in streams and in the adjacent riparian lands;*
- iii) *Include landscaping and habitat restoration that increase the ability of native plants and animals to use valley systems as both wildlife habitat and movement corridors; and*
- iv) *Seek to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts associated with the quality and quantity of urban runoff into the valley systems; and*

3.3.3.1 *For all lands falling within the Protected Countryside, municipalities should: Provide for a full range of publicly accessible, built and natural settings for recreation, including facilities, parklands, open space areas, trails and water-based activities.*

3.4.2.2 *Municipalities shall incorporate policies in their official plans to facilitate the development of community hubs that:*

- a) *Enable the co-location of public services to promote cost-effectiveness and service integration;*
- b) *Facilitate access through locations served by a range of transportation options, including active transportation and, where available, transit;*
- c) *Give priority to existing public service facilities within settlement areas as the preferred location, where appropriate; and*
- d) *Enable the adaptive reuse of existing facilities and spaces in settlement areas, where appropriate.*

3.4.2.3 *Municipalities shall collaborate and consult with service planning, funding and delivery sectors to facilitate the co-ordination and planning of community hubs and other public service facilities.*

3.4.2.5 *Municipalities shall integrate climate change considerations into planning and managing growth in settlement areas in accordance with the policies in subsection 4.2.10 of the Growth Plan.*

3.4.2.6 *Municipalities should develop excess soil reuse strategies as part of planning for growth and development."*

The southerly and easterly portions of the study area are also identified in the Greenbelt Plan as part of the "Niagara Escarpment Plan Area". According to the Greenbelt Plan, in this area the requirements of the NEP, established under the Niagara Escarpment Planning and Development Act, continue to apply and the Greenbelt Plan's Protected Countryside policies do not apply, with the certain exceptions.

3.0 PLANNING POLICY CONTEXT



3.1.5 NIAGARA ESCARPMENT PLAN

The Niagara Escarpment Plan seeks to protect the geologic feature of the Niagara Escarpment and lands in its vicinity as a continuous natural environment while only allowing for compatible development. The Niagara Escarpment Commission (NEC) is responsible for the implementation of the Niagara Escarpment Plan. Lands north of Dundas Street and west of Hamilton Street are outside of the Niagara Escarpment Plan area, and are only subject to the Growth Plan and the Greenbelt Plan. Lands south of Dundas Street and east of Hamilton Street are designated as “Urban Area” in the Niagara Escarpment Plan. (see *Map 4*). A number of lands just adjacent to the study area, to the south of the study area boundary as well as just east of Mill Street, are designated ‘Natural Area’. The Natural Area designation recognizes various watercourses adjacent to the study area.

The lands identified as “Urban Area” in the NEP generally reflect areas that are identified as urban in municipal official plans and/or secondary plans. The objective of the “Urban Area” designation is to minimize the impact and prevent further encroachment of urban growth on the Escarpment environment. The “Urban Area” designation means that lands may be developed, as long as development is in accordance with specific objectives, including (*Policy 1.7.5*):

- being compatible with the scenic resources of the Escarpment, including providing appropriate maximum heights and adequate setbacks and screening to minimize the visual impact of urban development;
- encouraging reduced energy consumption, improved air quality, reduced greenhouse gas emissions, and working towards the long-term goal of low-carbon communities, including net-zero communities and increased resilience to climate change, including through maximizing opportunities for the use of green infrastructure and appropriate low impact development;
- promoting the co-location of compatible public services; to address local community needs in convenient locations that are accessible by walking, cycling and public transit;
- development, and new lots or expanded lots within Urban Areas shall not encroach into Escarpment Natural, Escarpment Protection, Escarpment Rural or Mineral Resource Extraction Areas;
- Adequate public access to the Escarpment should be provided (i.e. trails, walkways, etc.)
- Growth and development in Urban Areas shall be compatible with and provide for: the protection of natural heritage and hydrologic features and functions; the conservation of cultural heritage resources, consideration for reductions in greenhouse gas emissions and improved resilience to the impacts of a changing climate; and sustainable use of water resources.

A development permit is not required from the NEC for the development or redevelopment of lands within the Waterdown Community Node Secondary Plan study area, as it is not within the NEC's defined Development Control Area (development permit system lands). However, development should address the general development criteria of the NEP which include protecting, restoring and, where possible, enhancing the Escarpment environment and avoiding impacts on the control of natural hazards (*Policy 2.2*). The creation of new lots is permitted, subject to the requirements of applicable official plans and/or secondary plans and as long as they maintain and enhance the existing community character and protect and enhance existing natural heritage and hydrologic features and functions (*Policy 2.4*).

Infrastructure in the NEP must be planned in an integrated fashion, and be sited and designed to minimize negative impacts on the Escarpment environment. Infrastructure must avoid Escarpment Natural Areas (*Policies 2.12 (1), (2), and (5)*).



3.1.6 2041 REGIONAL TRANSPORTATION PLAN: FOR THE GREATER TORONTO AND HAMILTON AREA

In March 2018, Metrolinx, an agency of the Province of Ontario, released the 2041 Regional Transportation Plan: For the Greater Toronto and Hamilton Area. This plan is an update to a previous regional transportation plan, The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA), which was released in 2008. The Plan provides a blueprint for creating an integrated, multi-modal regional transportation system within the GTHA that is efficient, equitable and user-focused. It includes actions, supporting policies and an investment strategy to finance the regional transportation system over the short and long term.

A number of projects are identified in the plan as completed, under development, and in the planning stages. Two of the projects identified as being in the planning stages are a Dundas BRT and a Dundas West Priority Bus. The Dundas BRT is described as a BRT route from Kipling Station in Toronto to Bronte Road in Oakville. The Dundas West Priority Bus is described as a continuation of this route from Oakville to Brant Street in Burlington.

Currently, these projects are in the early planning stages. Metrolinx is completing a business case study which is considering extending this BRT and/or priority bus route through Waterdown and possibly as far as McMaster University. If implemented, this route would travel through the Waterdown Community Node Secondary Plan study area, providing a transit linkage to Burlington and other communities further east, including Toronto. A priority bus between Waterdown and downtown Hamilton is also listed as a future project to occur within the time horizon of the Plan.



3.2 MUNICIPAL PLANNING FRAMEWORK

3.2.1 OUR FUTURE HAMILTON



The City of Hamilton released an updated community vision in the spring of 2016, entitled "Our Future Hamilton". Our Future Hamilton is a strategic document that defines the expectations of the City's residents for the next 25 years in 6 priority areas. These priority areas include: Community Engagement and Participation; Economic Prosperity and Growth; Healthy and Safe Communities; Clean and Green; Built Environment and Infrastructure; and Culture and Diversity. The strategy also provides 88 key directions, 226 community-suggested actions, and 57 signs of success to guide long term planning and the City's decision making and strategic planning processes. The Our Future Hamilton community vision was created using input from over 54,000 people who collectively represented Hamilton's residents, businesses, institutions and stakeholders. The Waterdown Community Node Secondary Planning process will be consistent with the vision and directions of Our Future Hamilton, and will play a role in achieving the vision over the long term.

3.2.2 CITY OF HAMILTON CORPORATE STRATEGIC PLAN 2016-2025

On June 1, 2016, City of Hamilton Council approved a new corporate Strategic Plan for the City of Hamilton. The themes of the 2016–2025 Strategic Plan align to the priorities identified by the 54,000 citizens that participated in creating Our Future Hamilton, the City's 25-year community vision. The strategic plan helps the organization envision what the City wants to become, and to define its focus and set a common direction. The City's Strategic Plan is as follows:

Vision: To be the best place to raise a child and age successfully.

Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

Our Priorities:

- 1. Community Engagement & Participation:** Hamilton has an open, transparent and accessible approach to City government that engages with, and empowers all citizens to be involved in their community.
- 2. Economic Prosperity and Growth:** Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.
- 3. Healthy and Safe Communities:** Hamilton is a safe and supportive city where people are active, healthy and have a high quality of life.
- 4. Clean and Green:** Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.
- 5. Built Environment and Infrastructure:** Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.
- 6. Culture and Diversity:** Hamilton is a thriving, vibrant place for arts, culture, and heritage where diversity and inclusivity are embraced and celebrated.
- 7. Our People and Performance:** Hamiltonians have a high level of trust and confidence in their City government.

The Secondary Plan for the Waterdown Community Node will contribute to achieving the vision of the City's Strategic Plan.

3.2.3 GROWTH RELATED INTEGRATED DEVELOPMENT STRATEGY (GRIDS), 2006

The Growth Related Integrated Development Strategy (GRIDS) was an integrated planning process that determined a land use structure, economic development strategy, and financial strategy for future growth in the City to the year 2031. This strategy integrated land use, transportation, water, wastewater and stormwater planning into one project. The various component studies included:

- A City-Wide Transportation Master Plan
- A Stormwater Management Master Plan
- A Water/Wastewater Master Plan

These studies provided the framework for future land use decision making while considering the interrelationships between various types of infrastructure. The results of the GRIDS process and its supporting studies were used to inform the development of the City's Urban Hamilton Official Plan.

The preferred land use structure identified in GRIDS for the urban area of Hamilton was a nodes and corridors structure. A hierarchy of nodes was identified throughout the City and these nodes were connected by corridors. Node and corridors were identified as strategic areas for intensification within the City. The nodes and corridors were further refined and land use policy direction established in the Urban Hamilton Official Plan. Section 3.2.4 of this report provides further details on land use policy in the Urban Hamilton Official Plan which is relevant to the Waterdown Community Node Secondary Plan study area.

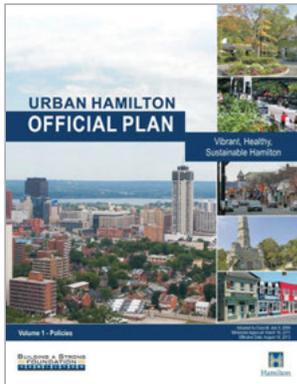
An update to the original GRIDS (GRIDS 2) commenced in 2017 and is currently underway. This update is being completed in conjunction the City's municipal comprehensive review, which is mandated by the provincial Growth Plan. As indicated above, GRIDS identified a growth strategy to allocate forecasted population and employment growth to the year 2031. In the 2017 Growth Plan, the Province released new population and employment forecasts for communities across the Greater Golden Horseshoe to the year 2041. The forecasts for Hamilton project an increase of 40,000 jobs and 100,000 people between 2031 and 2041. As such, GRIDS must be updated to allocate the additional jobs and persons beyond 2031 (to 2041) and to determine the impact on master infrastructure plans.



GRIDS 2, together with the updates to the Transportation and Infrastructure Master Plans, will be a critical input into the Development Charges update in 2019. GRIDS 2 will identify where intensification/redevelopment should be focused, how much growth needs to be accommodated in existing built up areas, such as the Waterdown Community Node area, and future urban boundary expansion areas required to accommodate additional growth. In addition, GRIDS 2 will form the basis for the future Rural and Urban Hamilton Official Plan updates in accordance with Provincial planning requirements.



3.2.4 URBAN HAMILTON OFFICIAL PLAN



In 2009 City Council adopted the Urban Hamilton Official Plan (UHOP). The UHOP is a document which provides direction and guidance on the management of our communities, land use change and physical development to the year 2031. An update to the UHOP to provide guidance to the year 2041 will be developed as part of the City’s next Municipal Comprehensive Review, which is currently underway.

3.2.4.1 VOLUME 1 SCHEDULES AND APPENDICES

The Schedules and Appendices in Volume 1 of the Secondary Plan provide the following information about the Waterdown Community Node Secondary Plan study area:

TABLE 1: VOLUME 1 SCHEDULES AND APPENDICES

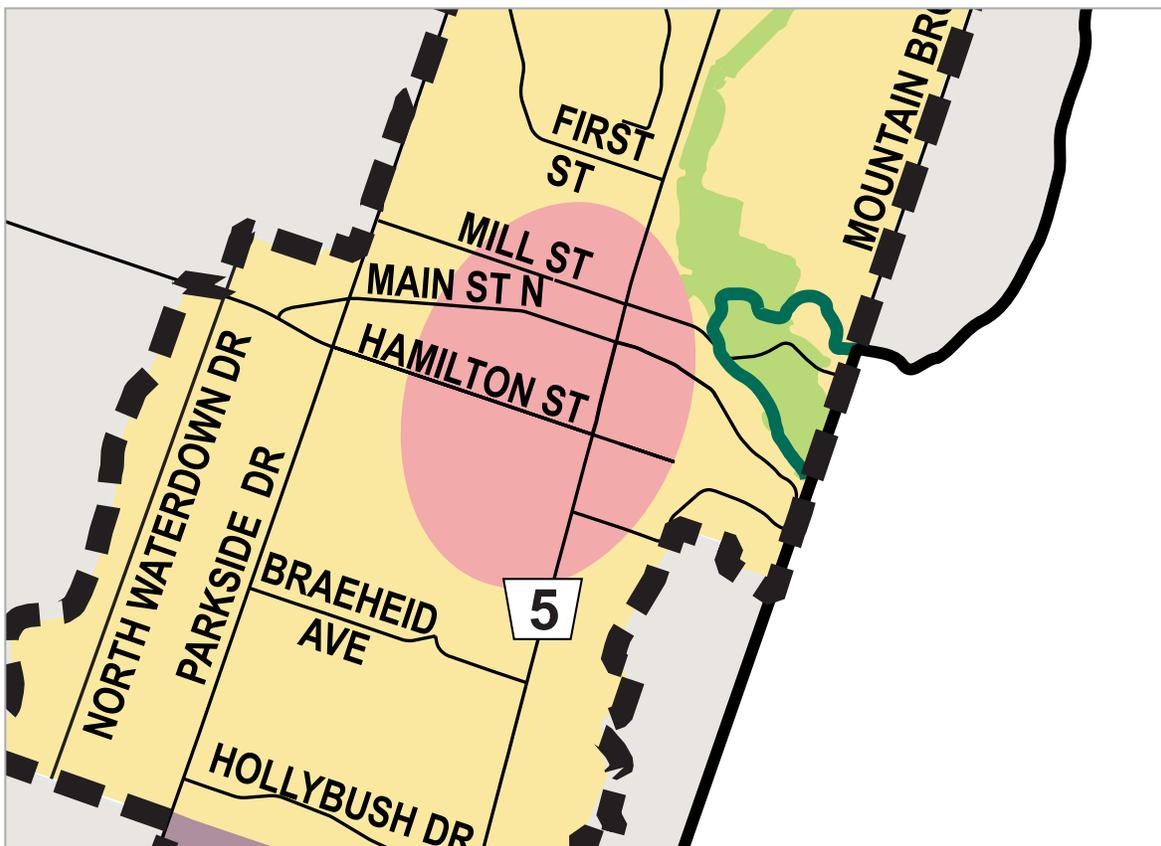
Schedule/Appendix	Title	Details
A	Provincial Plans	Lands east of Hamilton Street and south of Dundas Street are identified as being designated "Urban Area" within the Niagara Escarpment Plan.
B	Natural Heritage System	Waterdown Memorial Park and Sealy Park are identified as Parks and General Open Space. Rockcliffe Gardens is identified as a linkage. One parcel of land at the southerly boundary of the study area, on the east side of Hamilton Street, is identified as a Core Area
B-2	Detailed Natural Heritage Features, Key Natural Heritage Features Significant Woodlands	The parcel of land identified as a Core Area on Schedule B is further identified as a significant woodland.
B-6	Detailed Natural Heritage Features, Local Natural Area Environmentally Significant Areas	The eastern edge of the study are, south of Dundas Street, borders a Local Natural Area Environmentally Significant Area
B-8	Detailed Natural Heritage Features, Key Hydrologic Feature Streams	There are 3 stream features which are not located within the study area, but directly abut the study area boundary. The most significant of these is Grindstone Creek, which runs along the easterly boundary of the study area.

Schedule/Appendix	Title	Details
C	Functional Road Classification	Dundas Street (Hwy 5) is a Major Arterial. Hamilton Street (north of Dundas Street) and Parkside Drive are Minor Arterials. Main Street North is a Collector.
C-2	Future Road Widenings	The following alternative right of way widths are identified: <ul style="list-style-type: none"> • Dundas Street (Hwy 5) from Hwy 6 to Hamilton Street: 36.576 to 45.72 metres. • Dundas Street (Hwy 5) from Hamilton Street to First Street: 20 to 22 metres. • Hamilton Street from Dundas Street to Parkside Drive: 36.576 metres • Mill Street from Dundas Street to Mountain Brow Road: 26.213 metres • Parkside Drive east of Hamilton Street: 30.48 metres • Parkside Drive west of Hamilton Street: 26.213 metres
E	Urban Structure	The study area includes a Community Node and Neighbourhoods. A Major Open Space area and a Niagara Escarpment boundary abut the south-easterly boundary of the study area.
E-1	Urban Land Use Designations	The land use designations in the study area are Neighbourhoods, Mixed Use – Medium Density, and Open Space.
Appendix A	Parks Classification Map	Waterdown Memorial Park is shown as a Community Park, Sealy Park is shown as a Neighbourhood Park
Appendix B	Major Transportation Facilities and Routes	A railway line abuts the easterly boundary of the study area.
Appendix F-1a	Area Specific Cultural Heritage Resources	A number of properties, located approximately on both sides of Mill Street are identified as part of the Mill Street Heritage Conservation District. Four properties are identified as individually designated properties. One property is identified as subject to an Ontario Heritage Trust Easement. <i>(see Section 7.0 for more details)</i>
Appendix F-4	Archaeological Potential	Most of the lands in the study area are identified as having archaeological potential
Appendix G	Boundaries Map	All of the land in the study area are identified as within the Built-up Area

3.2.4.2 URBAN STRUCTURE

Hamilton's urban structure is a node and corridor structure that builds upon the historic structure of the amalgamated City. Other urban structure elements that are integrated with the nodes and corridors include neighbourhoods, employment areas, major activity centres and opens spaces. The core area of Waterdown around Dundas Street and Hamilton Street is identified as a Community Node in the City's urban structure . The UHOP establishes a number of principles around the node and corridor urban structure (*Policy E.2.1, Volume 1*):

- Nodes and corridors are the focus of reurbanization activities;
- Nodes and corridors provide focal points of activity for Hamilton's local communities and neighbourhoods;
- Nodes and corridors are connected to each other and are internally served by various modes of transportation;
- Nodes and corridors provide a vibrant pedestrian environment and facilitate active transportation through careful attention to urban design; and,
- Nodes and corridors evolve with higher residential densities and mixed use developments to achieve their planned functions and support transit.



A Community Node is described in the Official Plan as a mixed use environment providing access to housing, employment, services and recreation in close proximity to each other and transit (*Policy E.2.3.3.2*). Community nodes are intended to have a commercial function, providing community scale retail stores and services to the residents within the Node and surrounding neighbourhoods (*Policy E.2.3.3.3*). They are also intended to provide an employment function consisting primarily of employment in retail, services, local institutions and government services (*Policy E.2.3.3.4*).

Policy E.2.3.3.11 states that: "Detailed secondary plans shall be undertaken for Community Nodes to establish boundaries and provide greater direction on mix of uses, heights, densities, built form and design." This policy requires that a Secondary Plan be created for the Waterdown Community Node area. The development of a Secondary Plan must be consistent with the policies for Community Nodes outlined in the UHOP.

A refinement of the boundaries for the Community Node will be established as part of the Waterdown Community Node Secondary Plan Study. The existing density of the Waterdown Community Node study area is estimated to be approximately 49 persons and jobs per hectare.

Community Nodes are generally planned to achieve a target density of a 100 persons and jobs per hectare (*Policy E.2.3.3.7*). They are planned to accommodate some residential intensification over time, however the location, scale and amount of intensification is to be established through detailed secondary plans (*Policy E.2.3.3.8*). While the Community Node in Waterdown is subject to these policies, *Policy 2.3.3.12* also states that notwithstanding the target of 100 persons and jobs per hectare, some Community Nodes may be developed as lower intensity nodes appropriate to the character of their adjacent neighbourhoods, or to other infrastructure or transportation constraints. Specifically, *Policy E.2.3.3.12 b)* states that intensification shall not be permitted in the Waterdown Community Node until infrastructure and transportation constraints have been alleviated.

The UHOP also provides policy direction for the design of Community Nodes, which will need to be addressed as part of the Waterdown Community Node Secondary Plan. Community Nodes must be planned to have a strong pedestrian focus (*Policy E.2.3.3.13*). Within historic downtown areas, this focus is often already established; however opportunities to enhance the pedestrian focus should be identified (*Policy E.2.3.3.14*). To help achieve a pedestrian supportive environment, "Pedestrian Focus" streets must be identified in each Community Node, where buildings must be built to the street line with store fronts and active uses opening onto the street (*Policy E.2.3.3.16*). The following UHOP policies provide additional design direction for Community Nodes, which should be considered as part of the Waterdown Community Node Secondary Plan Study.

- "E.2.3.3.18 New development shall respect the existing built form of adjacent neighbourhoods by providing a gradation in building heights and by locating and designing new development to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.*
- E.2.3.3.19 Streets within the Community Nodes shall be designed to provide strong pedestrian linkages and active transportation opportunities between the surrounding Neighbourhoods and the Nodes.*
- E.2.3.3.20 Automobile access will continue to be important to Community Nodes but it shall be balanced with the need to improve pedestrian and transit access and opportunities for active transportation.*
- E.2.3.3.21 Parking shall be provided through on-street parking, in parking structures, and in surface lots to the rear or sides of commercial buildings.*
- E.2.3.3.22 Reductions in parking requirements shall be considered in order to encourage a broader range of uses and densities to support transit."*

3.2.4.3 LAND USE DESIGNATIONS

Map 5 shows the land use designations for the study area, from Schedule E-1 – Urban Land Use Designations, of the UHOP. Table 2 highlights the specific designations applicable to the Waterdown Community Node area along with their role/function, permitted uses and scale/design. The UHOP provides high-level land use designations for the area. The Secondary Plan study will establish more detailed land use designations.

In addition to the land use designations, there are also two site specific policy areas within the study area:

<p>Site Specific UFN-1, 609 Hamilton Street North:</p>	<p>In addition to the uses permitted in the Neighbourhoods Designation, a bulk petroleum fuel depot with associated office and warehouse facilities and an automobile service station is also permitted.</p>
<p>Site Specific UFC-1, 61 Hamilton Street North:</p>	<p>In addition to the uses permitted in the Mixed Use – Medium Density Designation, the existing building and lumber supply establishment is also permitted.</p>

3.0 PLANNING POLICY CONTEXT

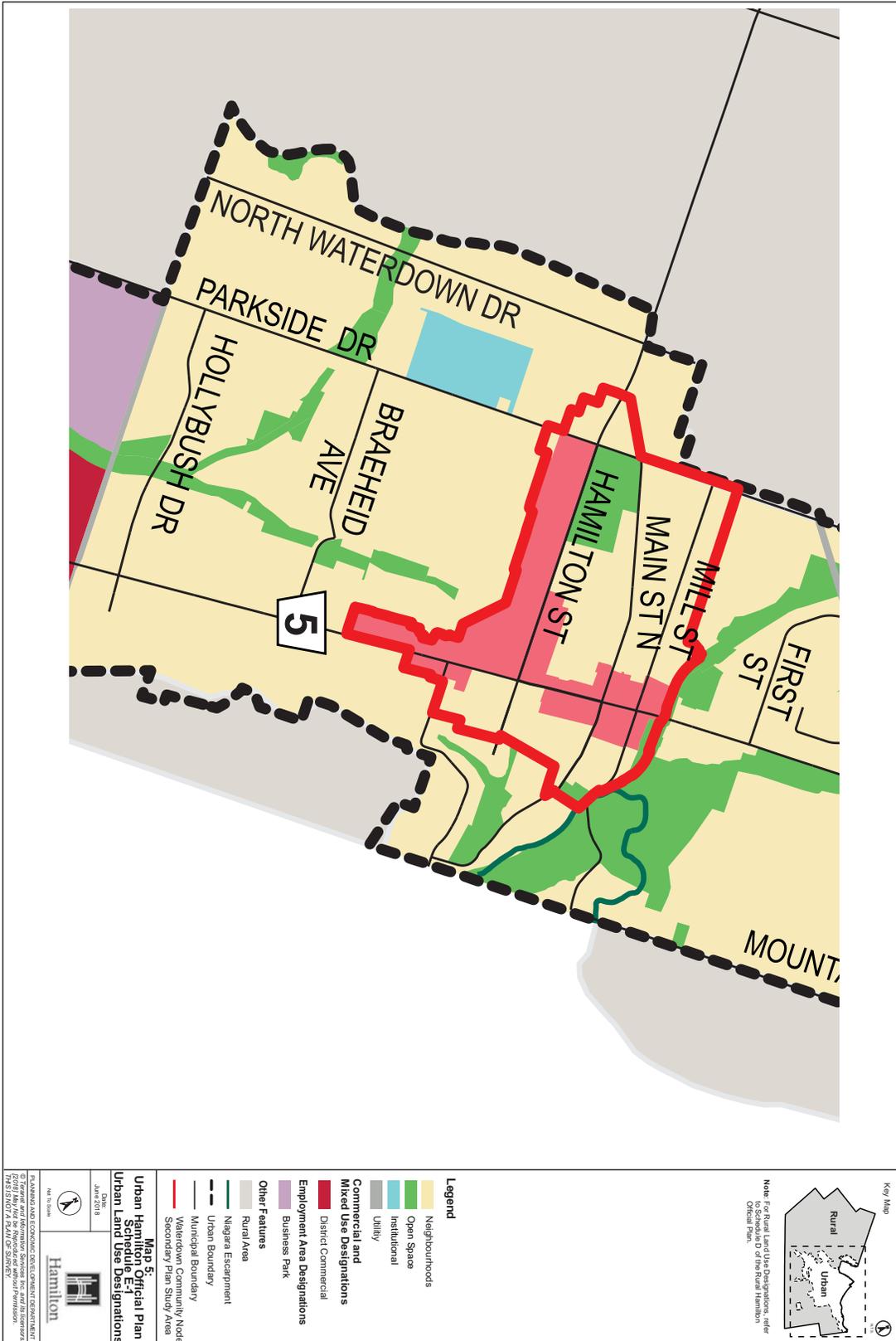
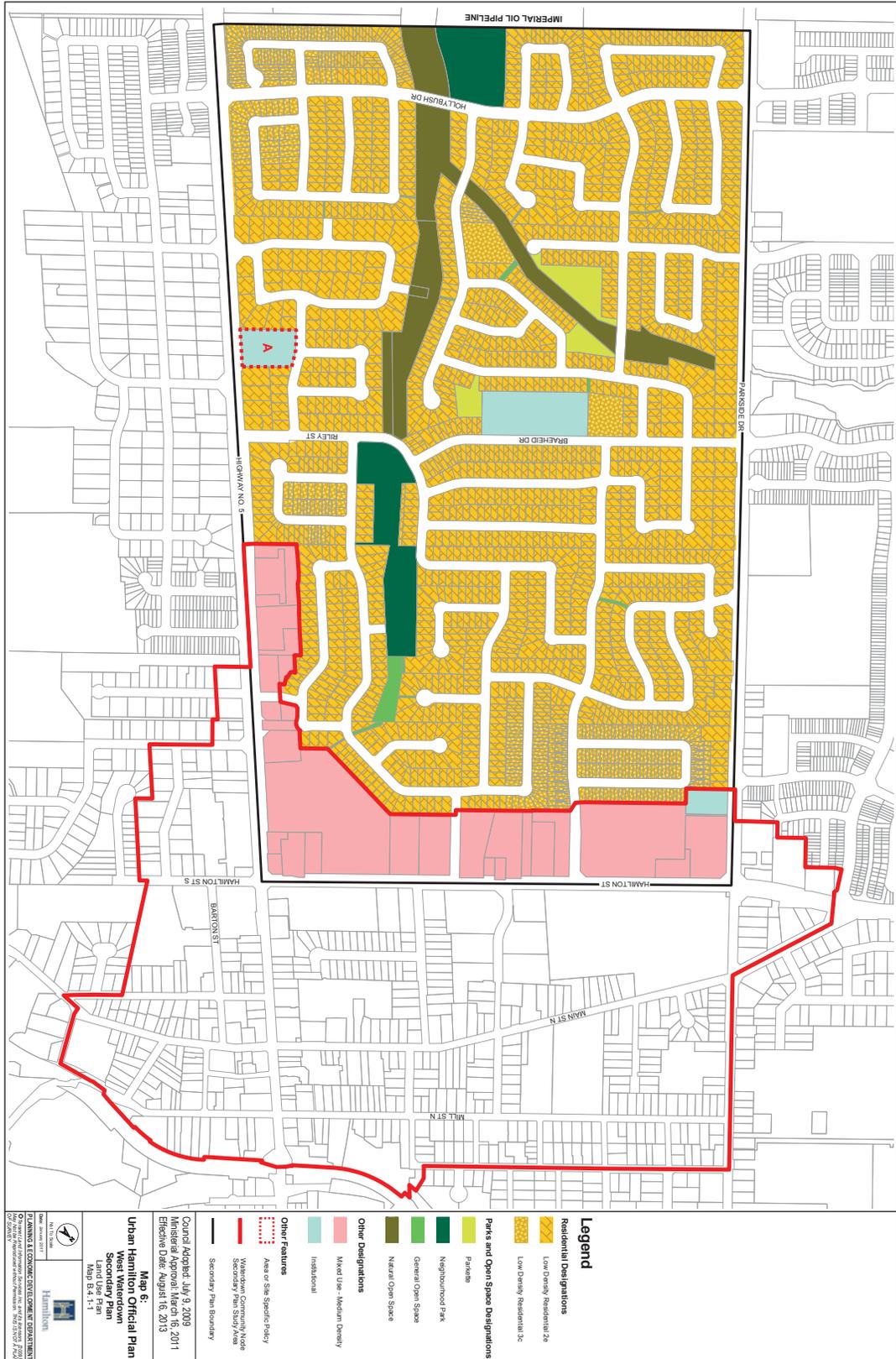


TABLE 2: URBAN HAMILTON OFFICIAL PLAN DESIGNATIONS

Land Use Designation	Role/Function	Permitted Uses	Scale /Design
Neighbourhoods	<ul style="list-style-type: none"> Function as complete communities, all types of residential dwellings with supportive uses 	<ul style="list-style-type: none"> Residential dwellings (all densities and types), open space, local community facilities and local commercial 	<ul style="list-style-type: none"> Applies to areas greater than 4 ha Maintain existing character, intensification must be compatible Supporting uses should be clustered to create a focal point and to facilitate access to transit Areas should be pedestrian oriented
Commercial Mixed Use – Medium Density	<ul style="list-style-type: none"> Serves the surrounding community of neighbourhoods Applied to traditional 'main street' commercial areas Evolve over time to become compact mixed use people places 	<ul style="list-style-type: none"> Commercial uses (retail, office, restaurants live work, personal services etc.) Institutional uses Arts, cultural and entertainment Residential and accommodation Prohibits many auto oriented uses (drive throughs, gas bars and car washes on Pedestrian focus streets, vehicle dealerships) 	<ul style="list-style-type: none"> Applies to areas greater than 4 ha Range of heights and densities with a max of 6 storeys but up to 8 storeys if certain condition are met Predominately low and mid-rise buildings Good integration with existing neighbourhood areas
Open Space	<ul style="list-style-type: none"> Public or private areas intended for conservation recreation or opens space uses 	<ul style="list-style-type: none"> Parks, publicly owned community/rec centres, pedestrian pathways and cemeteries 	<ul style="list-style-type: none"> Applies to lands larger than 4 ha more specific parks designation is detailed in secondary plans and in Appendix A of the UHOP

3.0 PLANNING POLICY CONTEXT

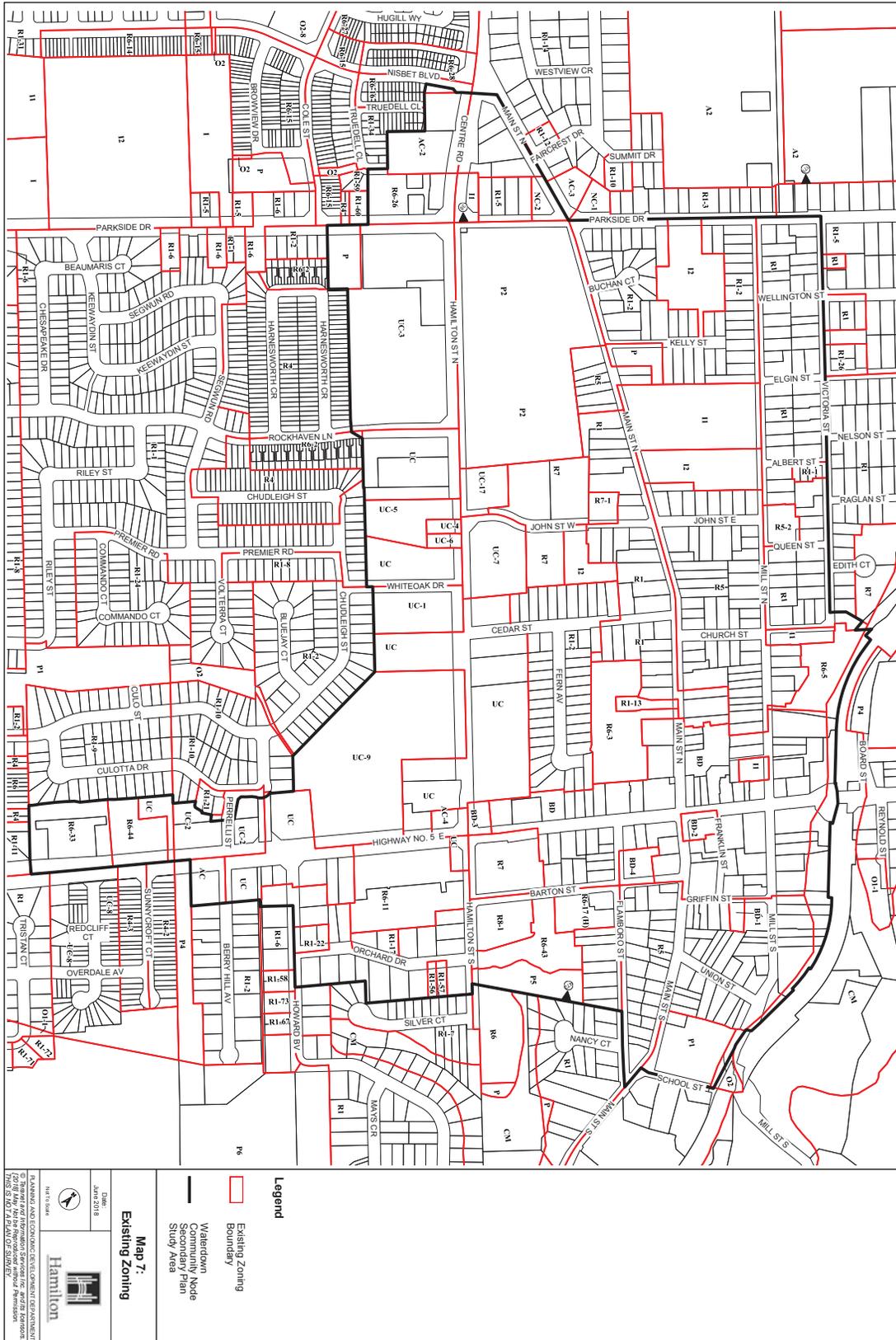


3.2.4.4 WEST WATERDOWN SECONDARY PLAN

The West Waterdown Secondary Plan is bordered by Parkside Drive to the north, an Imperial Oil pipeline to the west, Highway No. 5 to the south, and Hamilton Street to the east. A small portion of the Secondary Plan overlaps with the Waterdown Community Node Secondary Plan study area as shown on *Map 6*. The lands which overlap are primarily designated Mixed Use – Medium Density and form part of the Waterdown Community Node. The Waterdown Community Node Secondary Plan Study will review the lands from the West Waterdown Secondary Plan which are located in the study area. The Study may potentially recommend the removal of lands from the West Waterdown Secondary Plan, if they are proposed to be incorporated into the Waterdown Node Secondary Plan.



3.0 PLANNING POLICY CONTEXT



3.2.5 ZONING BY-LAWS

The land use zoning in the Waterdown Community Node area is a combination of the existing zoning from the former Town of Flamborough Zoning By-law (90-145) and some of the new comprehensive Zoning By-Law (05-200), which applies to parks, open space and institutional uses.

Existing zoning is shown on *Map 7*. In the future, all lands will be zoned under Zoning By-law 05-200, however updated zoning is being implemented in stages based on land use categories, and currently only parks, open space and institutional uses are zoned under the new By-law 05-200. Additional future zoning within the Waterdown Community Node will need to be consistent with the Secondary Plan.



3.2.5.1 COMMERCIAL MIXED USE (CMU) ZONING

To implement the commercial policies of the City's Urban Hamilton Official Plan (UHOP), staff have developed proposed Commercial and Mixed Use (CMU) Zones for all of the urban areas of the City that are outside the downtown Urban Growth Centre. This Zoning has been approved by Council, but is currently under appeal. These zones will be incorporated into Zoning By-law No. 05-200 when they become final.

The proposed zoning applies a Mixed Use Medium Density (C5) Zone to the commercial properties generally located along Hamilton Street, and a Mixed Use Medium Density (C5a) – Pedestrian Focus Zone to the commercial properties in the historic downtown portion of Waterdown.

The proposed CMU Zones support residential and commercial intensification and development, contribute to city building, and remove regulatory barriers for new investment and/or redevelopment opportunities in accordance with the City's Open for Business mandate.

3.3 OTHER CITY PLANS, STUDIES AND INITIATIVES

In addition to the Urban Hamilton Official Plan, several other existing plans, studies and ongoing initiatives in the City are relevant to the study area and may have policy implications for the Waterdown Community Node Secondary Plan. The Secondary Plan will ensure that it aligns with other approved policies and plans in the City, and every effort will be made to align with other ongoing City studies or initiatives that may affect the study area. The following plans and studies are relevant to the Secondary Plan study area:

- Hamilton Transportation Master Plan, 2018
- Rapid Ready: Expanding Mobility Choices in Hamilton, 2013
- Waterdown/Aldershot Transportation Master Plan, 2008
- New Waterdown Transportation Master Plan, ongoing
- Truck Route Master Plan, 2010
- Shifting Gears, 2009 (Cycling Master Plan)
- Transit Oriented Development Guidelines, 2010
- Transforming Hamilton Through Culture: Cultural Plan, 2013
- Step Forward: Hamilton Pedestrian Mobility Plan, 2012
- Hamilton Recreational Trails Master Plan, 2016

3.3.1 HAMILTON TRANSPORTATION MASTER PLAN (2018)

In 2007, the City completed a City Wide Transportation Master Plan, which contains policies and strategies for the City's transportation network over the next 30 years. The transportation network includes roads, transit, cycling, and walking facilities, public parking and the City's connections to marine and aviation facilities. The plan supported the development of the City's Urban and Rural Official Plans and serves as a support document for the City's capital budgeting and its long-range strategic planning. The overriding transportation strategy of the Plan relies on active transportation (walking, cycling, transit etc.) before road expansion to solve transportation problems.



One component of the Transportation Master Plan is a Rapid Transit Plan for the City of Hamilton, which includes 5 routes which are intended for a future rapid transit network (B-line, L-line, A-line, S-line and T-line). This network, named the "BLAST" network, includes Waterdown as a termination point for the L line. The L line will connect downtown Hamilton to the Waterdown commercial centre via a rapid transit system. This rapid transit line is a long term priority beyond the 25 year horizon.

An update to the 2007 Hamilton Transportation Master Plan has been in progress over the last 3 years, to reflect a number of changing conditions and considerations for the transportation network in Hamilton, including a growing population and changing demographics. The final update was presented at the General Issues Committee on June

20, 2018, but has not yet received final approval from Council. The key challenge for the updated TMP is how to accommodate growth while ensuring the transportation system is able to operate efficiently and that the goals for safer roads, environmental protection, economic development and health are met. In many places roads cannot be widened further, so a different approach is needed to manage the transportation system, one that puts a greater emphasis on transit and active transportation.

The updated TMP is built around 3 desired outcomes; a sustainable and balanced transportation system, healthy and safe communities, and economic prosperity and growth. New policy areas in the TMP include connectivity, the role of the built environment (connections between land use and transportation), emerging technologies, a concept of complete livable better streets, and one to two-way street conversions. The updated plan provides a blueprint for making decisions on transportation initiatives, infrastructure investments, and program administrations, and also assists in implementing the City's Official Plan.

3.3.1.1 RAPID READY: EXPANDING MOBILITY CHOICES IN HAMILTON (2013)

Rapid Ready is a five year multi-modal transportation plan approved by Hamilton City Council in 2013. This Plan supports the 2007 City Wide Transportation Master Plan, specifically focusing on supporting the development of rapid transit services in Hamilton. The Plan speaks to improving transit around rapid transit corridors, supportive community planning, and multi-modal integration, to maximize the benefits of rapid transit.



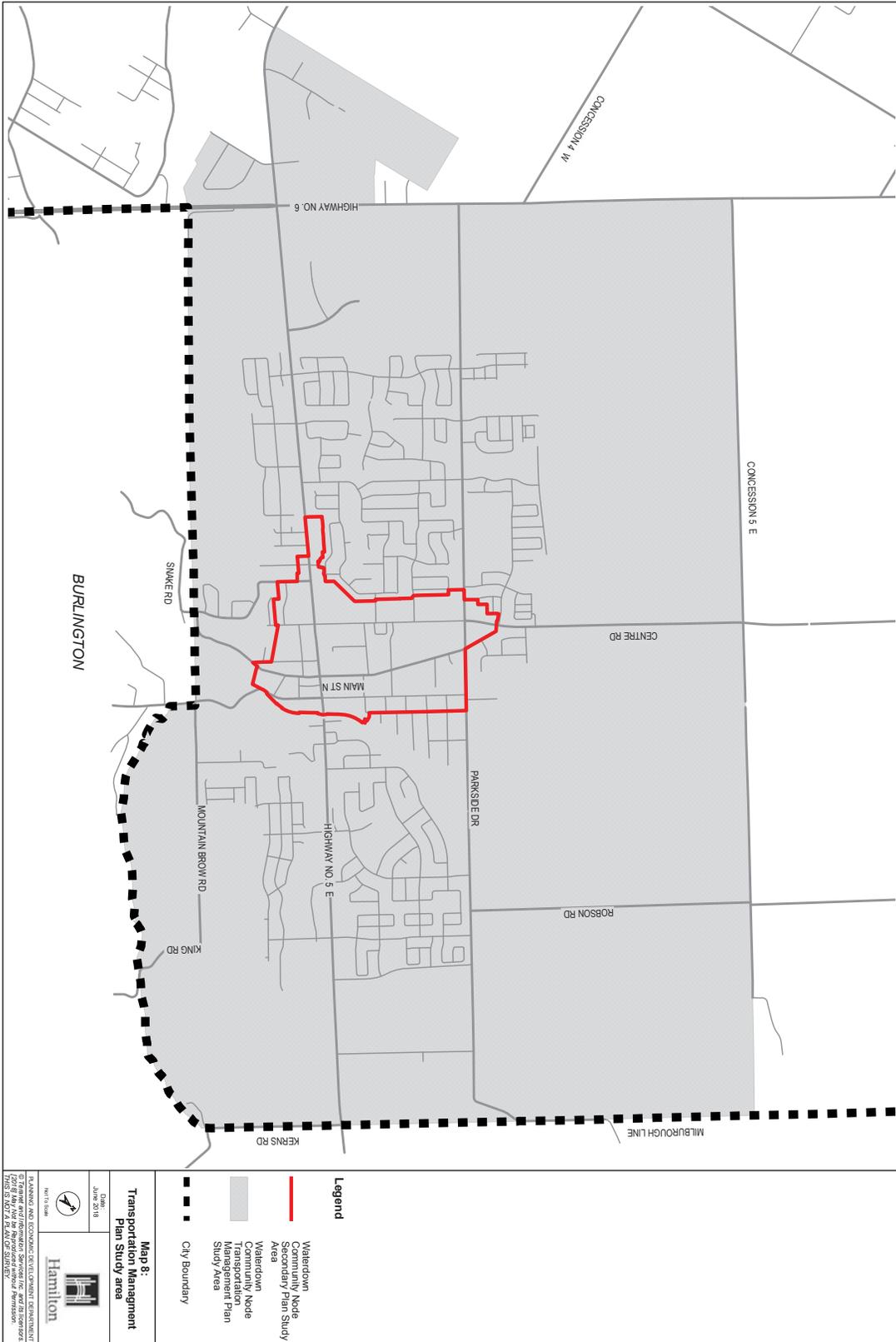
3.3.2 WATERDOWN/ALDERSHOT TRANSPORTATION MASTER PLAN (2008)

In addition to the Hamilton Transportation Master Plan, there is also a local Transportation Master Plan that has been completed for the Waterdown area. The Plan determined that both additional east-west capacity and north-south capacity was required for the area around the Village of Waterdown, to service planned urban development in the community. The Waterdown/Aldershot Transportation Master Plan identifies a more detailed future transportation network for the area and future improvements that must be made to accommodate expected traffic. While these improvements are outside of the study area, when fully implemented, they will change the traffic patterns in the area, particularly the traffic flow through downtown Waterdown.

Major recommended improvements and estimated construction timelines include:

- Widening Parkside Drive to 4 lanes from just east of Highway 6 to Evans Road (in progress, 2018 completion);
- Constructing a new east/west roadway generally between Parkside Drive and the greenbelt boundary. The roadway will start at Highway 6 and drop down to connect to Parkside Drive just west of Robson Road (one portion by developer under construction, other portion 2021 construction);
- Constructing a new north/south roadway along the east boundary of the Upcountry development area between Parkside Drive and Dundas Street (completed);
- Widening of Waterdown Road between Highway 403 and Mountain Brow Road (2020 construction);
- Widening Mountain Brow Road and linking this road with Dundas Street, through a new Road in the Waterdown South Secondary Plan area (timing unconfirmed); and,
- Widening Dundas Street between the new north/south roadway and Brant Street (in Burlington) to a six-lane cross section (construction 2019 or later, portions outside of Hamilton to be completed by City of Burlington).

3.0 PLANNING POLICY CONTEXT



3.3.3 NEW WATERDOWN COMMUNITY NODE TRANSPORTATION MANAGEMENT PLAN

Based on Council direction, a new Transportation Master Plan will be developed concurrently with the Waterdown Community Node Secondary Plan, to address traffic issues in the core area of Waterdown. The study area for this plan is substantially larger than the Waterdown Community Node Secondary Plan study area, to capture the wider transportation network that feeds into central Waterdown (*see Map 8*). The Waterdown/Aldershot Transportation Master Plan will be reviewed in detail as part of the new Waterdown Community Node Transportation Master Plan.

3.3.4 TRUCK ROUTE MASTER PLAN (2010)

The City of Hamilton has prepared a Truck Route Master Plan Study for Highways designated for heavy traffic use. Parkside Drive, Hamilton Street North and Dundas Street East are identified as truck routes in the Plan. This Plan will be reviewed and updated within the next year.



3.3.5 SHIFTING GEARS CYCLING MASTER PLAN (2009)

Shifting Gears 2009 is a Cycling Master Plan for the City of Hamilton, approved by Council in June 2009, to guide the development and operation of its cycling infrastructure for the next twenty years. The Cycling Master Plan is primarily focused on developing new on-road facilities, connecting wherever possible to existing or planned off-road facilities, as identified in the Hamilton Recreational Trails Master Plan (2007).

The Waterdown Community Node Secondary Plan study area includes 7 proposed bike lane priority areas, impacting Parkside Drive, Hwy 5/Dundas Street, Hamilton Street, Main Street, and Mill Street. Further details are outlined in Section 9.4 of this report.

3.3.6 TRANSIT ORIENTED DEVELOPMENT GUIDELINES (2010)

Transit Oriented Development (TOD) is compact, mixed use development near transit facilities with high-quality walking environments. TOD promotes increased access and transit use through mixed use development, clustering of higher densities, and providing a high level of amenities in pleasant, walkable streets. TOD is a form of development that recognizes and facilitates the important relationship between land use and transportation planning. Integrating land use and transportation (especially transit) and clustering density near transit areas are important themes in both the City's Transportation Master Plan and the Urban Hamilton Official Plan.

In August 2010 City Council adopted TOD guidelines which are intended to facilitate the integration of land use and transportation initiatives during the development review process, and when developing new land use policy such as secondary plans and corridor plans. The TOD guidelines support existing Official Plan policy. Ten principles of TOD were developed to guide what makes an area transit and pedestrian supportive. The Ten TOD Principles are:

1. Promote Place Making – Creating a Sense of Place
2. Ensuring a Mix of Uses/Appropriate Land Uses
3. Address Parking Management
4. Focus on Urban Design
5. Create Pedestrian Environments
6. Require density and Compact Urban Form
7. Respect Market Conditions
8. Take a Comprehensive Approach to Planning
9. Plan for Transit and Promote Connections (for all modes)
10. Promote Partnerships and Innovative Implementation

The Waterdown Community Node Secondary Plan will ensure that policy direction meets the intent of the guidelines. Urban Design Guidelines will also be created to support the Secondary Plan, which will complement the Transit Oriented Development Guidelines.

3.3.7 TRANSFORMING HAMILTON THROUGH CULTURE: CULTURAL PLAN (2013)

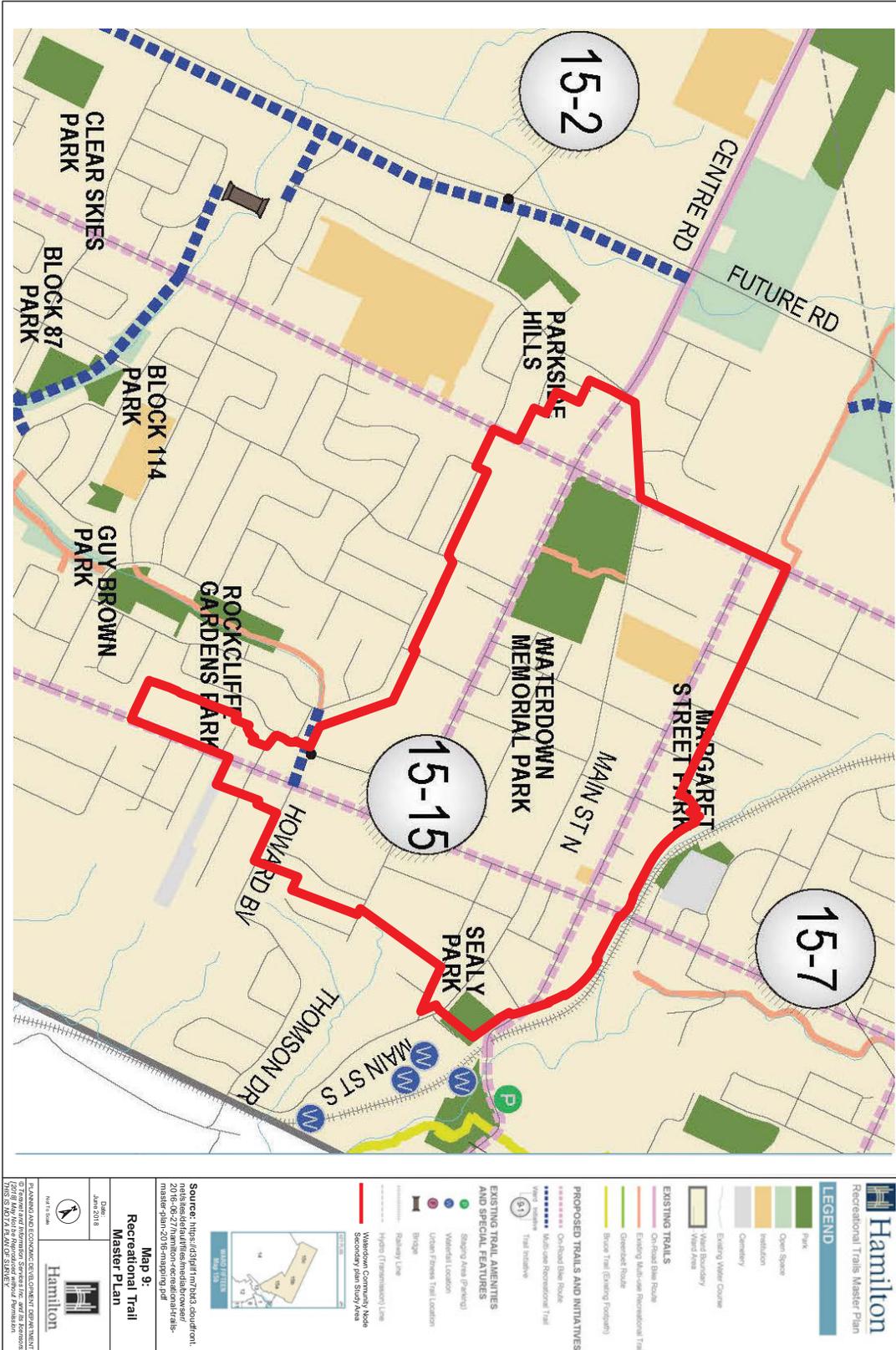
Cultural development is a tool of city-building, and fosters open, tolerant and innovative communities. The Cultural Plan, approved in 2013, has eight transformational Goals: Culture as an Economic Engine; Downtown Renewal; Quality of Life Quality of Place; Build Tourism; Neighbourhood Revitalization; Build Community Identity, Pride and Image; Encourage Welcoming Communities; and Creativity for All.

The eight transformational Goals are founded on best practice research and stakeholder input, and represent the major ways culture impacts community and city-building. Within the Cultural Plan 2013, the eight transformational Goals expand into twelve Recommendations and further into 78 Actions. The goals and recommendations of this plan will be taken into consideration when developing the Waterdown Community Node Secondary Plan.

3.3.8 STEP FORWARD: HAMILTON PEDESTRIAN MOBILITY PLAN (2012)

The Hamilton Pedestrian Mobility Plan was completed in 2012, and establishes a City-wide framework for creating sustainable, complete communities where people choose to walk. The Plan strives to achieve increased inclusive mobility, well designed and managed spaces and places for people, improved integration of networks, supportive land use and spatial planning, reduced road danger, less crime and fear of crime, more supportive site planning and engineering standards and a culture of walking. The Hamilton Pedestrian Mobility Plan has a number of implications for the Waterdown Community Node Secondary Plan process, as well as the Transportation Management Plan, which is being developed concurrently with the Secondary Plan. The Secondary Plan will adhere to the policies of this Plan and strive to be supportive of pedestrian needs through supportive land use planning and creating well designed spaces and places.

3.0 PLANNING POLICY CONTEXT



3.3.9 RECREATIONAL TRAILS MASTER PLAN (2016)

The City of Hamilton's Recreational Master Plan is a guide for the development of connected, comprehensive, accessible and sustainable multiuse trails network throughout the City and to surrounding communities to improve health and wellness for pedestrians, cyclists and trail users.

The Recreational Trails Master Plan identifies a number of existing trails in the Waterdown Community Node Secondary Plan study area, as well as proposed on-road bike routes, and one proposed multi-use recreational trail providing a connection from Dundas Street (Hwy 5) to an existing trail in Rockcliffe Gardens Park (*see Map 9*).

3.4 KEY POLICY CONSIDERATIONS

The existing policy framework detailed in this report documents existing policy and plan directions for the Waterdown Community Node Secondary Plan Study area. Based on these directions, the following key considerations will be addressed through the Secondary Plan process:

- Alignment with the policies of Provincial Plans, the Urban Hamilton Official Plan, and the goals and objectives of other City initiatives, Plans and standards;
- Provision of a commercially supportive, mixed use environment with access to housing, employment, services and recreation in close proximity to each other;
- Ensuring a coherent and supportive relationship between land uses, building types and the public realm; and,
- Ensuring the transportation system is able to operate efficiently and that the goals for safer roads, environmental protection, economic development and health are met.



4.0 DEMOGRAPHICS



4.0 DEMOGRAPHICS

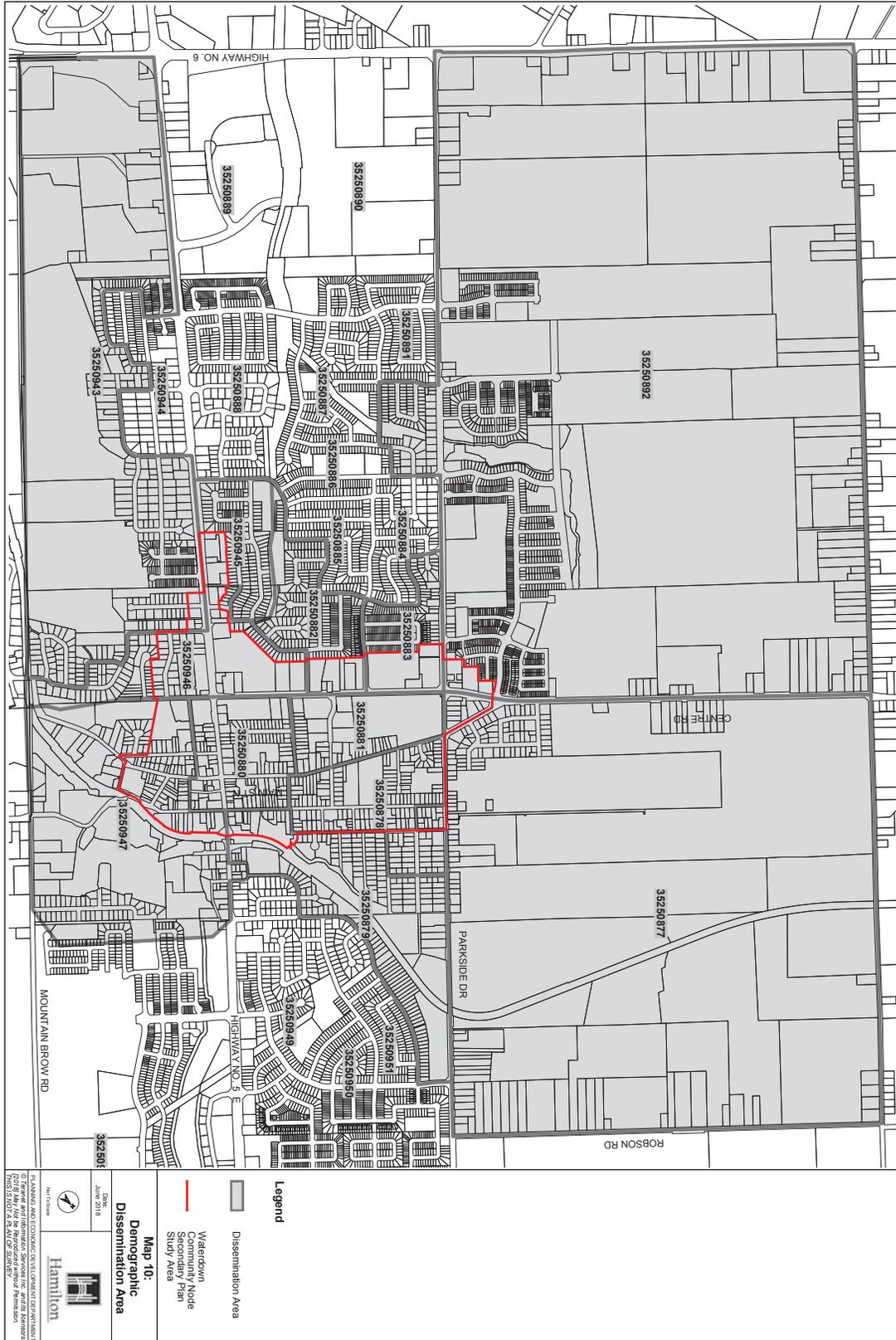
A demographic profile for Ward 15 was created by Community Services and Geographic Information Staff and includes both the urban and rural area of Flamborough (see *Appendix 1*). This information has been referenced as part of the background research done on the Waterdown Community Node. It is important to consider a larger area when reviewing demographic information related to the project to ensure the best representation of the study area is provided.

The population of Ward 15 is approximately 25,495 (2011, Census), which is approximately 5% of the overall population of the City of Hamilton. Between 2006 and 2011 the Ward experienced a population increase of 1.7%. The population is projected to continue to increase by 15,281 persons between 2011 and 2031 before becoming relatively stable. A few demographic trends in Ward 15 are highlighted below:

- There is a higher proportion of couples (both married and common-law) with children than without children in the Waterdown area, in comparison to the City;
- the most common ancestries in Ward 15 are English, Canadian and Scottish;
- the 2011 unemployment rate in Ward 15 is lower than in Hamilton overall (4.6% vs. 8.7%).
- the most common occupation in Ward 15 is sales and service;
- the population of households in the over \$100,000 income bracket is much higher in Ward 15 than in Hamilton.



4.0 DEMOGRAPHICS



In addition to the ward profile, a more detailed review of demographic data was completed specific to the Waterdown Community Node study area (WCNSA). The geography of the proposed Waterdown Community Node is relatively small in comparison to the whole of Ward 15, and the boundary of the Secondary Plan area does not follow boundaries of the Canadian Census geographic units. Therefore, to obtain data for this report, planning unit data has been used to more closely match the boundaries of the study area (see *Map 10* for exact dissemination areas). The data for the tables and figures are an approximation of the profile of the WCNSA.

4.1 POPULATION

Table 3 highlights the population of the WCNSA, in comparison with the Flamborough (Ward 15) and Hamilton areas. The WCNSA has seen a small increase in recent population numbers. The population has increased by a total of 3 percent, which is consistent with the growth rate for the rest of Hamilton.

TABLE 3: POPULATION OF THE WCNSA, FLAMBOROUGH AND HAMILTON

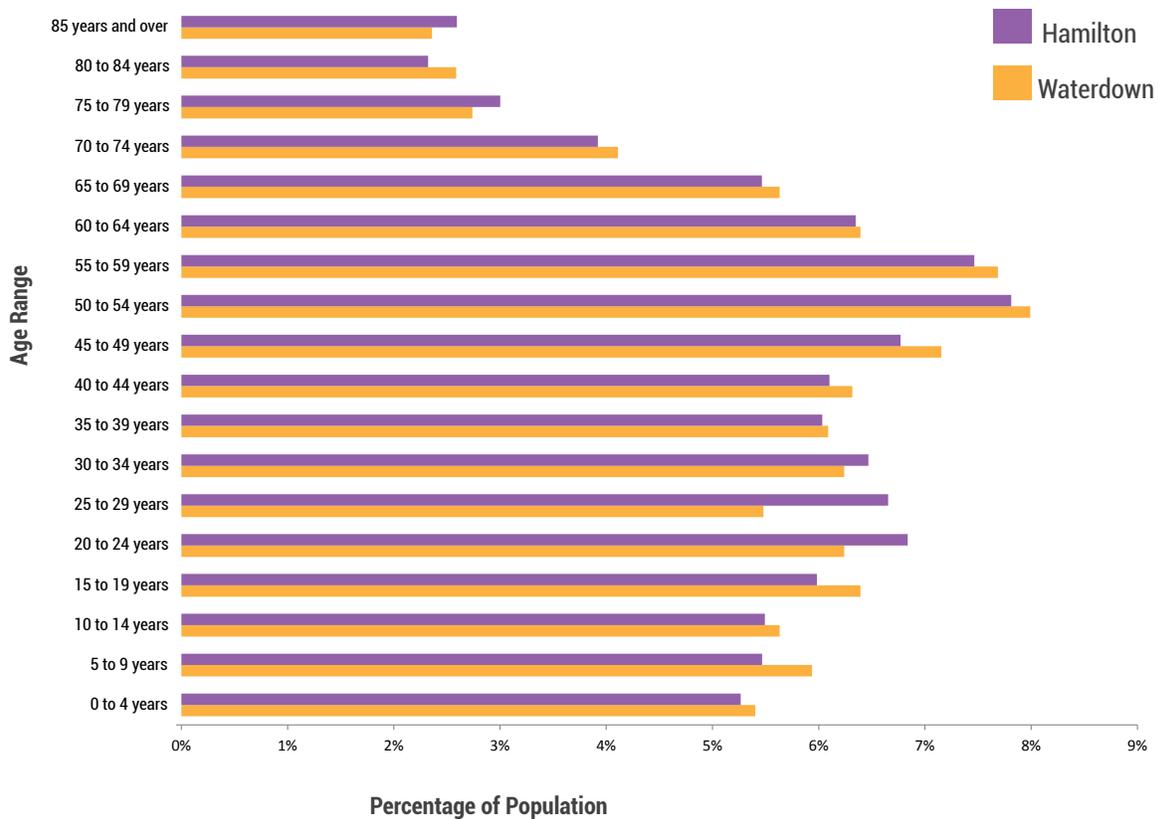
Year	WCNSA	Ward 15 Total	Hamilton Total
2011	6,375	25,945	519,950
2016	6,562	Not available	536,915
Change	+187	Not available	+16,965
%	3%	Not available	3%



4.0 DEMOGRAPHICS

Figure 1 shows the age cohorts of the population in Waterdown compared to the City of Hamilton. There is a slightly higher ratio of females than males in the area, with the median age of the population being 42.3 years, which is slightly higher than the median age of Hamilton of 41.5 years. In the Waterdown Community Node study area, 81.8% of residents are over the age of 15. The age cohort information shows that Waterdown has a greater proportion of people aged 0 to 19 and 35 to 74 than Hamilton, and a lower proportion of people in the 20 to 34 age range and in some of the ages greater than 74 years. This is indicative of a larger number of households with children in the WCNSA. The overall trend is similar to Hamilton, in that there is a large portion of the population in the 45 to 65 year age range.

Figure 1: POPULATION BY AGE GROUP (2016)



4.2 IMMIGRATION

A small but significant portion (approximately 14%) of the population in the WCNSA is comprised of immigrants. Immigrants in the study area are mainly of European descent which is consistent with the overall trend in Hamilton.

The top three ethnicities of immigrants in Ward 15 are English, Canadian and Scottish. *Figure 2* highlights the duration of time immigrants in the study area have been living in Canada.

Figure 2: DURATION OF TIME IMMIGRANT POPULATION HAS BEEN IN CANADA

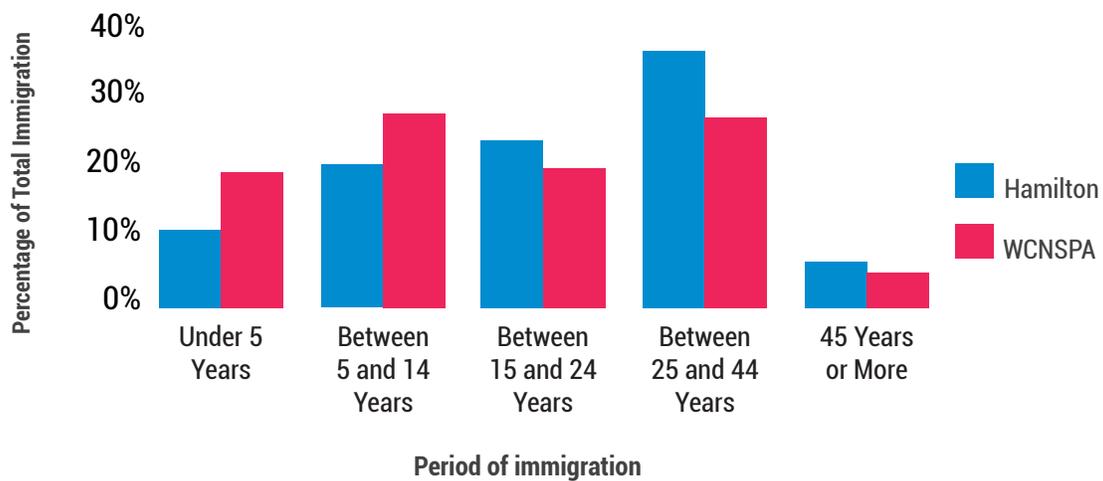


Figure 2 shows that a larger proportion of the total number of immigrants in Waterdown are recent immigrants, in comparison with the rest of Hamilton, indicating that the WCNSA tends to be a strong destination for recent immigrants.



4.3 MIGRATION

The Waterdown Community Node study area has slightly less movement of people in and out of the area than the Hamilton average. Within the area, approximately 66 % of residents have not moved over the last five years.

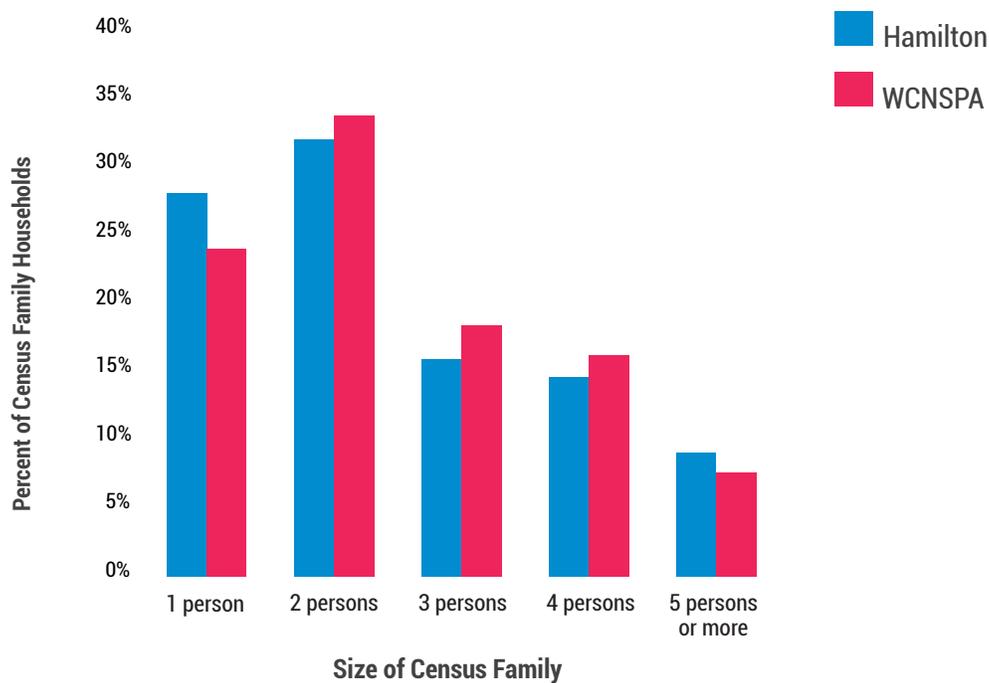
TABLE 4: MOBILITY IN THE LAST 5 YEARS (2016)

Mobility	WCNSA (2016)	Ward 15 (2011)	Hamilton (2016)
Total	6,075	24,050	499, 655
Non-movers	3,995 (65.8%)	16,910 (70.3%)	320, 160 (64.1%)
Movers	2,075 (34.2%)	7,130 (29.6%)	179, 495 (35.9%)

4.4 HOUSEHOLD SIZE

The size of households is detailed in *Figure 3*. One and two person households comprise the largest group in the WCNSA area, at 58% of all households. Households with 2 – 4 people are more common in the WCNSA compared to Hamilton, while single person households and those with 5 or more people are less common.

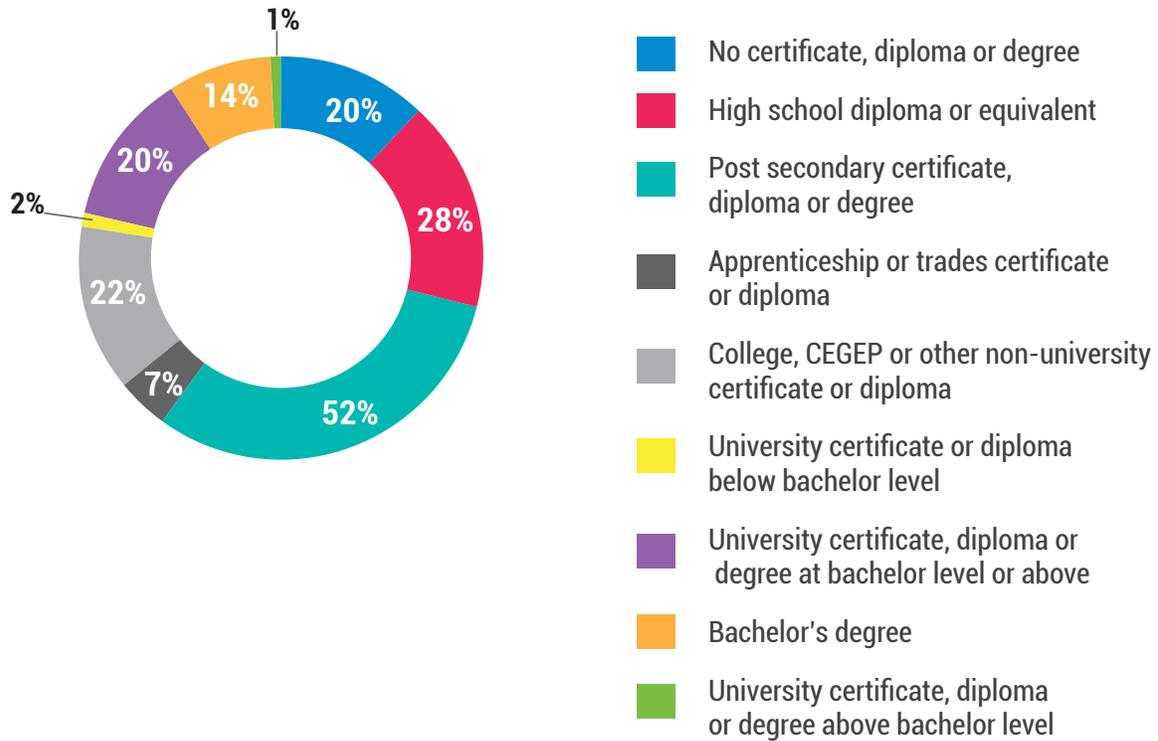
Figure 3: PERSONS PER HOUSEHOLD (2016)



4.5 EDUCATION

The level of education is summarized in *Figure 4*. Overall, the Waterdown Node area is a well-educated population. The proportion of residents who have a college or university certificate, diploma or degree is higher in WCNSA than in the City of Hamilton.

Figure 4: POPULATION BY HIGHEST CERTIFICATE, DIPLOMA OR DEGREE



4.6 INCOME, OCCUPATIONS AND EMPLOYMENT ACTIVITY

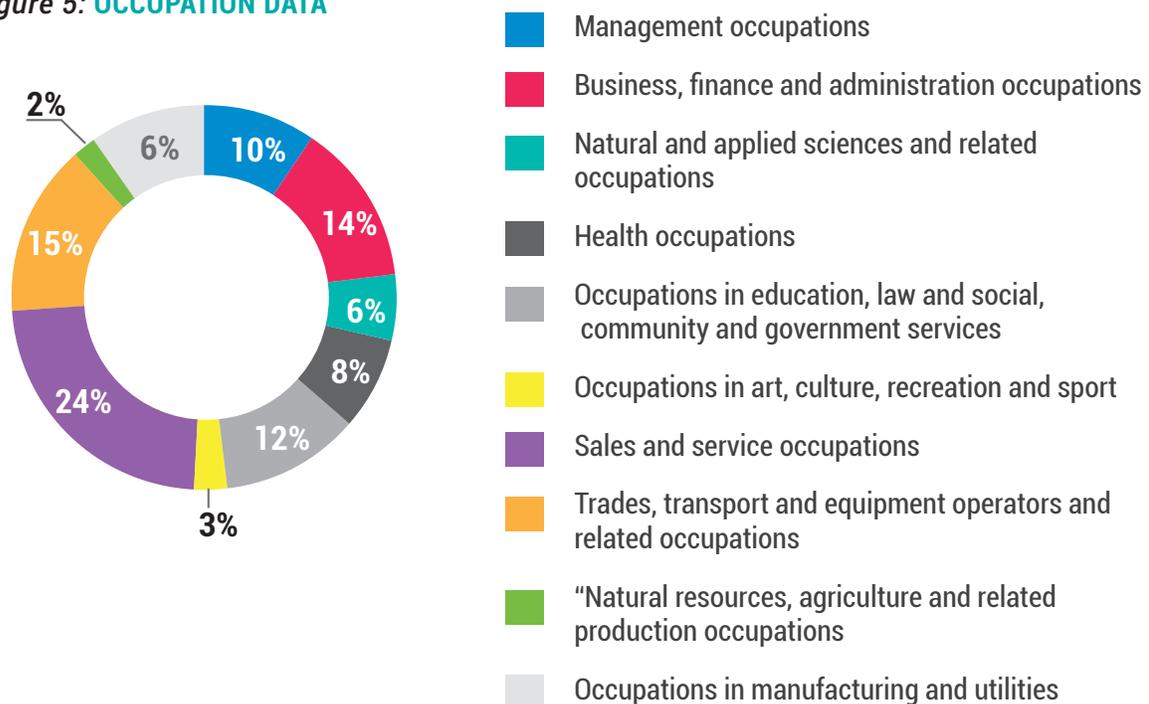
The average household income in the WCNSA is just over \$100,000, higher than average for the City of Hamilton. See *Figure 5* and Tables 5 and 6 for data on Income, Occupation and Employment.

TABLE 5: HOUSEHOLD INCOME DISTRIBUTION

Household Income	WCNSA (2016)	Ward 15 (2011)	Hamilton (2016)
Total	2545 (100%)	8950 (100%)	211,595 (100%)
\$ 0 to \$ 29,999	330 (13%)	755 (9%)	39,530 (19%)
\$ 30,000 to \$ 59,999	475 (18%)	1545 (17%)	52,860 (25%)
\$ 60,000 to \$ 99,999	580 (22%)	2145 (24%)	51,885 (24%)
\$ 100,000 and over	1,195 (47%)	4495 (50%)	67,325 (32%)
Average Household Income	\$118,198	\$118,084	\$87,775

Occupation data for the labour force (aged 15 years and older) tells us that the most common occupation of residents is individuals who work in the sales and service sector, followed by trades, transport and equipment operators; business, finance and administration; and occupations in education, law and social community and government services.

Figure 5: OCCUPATION DATA



The WCNSA area has higher participation and employment rates than that of the City of Hamilton, as well as a lower unemployment rate. Participation is defined as the percentage of the population who are in the labour force. Those who are employed are those who have a job within the labour force. Finally, those who are unemployed are those without work.

TABLE 6: EMPLOYMENT ACTIVITY

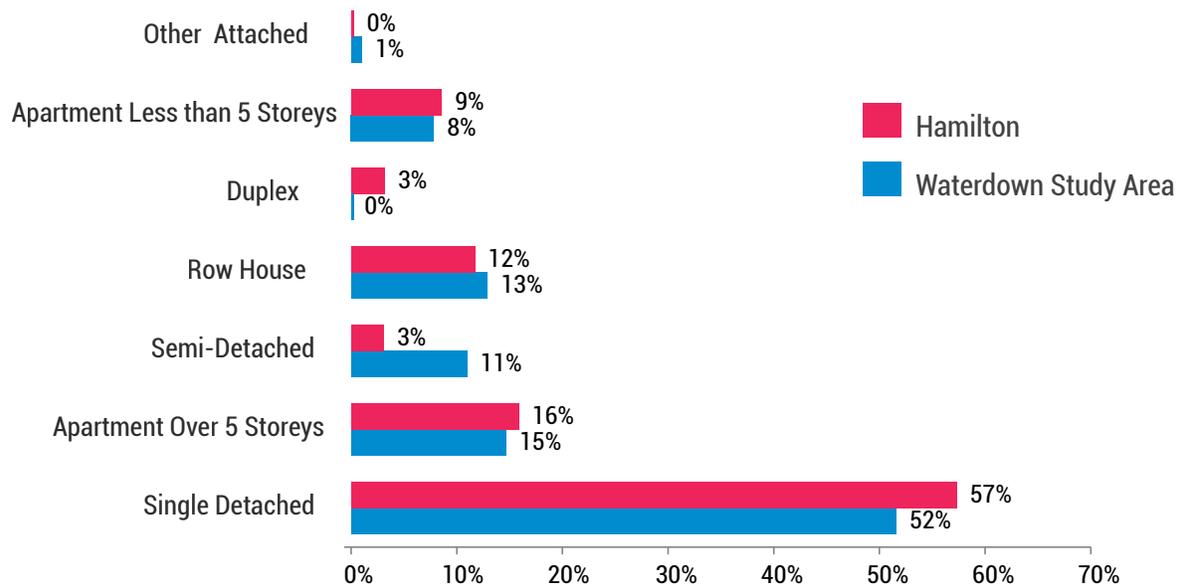
Employment Data	WCNSA (2016)	Ward 15 (2011)	Hamilton (2016)
Employed (In the Labour Force)	71%	73%	259,065 (59%)
Unemployed (In the Labour Force)	68%	69%	19,575 (4%)
Not in the Labour Force	3%	4%	162,410 (37%)

4.7 DWELLING TYPE

Figure 6 shows the distribution of dwelling types by household in the study area. The most prevalent type of dwelling in Waterdown is the single detached house. This is similar to the City of Hamilton. The proportion of single detached homes is actually lower in the WCNSA than the rest of the City, however other ground oriented forms of housing such as semi-detached and row housing are slightly more common. Semi-detached dwellings are the second most common dwelling type.

Figure 6: PERCENTAGE OF DWELLING TYPES (2016)

4.8 TENURE TYPE



4.0 DEMOGRAPHICS

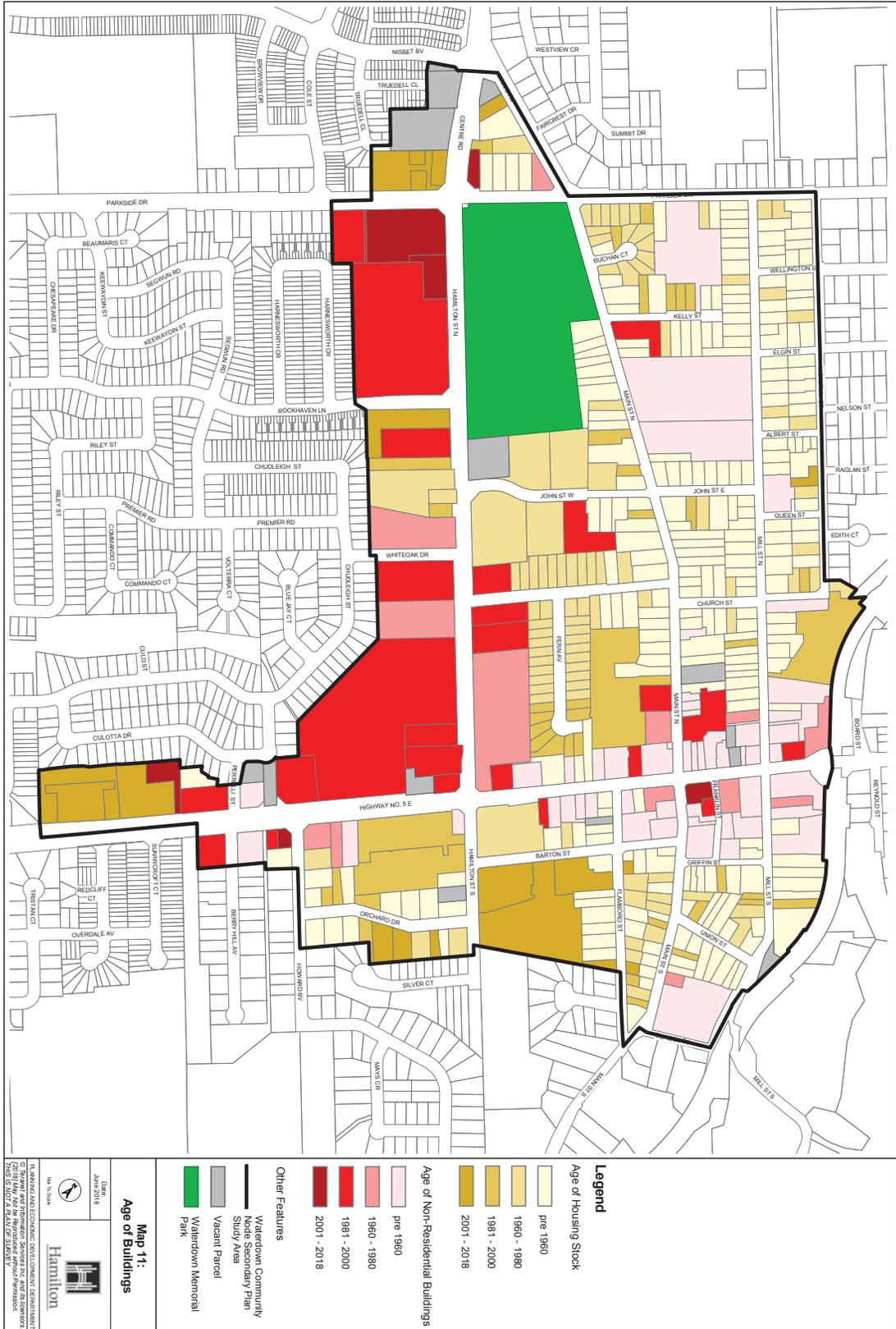


Table 7 shows the housing tenure in the study area, Ward 15 and the City. The study area has a higher percentage of owner occupied dwellings than the rest of the City, yet not as high as Ward 15.

TABLE 7: TENURE TYPE

Tenure Type	WCNSA (2016)	Ward 15 (2011)	Hamilton (2016)
Owner	1,905 (75%)	8,010 (89.5%)	143,055 (68%)
Tenant	655 (25%)	935 (10.5%)	68,545 (32%)
Total	2,550 (100%)	8,950 (100%)	211,595 (100%)

4.9 AGE OF HOUSING STOCK

The age of housing stock in the study area is shown in *Table 8* and *Map 11*. A significant portion of WCNSAs housing was built pre-1980, but not as many buildings compared to Hamilton overall. Compared to Hamilton, the study area has a higher proportion of dwellings that were constructed between 1981 and 2000, and a slightly higher proportion built recently, between 2001 and 2016.

TABLE 8: AGE OF HOUSING STOCK

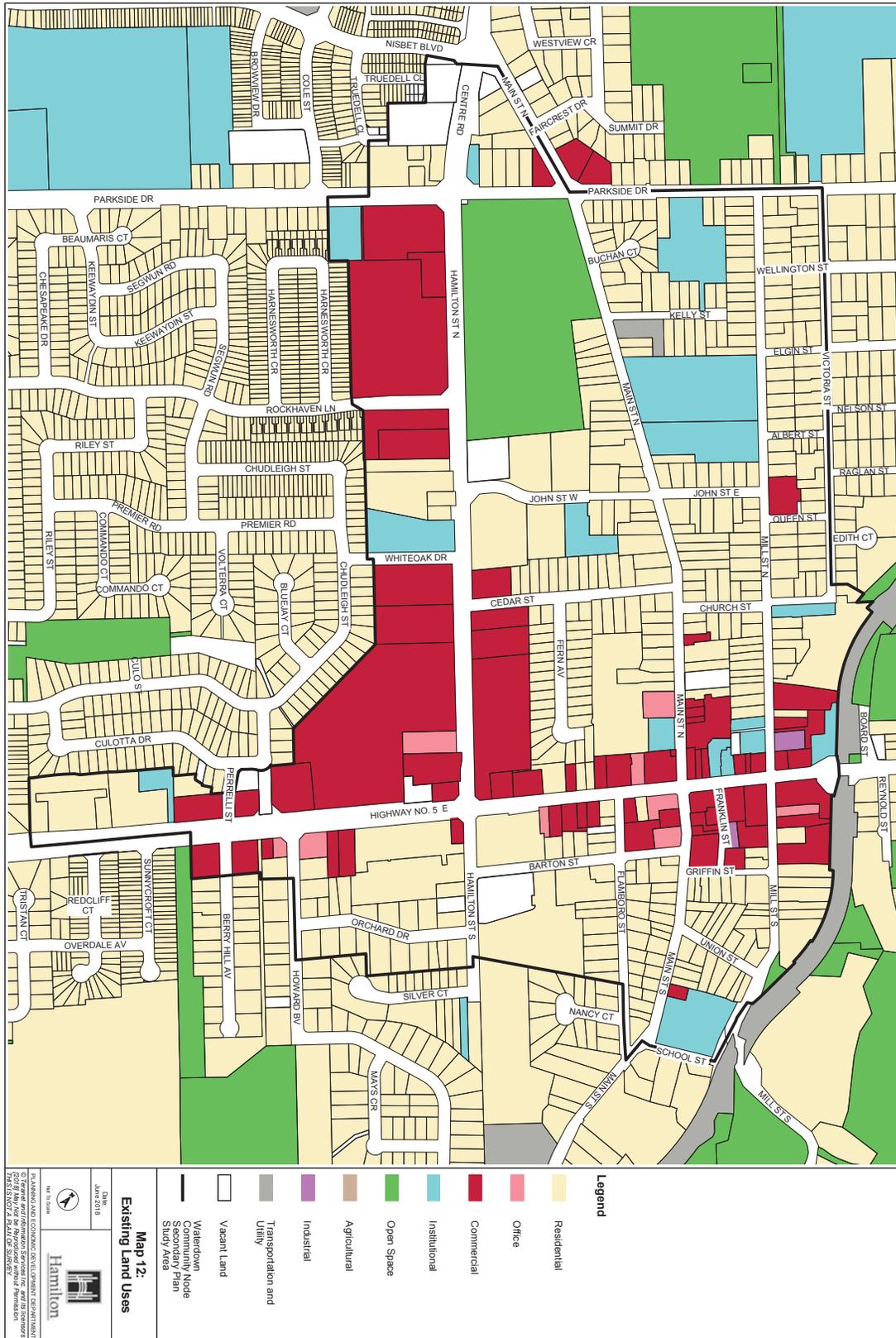
Building Age	WCNSA (2016)	Ward 15 (2011)	Hamilton (2016)
Pre 1960 to 1980	1,130 (44%)	3,920 (44%)	143,055 (68%)
1981 to 2000	975 (38%)	3,855 (43%)	68,545 (32%)
2001 to 2016	450 (18%)	1,175 (13%)	30,150 (14%)
Total	2,550 (100%)	8,950 (100%)	211,595 (100%)

4.10 KEY DEMOGRAPHIC CONSIDERATIONS

Based on the demographic overview that has been produced for the Waterdown Community Node Secondary Plan study area, several important characteristics emerge that provide direction for future Secondary Plan development. A large portion of the population is aging, and within Waterdown there are also many younger families. Population projections show that most of Ward 15’s future growth is expected to occur in the Waterdown settlement area. The following key directions can be identified from the demographic profile:

- There is a need to plan for a variety of housing styles, sizes, and tenure types, to meet the needs of different households and to provide choices for residents who are aging to remain in their community.
- The central node in Waterdown will need to be planned to meet the needs of a significantly expanding population, providing a central focus for retail, services, recreation and culture in the community.

5.0 EXISTING LAND USES



Map 12: Existing Land Uses

Date: June 2018

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
CITY OF HAMILTON
TRANSFORMING OUR COMMUNITY
TRANSFORMING OUR FUTURE
TRANSFORMING OUR PLAN OF SURVEY

Legend

- Residential
- Office
- Commercial
- Institutional
- Open Space
- Agricultural
- Industrial
- Transportation and Utility
- Vacant Land
- Waterdown Community Node Secondary Plan Study Area

5.0 EXISTING LAND USES

The Waterdown Community Node study area contains a variety of land uses, primarily commercial and residential. The area also contains two parks, Waterdown Memorial Park and Sealy Park, one school, and several other institutional uses. The existing land uses within the study area are shown on *Map 12*.

Surrounding the Waterdown Community Node Secondary Plan Study Area are stable residential neighbourhoods, with newer residential development to the north-west and south-east. A Canadian National Railway line abuts the study area at the eastern edge. This line runs north beyond Parkside Drive and goes southerly out of Waterdown. Highway No. 6 and a series of large format retail outlets and plazas are located to the west, while the Niagara Escarpment and Highway 403 are located to the south. The City of Burlington is located to the east and the greenbelt and agricultural lands are located north of the study area.

5.1 RESIDENTIAL

The majority of the residential sites in the study area contain low density development. Many of the low density sites are older buildings, although there has been some newer infill development occurring in these neighbourhoods (see *Map 11* for age of buildings). Several newer residential townhouse developments have also occurred within the study area. In addition to the low profile built form, the area also has a few larger apartment buildings adjacent to Hamilton Street and Hwy 5/Dundas Street.



5.2 COMMERCIAL

Commercial uses in the study area are generally focused on Hamilton Street, Dundas Street, and Mill Street. Mill Street commercial uses are located primarily in historical buildings and are focused on services, restaurants and specialty retail. Along Hamilton Street, the commercial format is much different, with newer buildings, larger format stores in some locations, and multi-unit plazas.

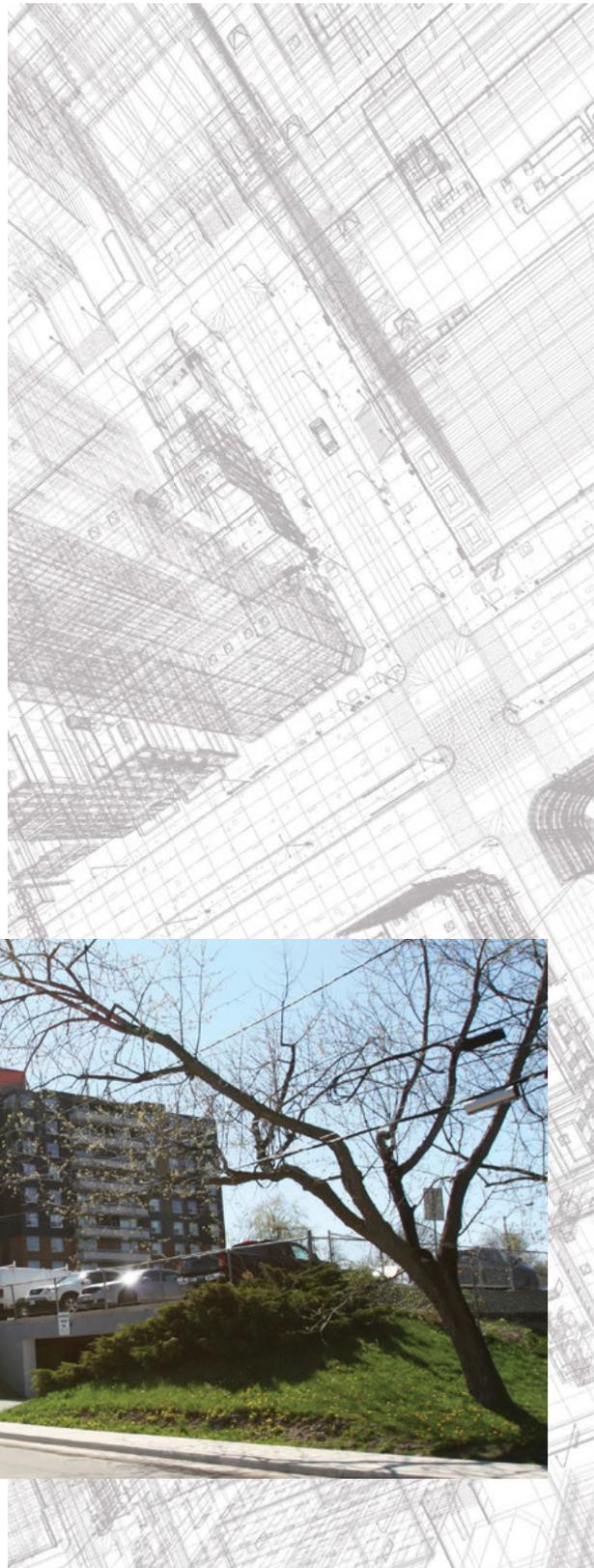


5.3 VACANT LAND

Vacant lands are shown on Map 12. There are 15 properties of varying sizes which are currently recorded as being vacant. The majority of these properties are vacant due to planned development activity, as many have development applications in progress. New development is already under construction on several sites. Development activity is discussed in greater detail in Section 14.

5.4 BUILDING HEIGHTS

The buildings within the study area and along the corridor are generally low profile, ranging from 1 - 2.5 stories. However, some sites do have mid-rise buildings. The tallest building in the study area is an eight storey apartment building located at 1 Hamilton Street South, on the south-east corner of Hamilton Street and Dundas Street.





6.0 NATURAL HERITAGE RESOURCES

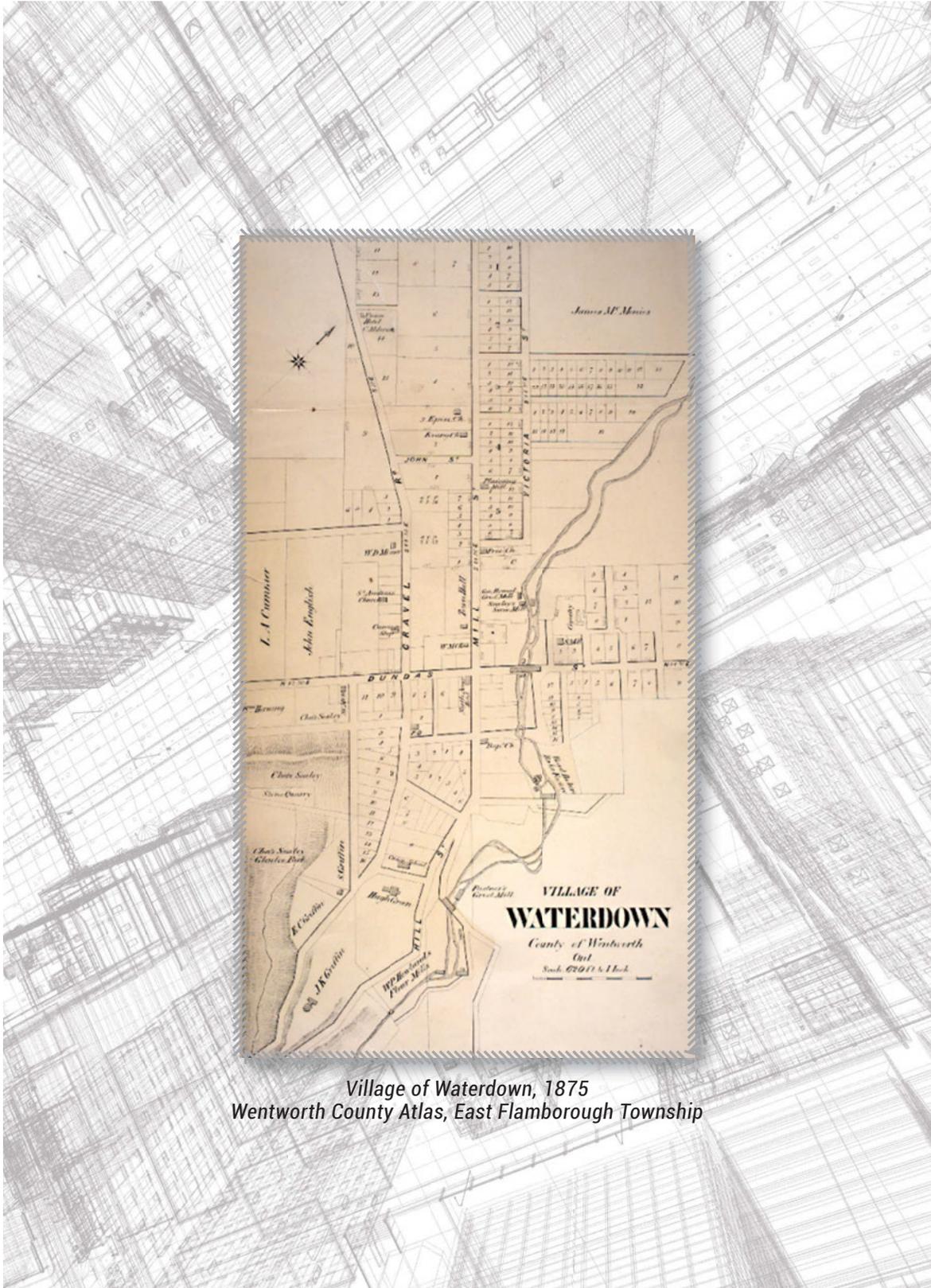
Natural areas in the City of Hamilton are protected locally through policies for the Natural Heritage System (NHS). The Waterdown Community Node Secondary Plan will identify detailed boundaries for Core Areas and Linkages in its study area. The purpose of the NHS is to identify and conserve a system of interconnected, protected natural areas so that ecological functions (i.e., improving air and water quality, controlling erosion and flooding, and providing habitat for plants and animals) are maintained and enhanced. The Waterdown Community Node Study Area Core Areas and Linkages are shown on *Map 13*, and include Significant Woodlands. An Environmentally Significant Area (ESA) and streams directly abut the study area.

Significant Woodlands are areas which are ecologically important in terms of species composition, age of trees, stand history, of which possess economic importance or functional importance due to their contribution to the broader landscape. ESAs are natural areas that have been identified as unique because they serve important ecological functions, contain rare plant or animal species, contain rare or unique topography or geologic features, or have been designated as an Area of Natural or Scientific Interest or a Provincially Significant Wetland. Natural features and functions will be reviewed and protected as part of the Waterdown Community Node Secondary Plan.

6.1 KEY NATURAL HERITAGE CONSIDERATIONS

Based on this background information, the following key considerations will be addressed through the Secondary Plan process:

- Identify and protect natural features and functions within and adjacent to the study area; and,
- Identify and explore land use design options that enhance or are compatible with the Natural Heritage System.



Village of Waterdown, 1875
Wentworth County Atlas, East Flamborough Township

7.0 CULTURAL HERITAGE

7.1 HISTORICAL CONTEXT

There are various understandings of Indigenous presence and stewardship of land in the Waterdown area over time. Historical information indicates that the original inhabitants of the Waterdown area were the Chonnonton Nation (also known as the Neutral Nation). The gap cut by the Grindstone River in the escarpment is believed to have been a key trail route for the early Indigenous peoples which started from Hamilton Bay (Lake Macassa), along what is now Snake Road, across the height of land to the Great Falls, then up the valley to Lake Medad, to an established camp.

The Iroquois Confederacy, or Haudenosaunee invaded the area in the mid-17th century, defeating the Chonnonton in 1649-1650. Those that survived were either captured and assimilated or moved to other adjacent Indigenous groups. The same fate befell the Hurons, who lived in other parts of present day southern Ontario. Other Indigenous groups to the north, the Anishinabe and the Algonquian Nations defended themselves from attacks by the Iroquois and ultimately succeeded in expelling the Iroquois from what is now southern Ontario by 1700. The Anishinabe people settled on the north shore of Lake Ontario and eventually became known as the Mississaugas of the New Credit. After this defeat, the Anishinabe became stewards of much of southern Ontario, or about 3.9 million acres of land. The "Dish with one Spoon" Wampum treaty between the Anishinabe and the Haudenosaunee established peace between these nations. The lands on which Waterdown is located remain the traditional territory of the Mississaugas of the New Credit First Nation and the Haudenosaunee First Nation today.

The EuroCanadian settlement of the Waterdown area started in earnest after the American Revolutionary War (1775-1783). Due to the War, many British loyalists, including some members of the Six Nations Confederacy (Iroquois), who had fought for the British in present day United States of America, became refugees and lost their land. These events pressured the British Crown to acquire lands for the loyalists to resettle on to reward them for their services, and the British Crown negotiated with the Mississaugas to purchase some of their land. In 1792, the Between the Lakes Treaty, No. 3, ceded approximately 3 million acres of land to the British Crown, which includes the lands where Waterdown is now located.

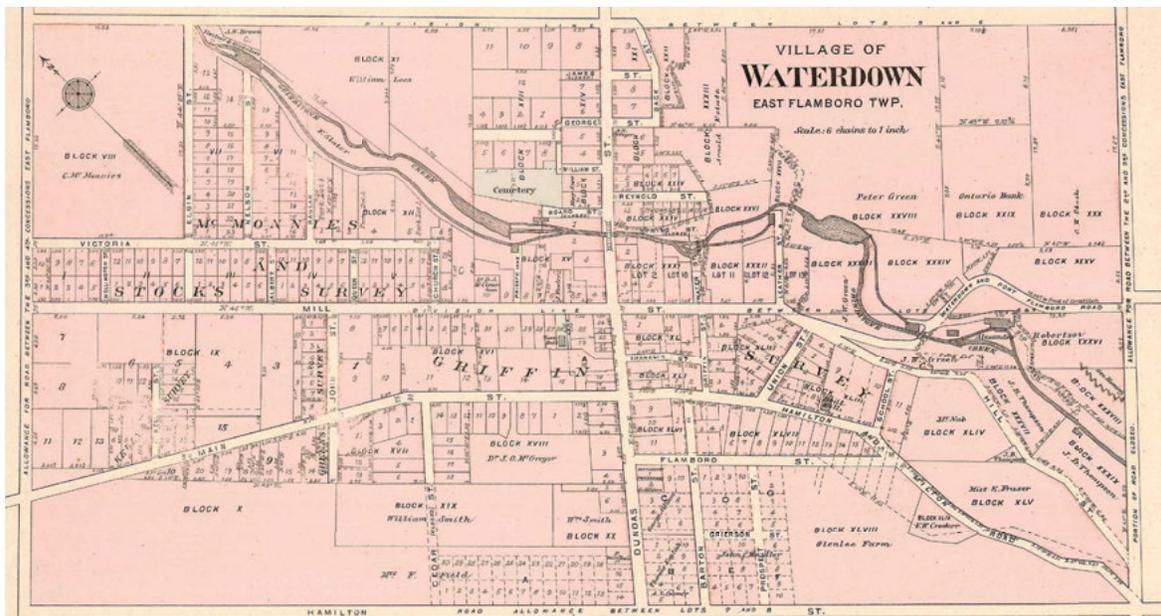
The Waterdown area was noted by Augustus Jones in 1793 while surveying the military road running from York (now Toronto) to Dundas for Lieutenant John Graves Simcoe. Simcoe was cautious of an invasion from recently liberated American colonies and, guided by Indigenous peoples and their trails, concluded that the road, now known as Governor's Road (Dundas Street), was the superior route for a providing inland passage and ensuring safe movement of troops and supplies.

The first of the Crown grants (Lot 7, Concession 3) in what would become the village of Waterdown was patented in 1796 by Alexander McDonnell, soldier from the Butler's Rangers. The land remained undeveloped until 1805 when the second phase of Dundas Street construction commenced and the land was re-granted to Alexander Brown, a retired official of the North West Fur Company. The Escarpment and related creeks created favourable conditions for early EuroCanadian settlement and the establishment of milling sites, from lumber and saw mills to grist and flour mills complimenting agricultural development, in the Grindstone Creek Valley, popularly known as Smokey Hollow.

By the 1830s, the Village of Waterdown had been divided into blocks and lots, with much of the layout initiated by Ebenezer Griffin, who came to the area in the early 1820s. Griffin and his family is largely credited with establishing the village of Waterdown including clearing and farming their property, opening a saw mill, a flour mill and a very early woollen mill, and establishing a toll road with hotel connecting Hamilton to Carlisle. The Village of Waterdown was incorporated in 1878.

The Canadian Pacific Railway corridor, which marks the eastern boarder of the WCNSP area, was constructed between 1911-1912. The railway routing took advantage of the natural path of Grindstone Creek through and down the escarpment and with it came significant changes to the character of the river valley, including rerouting of the river and the elimination of most of the evidence of the former mills and mill raceways.

In 1974, Waterdown was amalgamated with East and West Flamborough and Beverly Township to form the Town of Flamborough in the Regional Municipality of Hamilton-Wentworth. Most recently, Waterdown became a part of the new City of Hamilton when six municipalities, Hamilton, Dundas, Ancaster, Flamborough, Glanbrook and Stoney Creek, were amalgamated in 2001.



Village of Waterdown, 1903 Imperial Atlas, East Flamborough Township

The historic village of Waterdown is an old community; rich with history and heritage. The Indigenous history of the area is embodied in its natural topography, the remaining historic transportation corridors that were based off of early trail routes, and the archaeological resources and sites that have been identified and commemorated, as well as those that have yet to be discovered. EuroCanadian settlement of Waterdown Village is represented by the surviving built heritage and street and lotting patterns, including a significant concentration of pre-Confederation buildings, a variety of historical housing types and other historical buildings built for industrial, institutional and commercial uses.

7.2 CULTURAL HERITAGE RESOURCES

In Ontario, the Ontario Heritage Act is the principal legislation that enables municipalities to conserve, manage and protect heritage resources. The three key parts of the Act that deal with protecting heritage properties include:

- Part IV, which enables a municipality to designate individual properties that have heritage value under Section 29, and list properties of heritage interest on the Municipal Heritage Register under Section 27;
- Part V, which enables a municipality to designate an area or grouping of properties, including buildings and their setting, as a heritage conservation district; and,
- Part VI, which enables the province to license archaeologists and regulate how assessment work is conducted to ensure that archaeological resources are appropriately conserved.

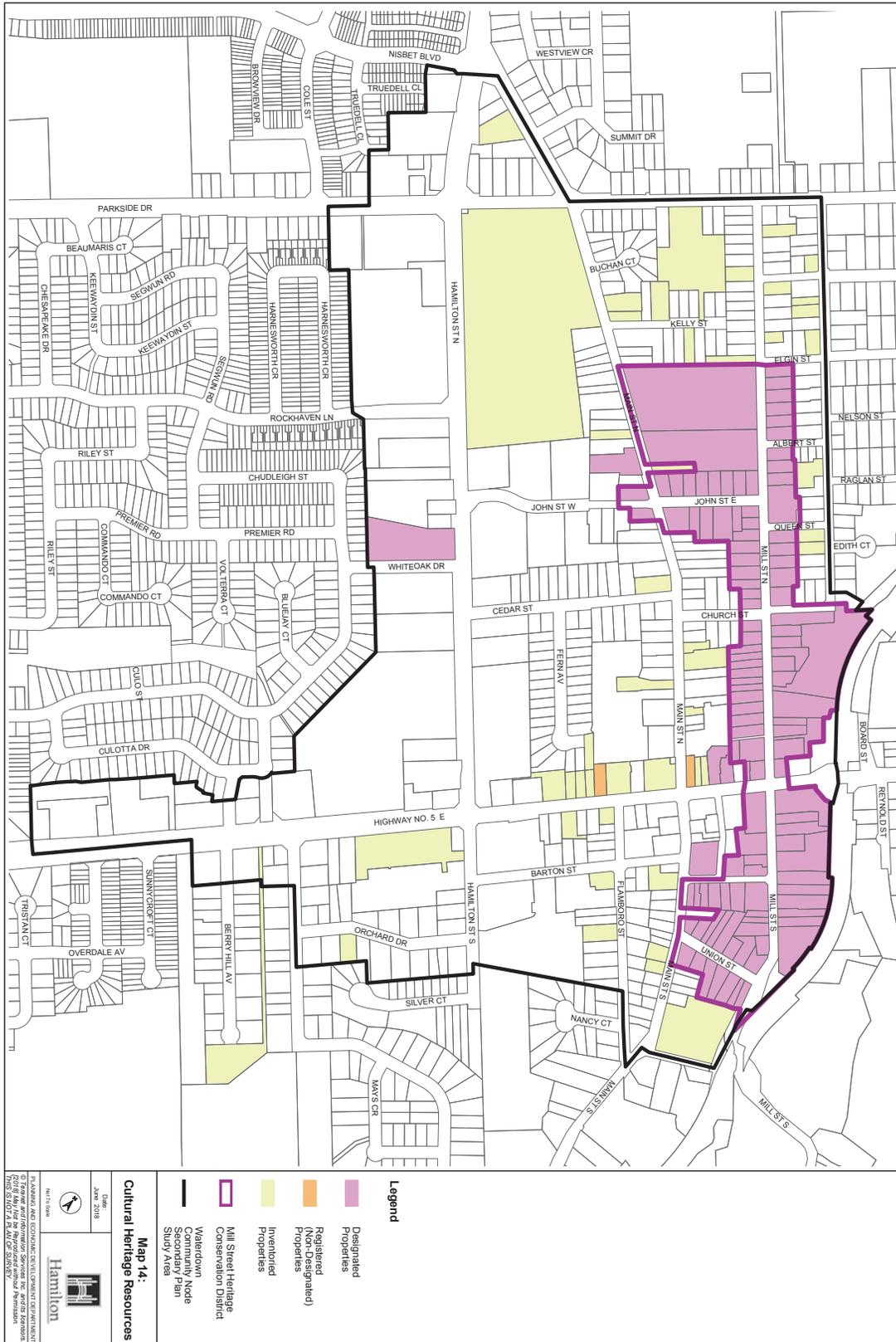
The City of Hamilton's UHOP establishes a number of goals and policies for the conservation of the cultural heritage organized around the three recognized types of resources: archaeology, built heritage, and cultural heritage landscapes. Cultural Heritage policies will be created in the Waterdown Community Node Secondary Plan as the UHOP requires that any residential intensification involving cultural heritage resources shall be done so in accordance with these policies (Section B.3.4 of the UHOP).

7.2.1 ARCHAEOLOGY

Previous assessment work and the record of registered archaeological sites indicate that the Waterdown area has been inhabited by First Nation's peoples for thousands of years, beginning by at least the Early Archaic Period (~7,500 B.C.). The identification of Indigenous campsites, such as Parkside Hills Site I (AiGx-345) indicate that the landscape was excellent for foragers through the provision of water, varied resources such as nuts, deer, small animals, and various types of plants (food, medicine).

The majority of the Waterdown area retains archaeological potential, meeting multiple provincial criteria including proximity to registered archaeological sites, bodies of water, historic transportation routes, unusual landforms and historic EuroCanadian activity, being located within an historic urban boundary and in an area of sandy soil.

7.0 CULTURAL HERITAGE



7.2.2 BUILT HERITAGE

The City's UHOP states that cultural heritage resources shall be identified, evaluated and conserved as part of the Secondary Plan process (Section F.1.2.4 (f) of the UHOP). The identification and protection of cultural heritage resources may be accomplished through the preparation and inclusion of a cultural heritage conservation plan statement within the secondary planning or neighbourhood planning process.

The WCNSP area is currently comprised of inventoried, registered and designated heritage properties, including individually and district designated properties (*see Map 14*). The Mill Street Heritage Conservation District was designated by the former Town of Flamborough by By-law Number 96-34-H and consists of 111 individual properties (see Section 7.2.3 for more information on this significant cultural heritage landscape).

There are five individually designated properties: 315 Dundas Street East (Chestnut Grove), 317 Dundas Street East (Waterdown Memorial Hall), 79 Hamilton Street North (Vimy Memorial Oak Tree) 173 Main Street North (Wallace-Magill House), 31 Main Street South (Former Waterdown Post Office) and 25 Mill Street North (Former East Flamborough Township Hall). The Former Township Hall property is also subject to a heritage conservation easement agreement with the Ontario Heritage Trust.

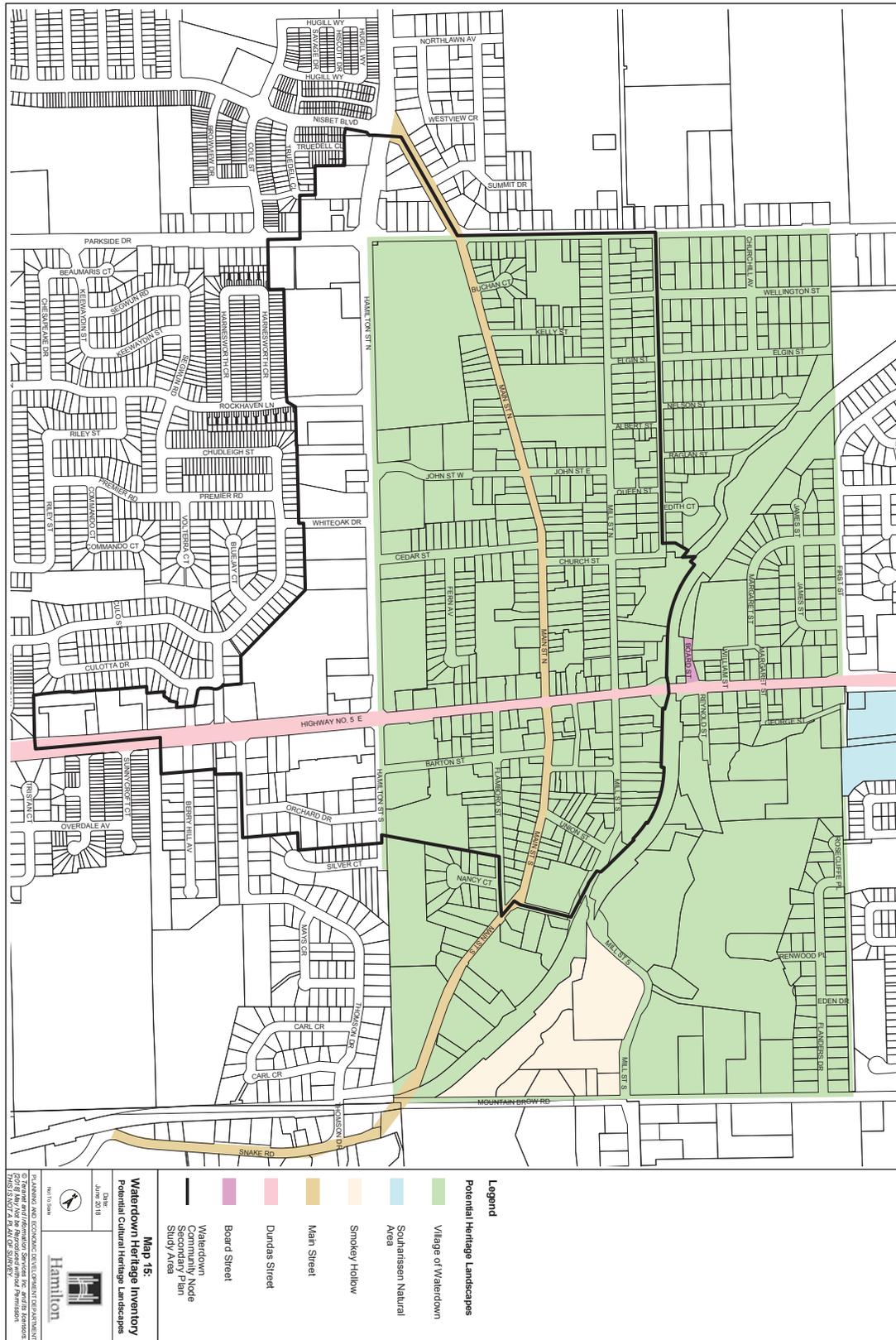
There are two non-designated properties listed on the Municipal Heritage Register under Section 27 of the Ontario Heritage Act: 297 Dundas Street East and 307-309 Dundas Street East. The 46 Inventoried properties in the WCNSP area will be surveyed and evaluated as part of the City's ongoing Built Heritage Inventory.

While a number of built heritage resources have been identified in the Waterdown area, a comprehensive survey of all properties in the study area has not been completed. The City is currently undertaking a Built Heritage Inventory of Waterdown Village, including the WCNSP Study area and adjacent lands that form the historic Village of Waterdown bounded by Parkside Drive, First Street, Mountain Brow Road and Hamilton Street. This work will continue concurrently with the WCNSP study. It is expected to result in recommendations for listing on the Municipal Heritage Register and candidates for designation under the Ontario Heritage Act, and to inform the identification of cultural heritage landscapes worthy of conservation, where applicable.

7.2.3 CULTURAL HERITAGE LANDSCAPES

The Mill Street area has been identified as a significant cultural heritage landscape and is designated as a Heritage Conservation District. The Mill Street Heritage Conservation District Study details the heritage attributes of the area and the rationale for designating the neighbourhood as a conservation district. The District Plan contains the basis for the careful management and protection of the area's heritage features, including buildings, spaces and landscape features. The Plan provides guidance on relevant planning and development matters that may affect the area's unique character.

7.0 CULTURAL HERITAGE



As part of the research conducted for the ongoing Waterdown Village Built Heritage Inventory, a number of potential heritage landscapes have been identified that are located within, or overlap with, the study area. These landscapes, shown on *Map 15*, include the historic Village of Waterdown, the Souharrisen Natural Area, Smokey Hollow, Main Street, Dundas Street, Board Street and Vinegar Hill. These potential landscapes of interest will need to be confirmed and further refined through a Cultural Heritage Review, which will be completed as part of the Waterdown Community Node Secondary Plan Study.

7.3 KEY CULTURAL HERITAGE CONSIDERATIONS

Based on this background information, the following key considerations will be addressed through the Secondary Plan process:

- Protection of archaeological sites and ensuring areas of archaeological potential are properly assessed prior to development taking place;
- Identification and protection of built heritage resources and cultural heritage landscapes, through listing on the Municipal Heritage Register, designation under Part IV or V of the Ontario Heritage Act, drafting of site-specific policies or zoning, or other applicable conservation measures;
- Ensuring that cultural heritage resources and the historic character of the area are conserved and enhanced through the development of appropriate urban design guidelines and / or a Cultural Heritage Conservation Plan Statement to guide development, adaptive reuse and intensification proposals;

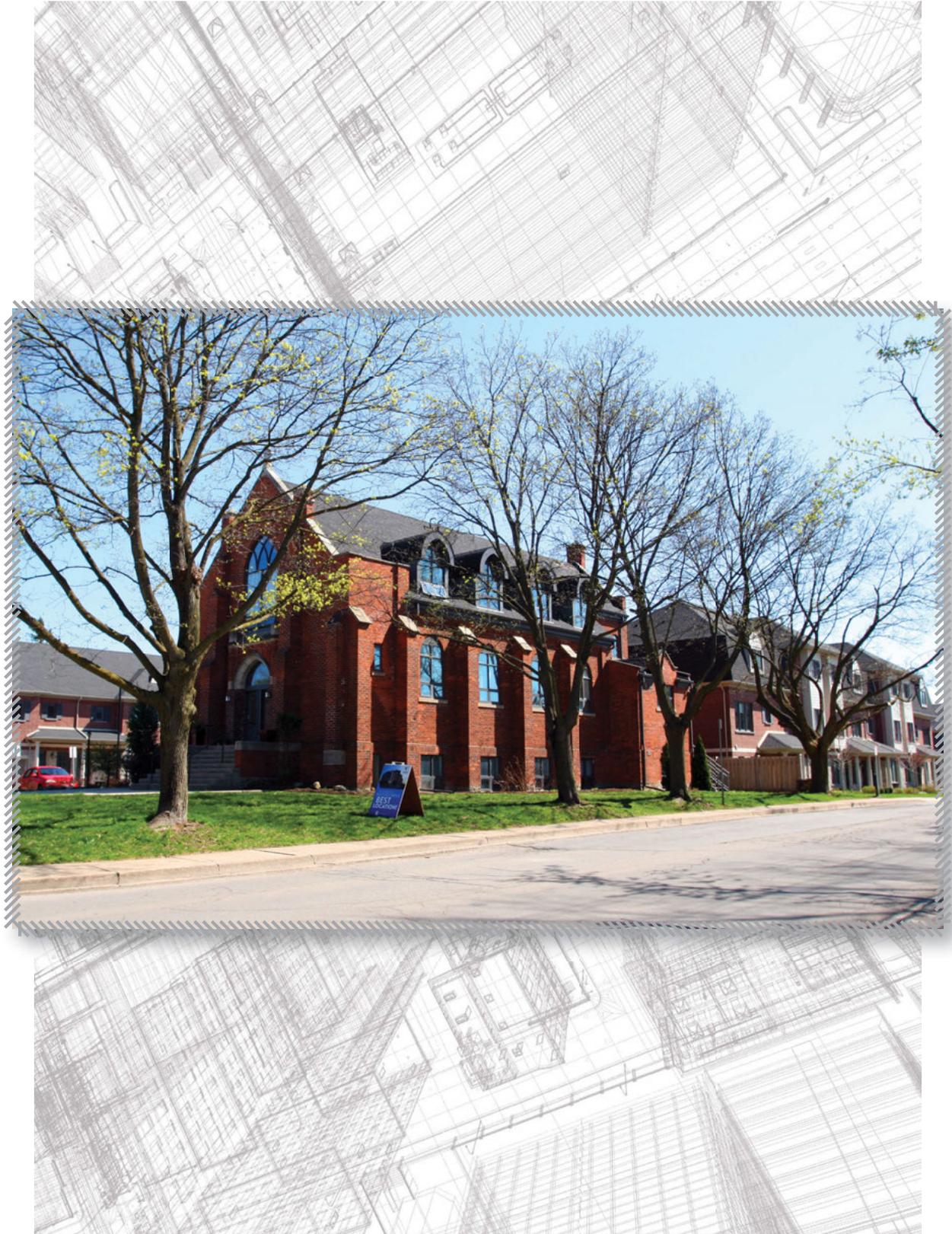


*Waterdown Falls, c. 1890s,
Charles Cochran Album,
Local History & Archives,
Hamilton Public Library*



*Present day shot from
a similar location,
City of Hamilton, May 2018*

8.0 URBAN DESIGN



8.0 URBAN DESIGN

Urban design is directly concerned with shaping the physical form of the urban areas of the City and plays a vital role in upgrading and maintaining a city's civic image, economic potential, and quality of life. Good planning practice recognizes the important role of urban design in providing value and identity to a community. The design and placement of buildings, infrastructure, open spaces, landscaping and other community amenities, as well as how these features are connected and work together, affects how people live and interact with each other. Attention to physical design creates attractive, lively and safe communities where people want to live and visit and where businesses want to establish and grow. A city that values good urban design is a city that is successful socially, economically, and environmentally.

The Waterdown Community Node Secondary Plan will provide direction to create a compact and interconnected, pedestrian oriented, and transit-supportive community within Waterdown, where all people can attain a high quality of life. Achieving this vision requires careful attention to urban design in both the public and private realms with attention to how those realms work together. The public realm is associated with planning and design issues in areas such as roads, sidewalks, plazas, parks, and open space, owned by the City and other public agencies. The private realm includes areas within private property boundaries, which may or may not be open to the public but are physically and visibly connected to the public realm. Specifically, the unique features of the Secondary Plan area which require consideration, from an urban design point of view, are cultural and natural heritage.

- An Urban Design study will be required to inform recommendations for the Secondary Plan and establish design guidelines to guide future growth. Urban design will be a key component of the plan to ensure good urban form as well as a means to facilitate the convenient and safe, pedestrian-friendly streets, transit and active modes of transportation.
- Downtown Waterdown has heritage structures and spaces which provide a physical history of the community. Heritage buildings provide living examples of design elements that can be reflected in new construction that complements rather than diminishes the surrounding streetscape. Conservation and reuse of these buildings not only enhance the area but can serve as a catalyst for other public and private investments. Urban design guidelines can also provide guidance to maintain important heritage character in a community.

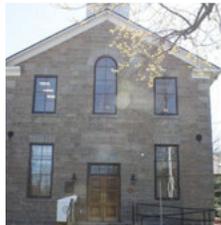
- The urban design policies of the Secondary Plan will be used as an important tool to ensure the development of an attractive, compact, safe, and pedestrian-oriented urban environment for the Waterdown Community Node. Key components of good urban design include quality public spaces, appropriate streetscape standards, the (re)development of attractive buildings and improving direction for intensification opportunities. Parts of the Waterdown Community Node already have a high quality of urban design; this should be maintained and enhanced along with the heritage character of the area.

8.1 KEY URBAN DESIGN CONSIDERATIONS

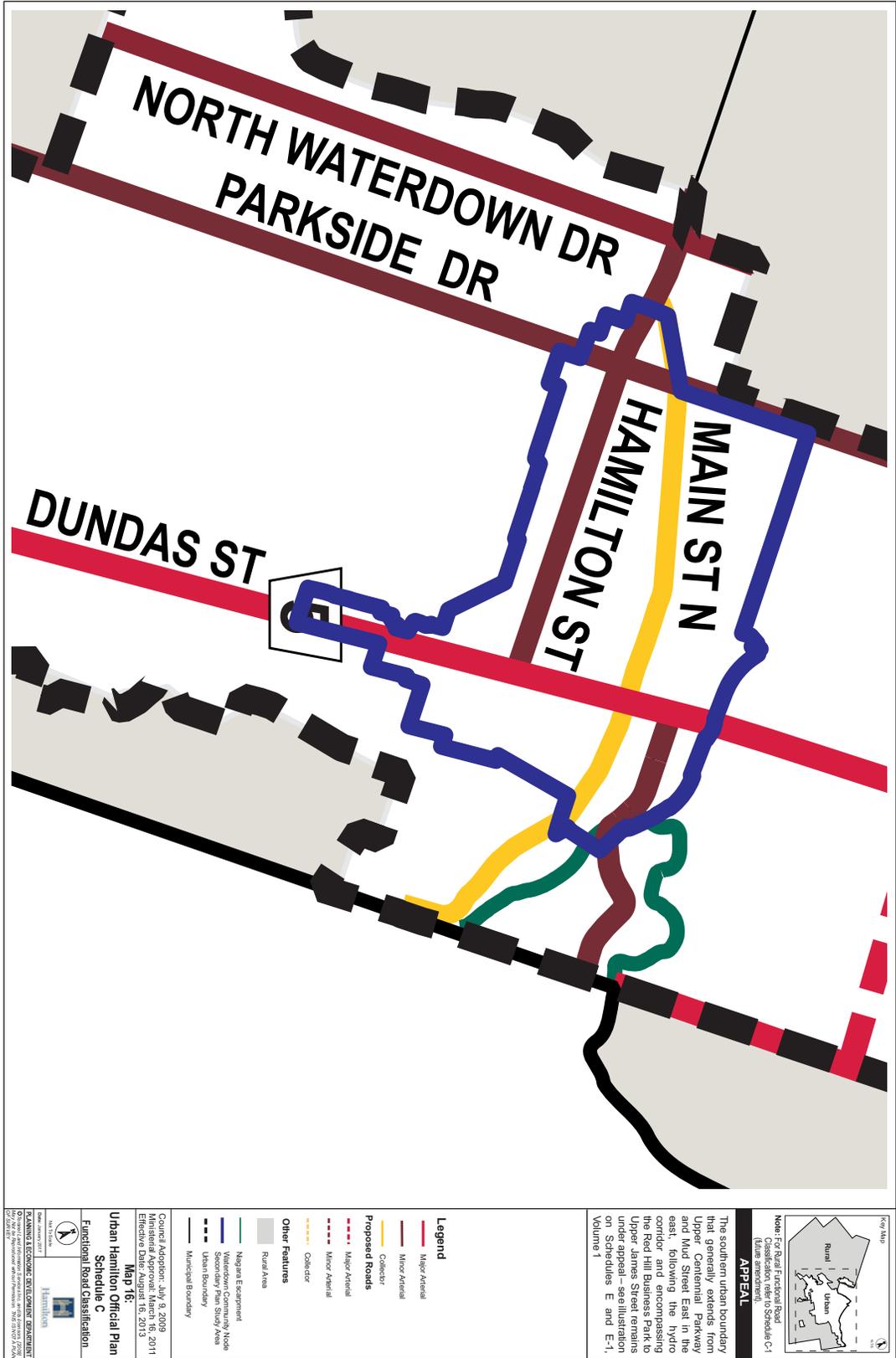
The following key considerations will be addressed through the Secondary Plan process:

- Providing urban design guidance to ensure changes transition meaningfully into their surroundings, creating new connections to public realm amenities, respecting existing built-up areas and maintaining effective relationships with natural areas.
- Providing urban design guidance to enhance the identity of the Waterdown Node, creating places that celebrate local history and culture, natural and built heritage.





9.0 TRANSPORTATION



9.0 TRANSPORTATION

Good transportation infrastructure will provide opportunities for efficient movement of both goods and people throughout the study area. Key existing transportation infrastructure is detailed in the following sections.

9.1 ROADS AND MAJOR TRANSPORTATION ROUTES

Several major transportation routes are located within and connect to the Waterdown Community Node area. The classification of roads, based on function and historical use of the road are shown in the UHOP Schedule C - Functional Road Classification (*see Map 16*).

ARTERIAL ROADS

Arterial roads fall under two categories, major arterials and minor arterials. Major arterial roads carry relative high volumes of intra-municipal and inter-regional traffic; in the Waterdown Community Node area Dundas Street East is designated a major arterial road. Minor arterials carry moderate volumes of inter-regional and intra-municipal traffic through the City; Hamilton Street, Parkside Drive and Mill Street South are designated as minor arterial roads.

COLLECTOR ROADS

Collector roads, which often connect to arterial roads, provide direct land access in addition to moving moderate volumes of traffic. Within the study area, Main Street North and Main Street South classified as collectors.

LOCAL ROADS

Local road are not identified in the UHOP except on Secondary Plan schedules. Local roads have the function of providing direct land access and moving low volumes of traffic to collector roads and arterial roads.

PROVINCIAL HIGHWAY

Provincial highways are under the jurisdiction of the Province and have the key function of moving large volumes of traffic. There are two provincial highways adjacent to Waterdown. Highway 403 is located just south of the study area and Highway 6 is located to the west of the study area.

9.2 RAIL CORRIDOR

A Railway line runs along the eastern edge of the study area from Parkside Drive to south of Dundas Street East. There are no stops within the study area.



9.3 TRANSIT

Public Transit is available in the Waterdown area and is provided by the Hamilton Street Railway (HSR). Route 18 – Waterdown provides a loop around the Waterdown area and connects residents to the Aldershot GO Station in Burlington, south of the study area, as well as the Clappison’s Power Centre (major commercial) located to the west of the study area. Riders may connect to downtown Hamilton by transferring to Burlington Transit Route 1x at the Aldershot GO station. There are no other transit routes which take riders from Waterdown into other parts of Hamilton.

9.4 BICYCLE ROUTES

Shifting Gears 2009 is the Cycling Master Plan for the City of Hamilton, approved by Council in June 2009. This plan has recently been updated as part of the City's Transportation Master Plan update in 2018. The Plan is intended to guide the development and operation of Hamilton's cycling infrastructure for the next twenty years. Within the study area bike lanes are proposed (of varying types) for the following streets:



- Dundas Street East (Bike Lane)
- Mill Street North (Bike Lane)
- Mill Street South (Paved Shoulder)
- Hamilton Street North (Bike Lane)
- Parkside Drive (Bike Lane)
- Main Street South/Waterdown Road (Bike Lane)

As per Shifting Gears, there is an existing paved shoulder to the north of the study area on Centre Road and an existing Multi-use Trail that accommodates biking that links Highway No. 6 to the Sobeys plaza on the corner of Hamilton Street and Dundas Street East. In addition to the information available in Shifting Gears, it is also noted that there is a connecting Greenbelt cycling route that runs along Main Street South into Waterdown and continues north on Centre Road.

The Waterdown Community Node Transportation Management Plan will evaluate the opportunities for connections to existing and planned bike lanes and for area enhancements that may support increased bike usage.



9.5 MODE OF TRANSPORTATION

Table 9 shows the breakdown of mode of transportation within the study area. The most common mode of transportation to and from work by employed residents in the study area is by a car, truck or van as a driver. Similar to the City and Ward 15, the modal split is heavily weighted to this mode of transportation. The modal split is better than Ward 15 as a whole, for transit and active transportation use. In addition, walking to work is slightly more common than the City as a whole, indicating strengths in this area. Transit use is likely lower because there are minimal transit services in Waterdown.

**TABLE 9: MODAL CHOICE BY TOTAL OF EMPLOYED POPULATION
(15 YEARS OF AGE AND OLDER)**

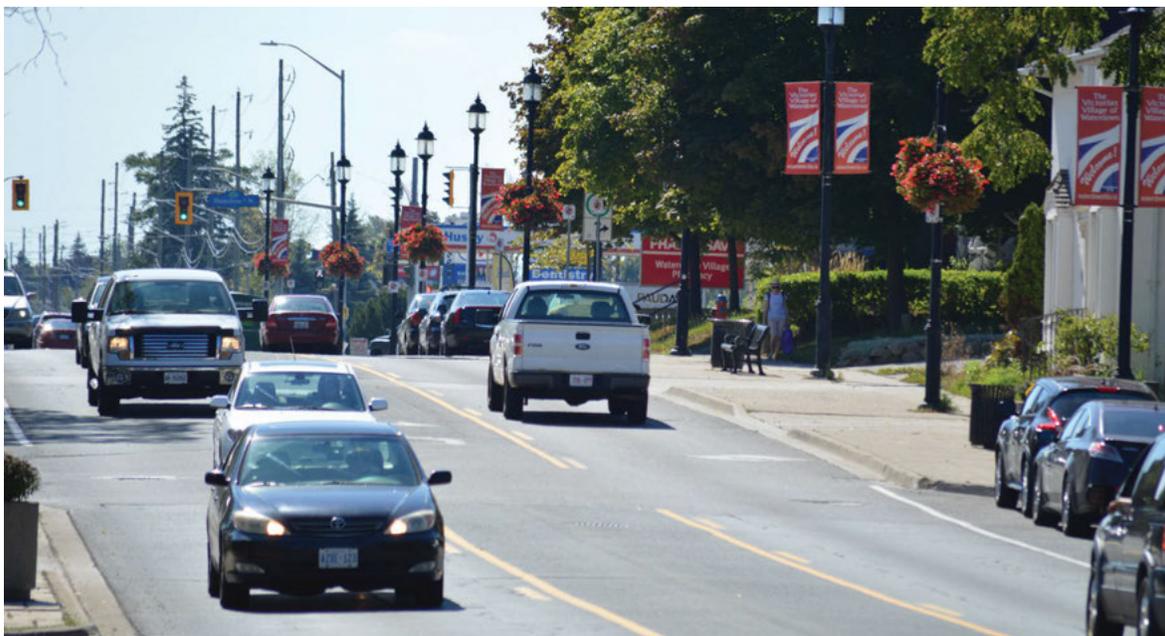
Mode of Transportation	Study Area (2016)	Ward 15 (2011)	Hamilton (2016)
Car, Truck or Van - Driver	2,865 (86%)	11,525 (88.4%)	183,830 (76%)
Car, Truck or Van - Passenger	140 (4%)	585 (4.5%)	17,350 (7%)
Public Transit	135 (4%)	380 (2.9%)	25,540 (10%)
Walked	190 (5.7%)	400 (3.1%)	11,210 (5%)
Bicycle	20 (0.6%)	40 (0.3%)	2,245 (0.9%)
Other Methods	20 (0.6%)	100 (0.8%)	2,120 (0.8%)
Total	3,335 (100%)	13,035(100%)	242,295 (100%)



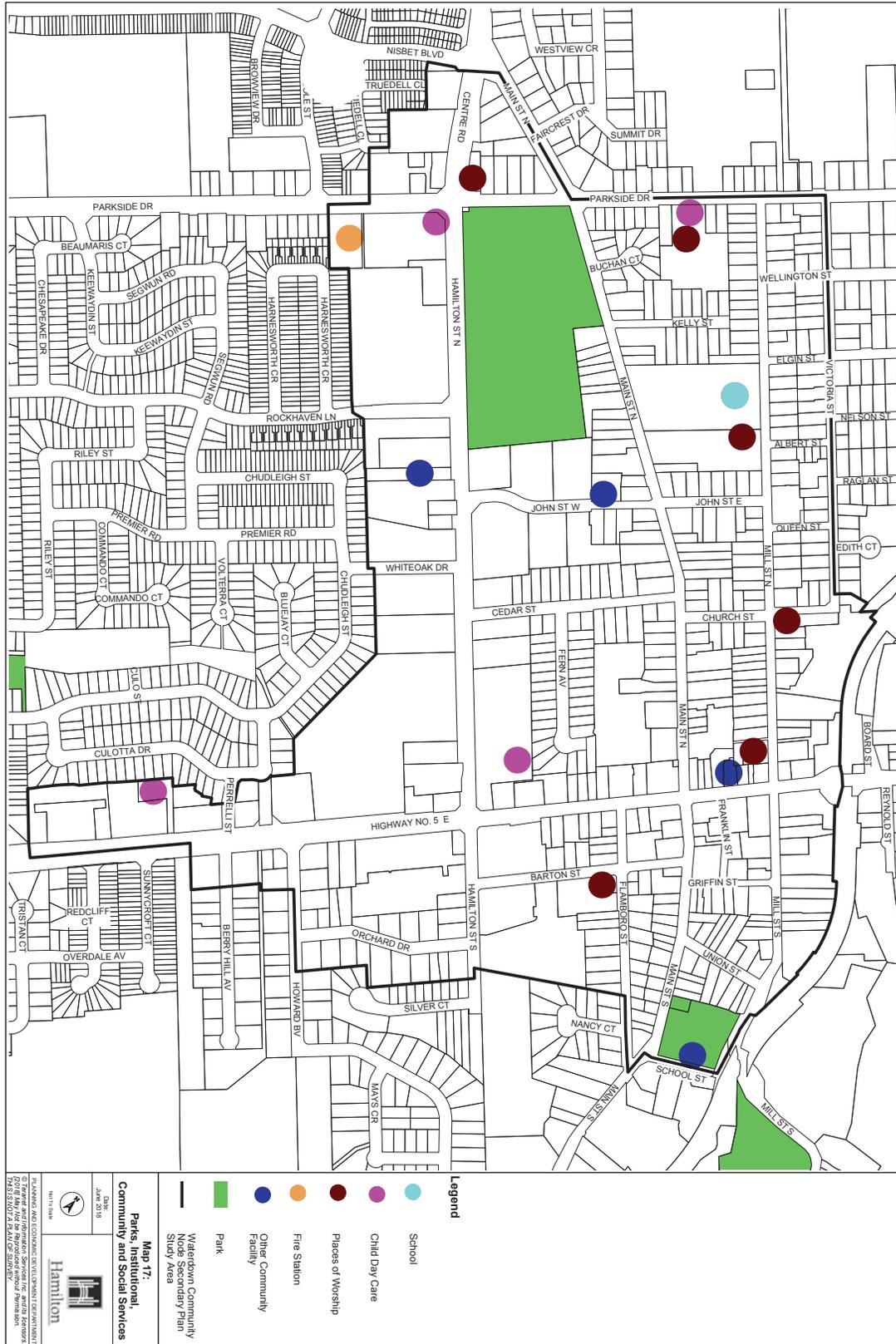
9.6 KEY TRANSPORTATION CONSIDERATIONS

The existing transportation infrastructure in the Waterdown area is undergoing numerous changes. Particularly within the Waterdown Node, a variety of challenges related to traffic and access have been identified. Although a transportation network already exists in the area, there are opportunities for improvement. The transportation network will also need to be designed to meet future needs, as the population of Waterdown will be significantly increasing over the next 20 years, and the Waterdown Commercial Node is a focal point for activity in this area. The following key considerations will be addressed through the Secondary Plan process:

- Identifying traffic and access issues in the Waterdown Node and developing strategies to address the issues
- Creation of a transportation network which promotes health and safety by following “Complete-Livable-Better Streets” practices and design directions, promoting active transportation and age-friendly non-auto networks.
- Fostering a connected and accessible pedestrian path and cycling network which promotes a culture of active transportation.
- Supporting the enhancement of the transit network and providing transit supportive development.



10.0 PARKS, OPEN SPACE AND RECREATION



10.0 PARKS, OPEN SPACE AND RECREATION

Parks, open spaces and community services all contribute to creating complete communities. The presence of such facilities within and near the community node area contribute to making the area more attractive and help to increase the quality of life for community residents.

10.1 EXISTING PARKS

The Waterdown Community Node Secondary Plan Area is an urban neighbourhood that is serviced by one Community Park (Waterdown Memorial Park), one General Open Space area (Rockcliffe Gardens) and one Neighbourhood Park (Sealy Park). *Map 17* identifies each park and Open Space area within the study area limits.

Waterdown Memorial Park, situated in the north end of the Study Area, is designated as a Community Park within the City's Urban Official Plan. As a Community Park it serves a greater population beyond the Study Area. It has intensive recreation facilities such as baseball diamonds, a splash pad, play structures, a skate-park, artificial skating loop, picnic areas and a soccer pitch. This park is intended to serve a population of approximately 20,000 people.

10.2 PARKLAND NEEDS

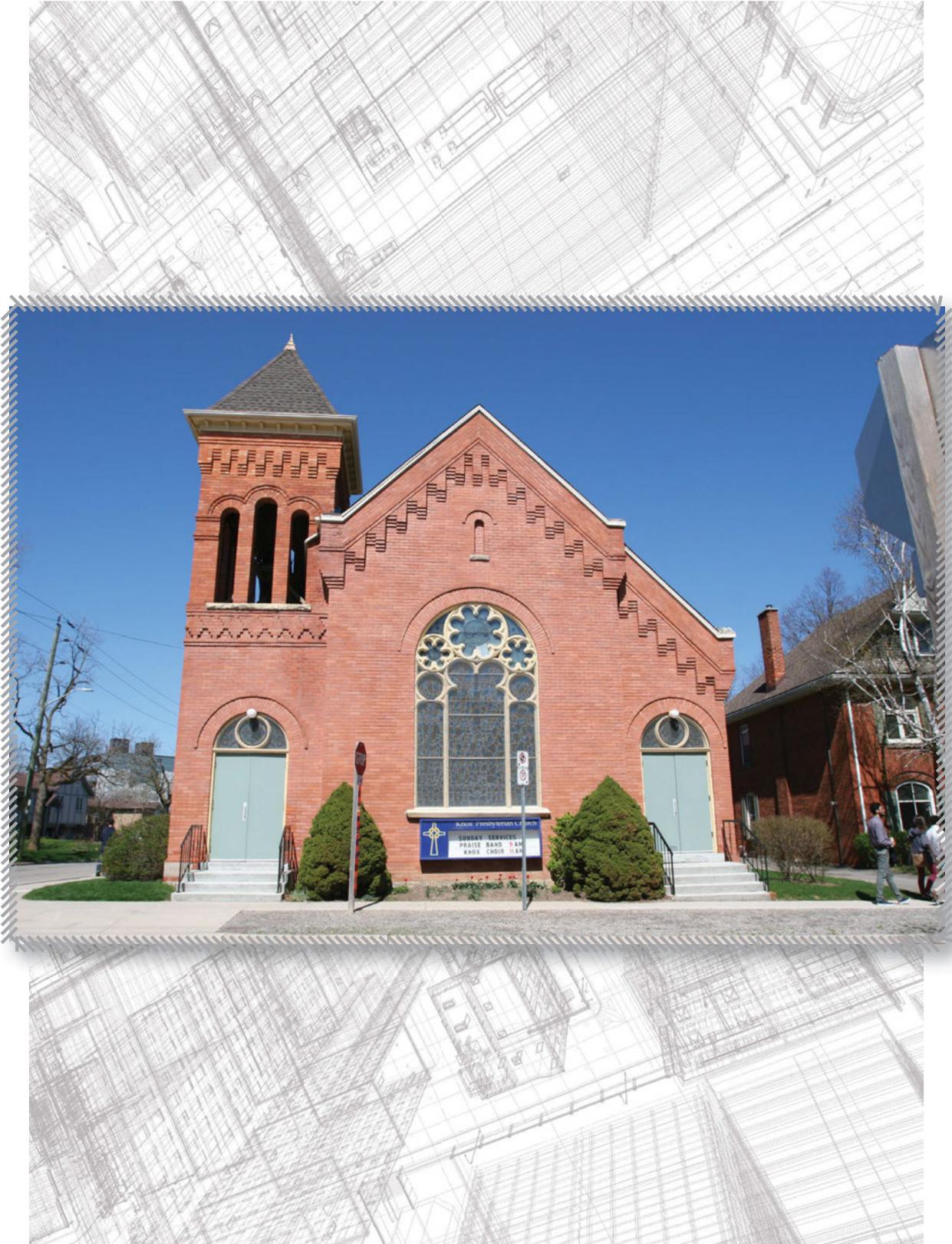
In 2011, Ward 15 had a surplus in neighbourhood parks, both existing and planned. Refer to Appendix 1, page 28 of the City of Hamilton Ward Profile – Ward 15.

10.3 RECREATION

Recreation facilities that are within or in close proximity to the Waterdown Node Study area include (*see Map 17*):

- The Flamborough Seniors Centre is located at 163 Dundas Street East, and recently completed construction in 2015.
- The YMCA facility is located on the north side of Parkside Drive, directly north of Keewaydin Way.
- Sealy Park Scout Hall is located in Sealy Park, however this facility is booked by a user group and there are no public program offerings.

11.0 INSTITUTIONAL, COMMUNITY AND SOCIAL SERVICES



11.0 INSTITUTIONAL, COMMUNITY AND SOCIAL SERVICES

Institutional, Community and Social Services in the Study area are listed below, and are identified on *Map 17*.

11.1 EDUCATIONAL ESTABLISHMENTS

There is one school within the study area. Mary Hopkins Public School is located at 211 Mill Street North. It is one of the original school houses of the historic Waterdown area, built in 1920. The school houses students in kindergarten to grade 5.

11.2 PLACES OF WORSHIP

Places of Worship	Address	Service
Grindstone Church	79 Hamilton St. N	Non-denominational
Knox Presbyterian Church	80 Mill St. N	Presbyterian
Grace Anglican Church	157 Mill St. N	Anglican
St. James United Church	306 Parkside Dr.	United
Youth for Christ Waterdown	273 Parkside Dr.	Non-denominational

11.3 COMMUNITY SERVICES

Community Service	Address	Service
Waterdown Legion Branch	551, 79 Hamilton St. N	Service Club
Ontario Early Years Centre	315 Dundas St. E	Programming for children ages 0-6
Rotary Club of Waterdown	30 John St. W	Service Club
Lions Club of Waterdown	317 Dundas St. E	Service Club

12.0 INFRASTRUCTURE



12.0 INFRASTRUCTURE

As Waterdown is a previously built up urban area, road, water and wastewater infrastructure already exists. However, there are needs for improvement due to the age of existing infrastructure and its designed capacity. There are several challenges related to infrastructure in the area that have been identified:

1. Cross connections of stormwater to sanitary sewers are believed to exist on private property in the Waterdown Community Node study area, which can cause negative environmental impacts during heavy rainfall. The extent of impacts is not known at this time. Future development proposals must ensure stormwater piping is properly connected to storm sewer systems and that all sanitary plumbing is properly connected to a sanitary sewer system.
2. The existing storm drainage system on Dundas Street (Highway 5) was not designed for higher density land uses, only for road drainage. In addition to this, it is the City's design standard that no uncontrolled drainage is permitted on arterial roads. This creates development constraints on Highway 5 unless improvements to stormwater infrastructure are made to increase capacity and/or an alternate design for onsite/ individual development is considered. An increase of development along Hamilton Street would result in additional pressures on existing stormwater management facilities as well, some of which are also operating at maximum capacity. Specifically, a large portion of the northerly section of Hamilton Street within the study area drains westerly through an existing neighbourhood to Borers Creek. No additional capacity is available for these lands.
3. The area is not currently identified in the development charges study for any new infrastructure. Staff are currently working on a new Development Charges Background Study for 2019 which will address new infrastructure needs to 2031. A future addendum to this study will be completed in 2021, reviewing needs to 2041. Required upgrades to infrastructure which are needed to support growth will need to be identified once the extent of growth planned for the study area has been determined. If new infrastructure is required to support intensification, it should be included in the development charges study.
4. As there are significant constraints to stormwater run-off in parts of the study area, some new developments will require on-site controls to prevent run-off. Enforcement of these controls will require registration of site plan agreements on title of the properties. As such, policies will be required in the Secondary Plan to address this issue.

There are 2 identified infrastructure projects planned for the Waterdown Community Node study area within the next 10 years. These include:

1. Road widening of Parkside Drive to create 1 lane in each direction, a centre turning lane, and bike lanes in both directions. This project is ongoing; Phase 1 from near Highway 6 to Main Street is scheduled to be completed in August 2018. The bike lanes are identified in the City-Wide Transportation Master Plan, Shifting Gears Cycling Master Plan and Recreational Trails Master Plan. The replacement of an existing culvert on Parkside Drive with a bridge structure is also included in this project. The timing of subsequent phases will depend on future capital budget approvals.
2. Replacement of existing bridge on Dundas Street over Grindstone Creek (5 to 10 years, identified in 10 year Capital Budget Plan for Asset Management). This replacement is based on standard maintenance and is not growth or development driven.

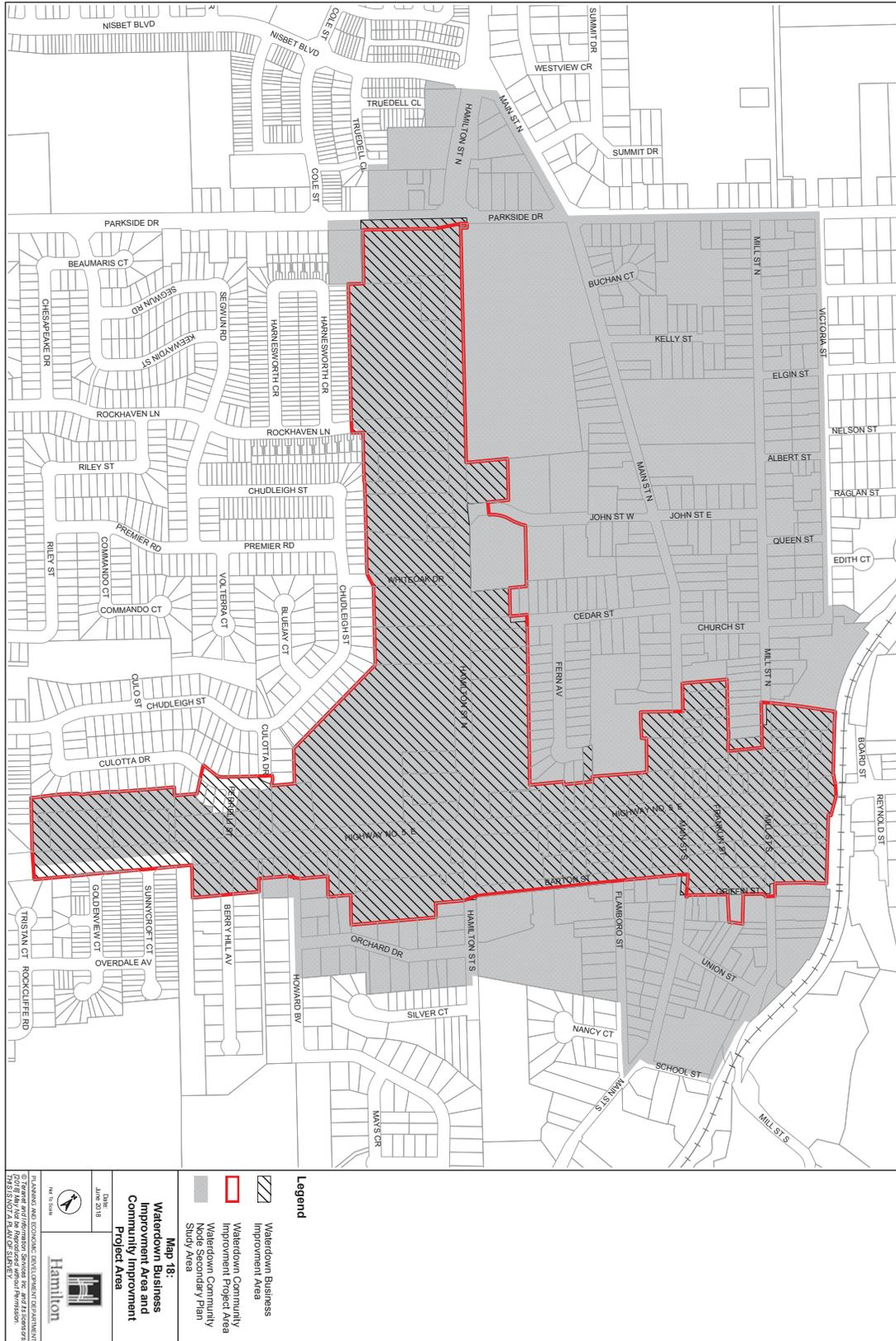
In addition to these projects, there are several road construction projects planned for other areas of Waterdown which will likely have an impact on traffic patterns in downtown Waterdown, particularly along Dundas Street. The most significant project is a new east-west road corridor planned to be built to the north and east of the study area (Waterdown by-pass road). This road corridor is being constructed in 3 stages. Construction is complete on the first stage. Construction on a second stage to be completed by a developer has begun. The final stage is undergoing detailed design and is tentatively expected to begin by 2021.

12.1 KEY INFRASTRUCTURE CONSIDERATIONS

Based on the current infrastructure capacity, the following key considerations are noted for the Secondary Plan process:

- Infrastructure improvements will likely be needed to accommodate intensification opportunities, and should be further identified so they can be funded appropriately through development charges.
- Minimizing the percentage of impervious surfaces as well as adopting green infrastructure techniques and Low Impact Development (LID) standards would reduce infrastructure needs and contribute toward achieving environmental objectives and municipal objectives by reducing rates of surface water flow and runoff, improving water quality, and mitigating erosion downstream.





13.0 BUSINESS & ECONOMICS

13.1 WATERDOWN BUSINESS IMPROVEMENT ASSOCIATION

A Business Improvement Area (BIA) is an association of commercial property owners and tenants within a defined area who work in partnership with the city to create thriving, successful and safe business areas. The mandate of the Waterdown Business Improvement Association (BIA) is to beautify the BIA area and promote business opportunities within the area. All of the Waterdown BIA is located within the Waterdown Community Node Secondary Plan study area, which is focused along the main commercial corridors of Hamilton Street North and Dundas Street East (*see Map 18*).

In 2017, the City completed a Commercial Market Assessment for the Downtown Waterdown BIA. This report shows that downtown Waterdown has a positive economic impact not only in Waterdown but for the City of Hamilton as well. The 2017 report updates previous assessments completed in 2003 and 2010. The report provides important background information on demographics, commercial uses, trends, opportunities and challenges in the BIA, which will help inform the Secondary Plan process. The report stated that the City of Hamilton should consider developing a Secondary Plan for downtown Waterdown that includes consideration of the public realm and retail connectivity along with transportation and parking. Below is a summary of some of the other key findings of the report (based on 2016 data):

VISITATION TO THE BIA

- As many as 17,500 vehicles move through Downtown Waterdown BIA district every day. Businesses in downtown Waterdown are highly dependent on vehicular traffic.
- Overall, pedestrian traffic is relatively low.
- Visitation to Downtown Waterdown BIA has been increasing throughout the 2016 year.

SOCIO-ECONOMIC STATISTICS

- Within a five-minute walking distance of Dundas St. E. and Main St. there are 1,512 residents. This is a relatively low population density area. However, the area continues to grow annually as new townhouses and multi-family housing is built resulting in greater intensification.
- Within Waterdown (and nearby), there are approximately 20,000 residents. Waterdown is transforming from a small village/town, into its own "city" type structure. By 2031, the City of Hamilton has projected the Waterdown population to grow to 39,400. This is twice the current population.
- There is a sizeable workforce in Downtown Waterdown. There are 2,291 workers within five minute walk of Dundas St. E. and Main St. and there are 5,471 workers in the Waterdown area. This includes professional workers, retail workers, and trades/ transportation related workers.

DEMOGRAPHICS AND LABOUR FORCE

- Local Waterdown residents are well educated.
- Waterdown residents do work locally but many commute and work in places such as the Burlington region or in the GTA.
- The labour force participation rate is very high. Local area residents have extremely busy lives working and taking care of their children. Long commutes take away from leisure time. As such, shopping can be either (a) fast and efficient or (b) rooted as a family affair.

COMMERCIAL STATISTICS

- There is approximately 500,000 sq. ft. of retail commercial space in the downtown.
- There are 262 businesses.
- Vacancy rates have increased, however this is due to a number of new live/work units built that have not been leased/sold yet, retailers that have shifted space (e.g., Shoppers Drug Mart), and other medical centres that have not been fully leased at present.
- Services, including personal and professional businesses occupy over 45% of the total available square footage. Within that, medical services are a major component.
- There has been \$20 million invested in downtown Waterdown commercial properties from 2010 to 2015.

RECOMMENDATIONS:

- Increasing residential intensification in the Downtown should continue as a key priority.
- There are redevelopment and infill opportunities throughout Downtown that need to be carefully planned and executed to ensure the commercial areas complement existing areas, add to public realm and place-making including encouraging pedestrian flow patterns throughout all of Downtown, and address parking issues adequately.
- The BIA area should increase the number of public plazas, social gathering spaces, and provide a public realm experience that works to build community and increase retail sales opportunities.
- More mixed use development that includes consideration for parking should occur.
- Increased separation of ground level retail and professional services including encouraging services to locate on upper levels and some side streets should be encouraged.
- Connectivity between Hamilton Street and Dundas St. E. should be improved through the use of retail mix, public realm, and building typology.

13.2 DOWNTOWN AND COMMUNITY RENEWAL COMMUNITY IMPROVEMENT PLAN (2016)

A Community Improvement Plan (CIP) allows a municipality to direct funds and implements policy initiatives in a specifically defined project area. Section 28 of the Planning Act gives municipalities that have enabling policies in their official plans the ability to prepare CIPs. Community Improvement Plans are intended to encourage revitalization initiatives and/or stimulate development and redevelopment. Once implemented, a CIP allows municipalities to provide tax assistance, grants or loans to assist in the revitalization of lands and/or buildings within a defined Community Improvement Project Area. The CIP functions as an implementation tool, meant to encourage development activities that implement the vision and policies established in related plans and strategies.

Through Community Improvement Plans, municipalities can:

- focus public attention on local priorities and municipal initiatives
- target areas in transition or in need of repair, rehabilitation and redevelopment
- facilitate and encourage community change in a co-ordinated manner
- stimulate private sector investment through municipal incentive-based programs.

A Community Improvement Project Area (CIPA) is located in the historic Downtown of Waterdown and follows a similar boundary as the BIA, along Hamilton Street North and Dundas Street East. The CIPA boundary is shown on *Map 18*.

The following municipal programs are available to the Waterdown CIPA as part of the Community Improvement Plan:

- Hamilton Tax Increment Grant Program
- BIA Commercial Property Improvement Grant Program
- Commercial Corridor Housing Loan and Grant Program
- Hamilton Heritage Property Grant Program
- Office Tenancy Assistance Program
- Commercial Facade Property Improvement Grant Program

14.0 DEVELOPMENT ACTIVITY

Although much of the growth in Waterdown has been occurring in new subdivision development to the east and west of the study area, a number of infill developments and redevelopments have taken place within the study area as well. There are also some developments currently in the application or approval stage which are not yet built. *Appendix 3* lists all major development applications in the study area over the last 5 years (applications requiring site plan approval and land severances for infill development), and *Map 19* shows the location of each of these applications.

Over the last 5 years (2013 to present), a total of 4,400m² of new commercial space has been constructed within the study area, comprised of 4 building additions, 2 new stand-alone commercial buildings, and 13 new commercial units in a mixed use building. Residential development has included 40 apartment units in a mixed use building, 134 townhouse units across 3 different sites, and 3 single detached infill dwellings.

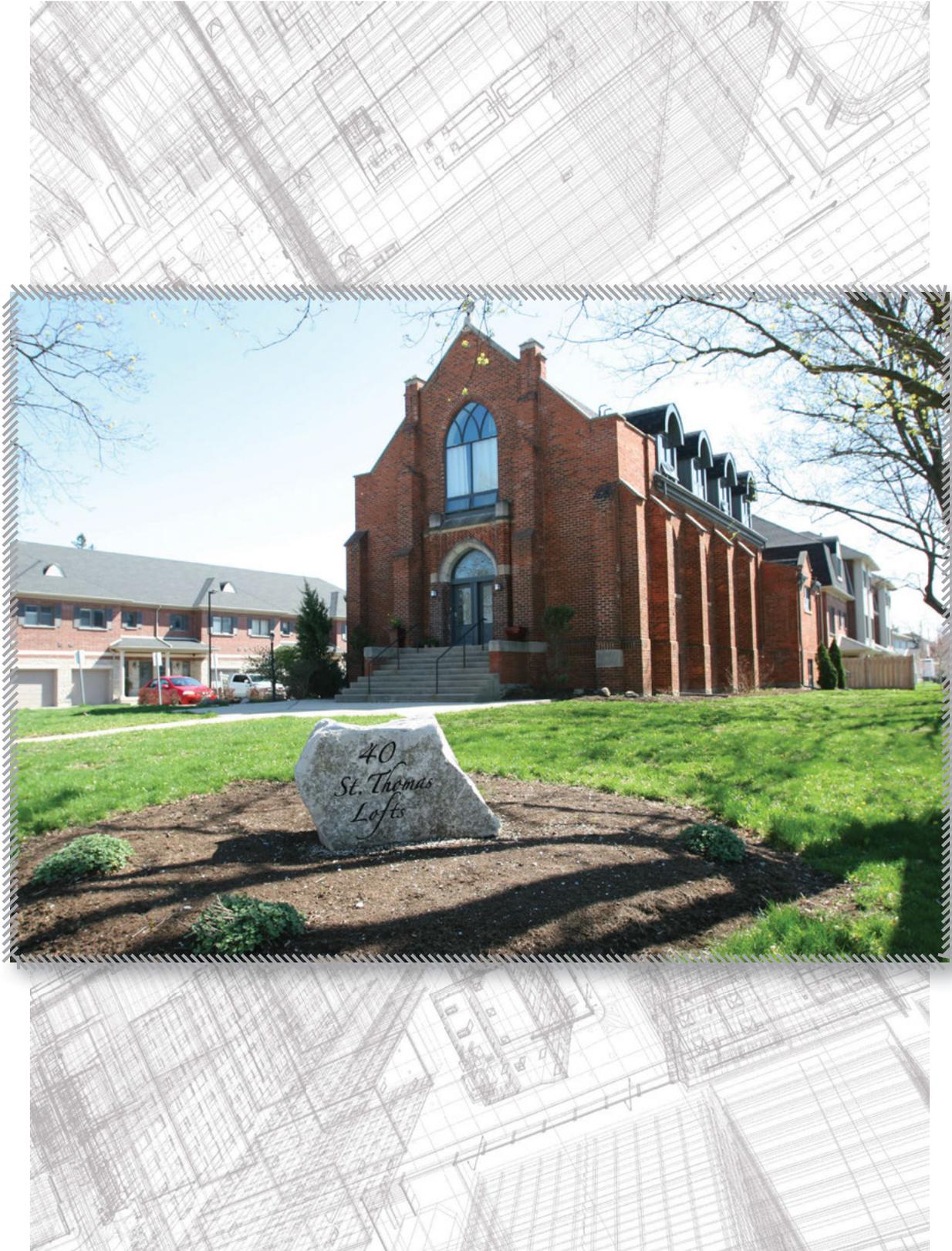
A number of development applications have been made and are either not yet approved or are under construction but not yet completed. These applications, if all approved and constructed, will result in an additional 263 apartment units, 90 townhouse units, 2 semi-detached units, and an estimated 10 new commercial units in the study area.

14.1 KEY DEVELOPMENT CONSIDERATIONS

The overview of development activity in the study area shows that there is continuing interest in intensification and infill development. As changes are made, the Secondary Plan should provide guidance to:

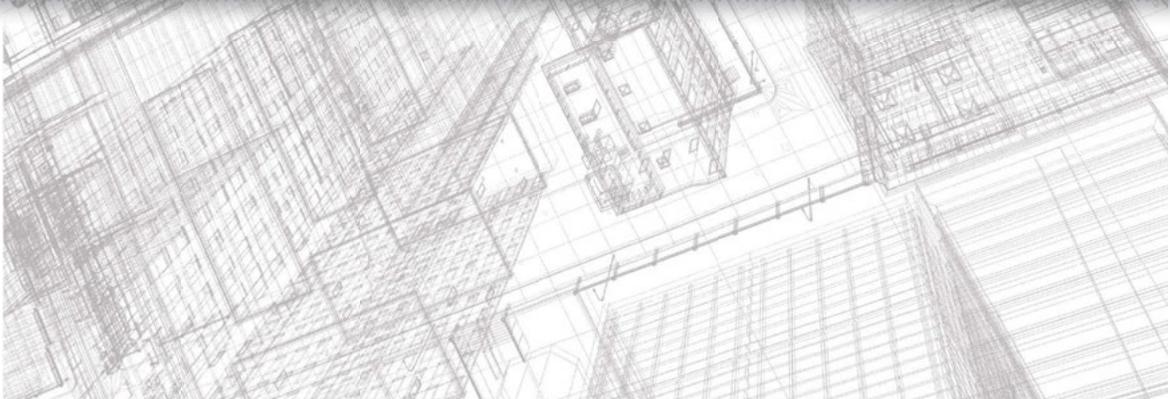
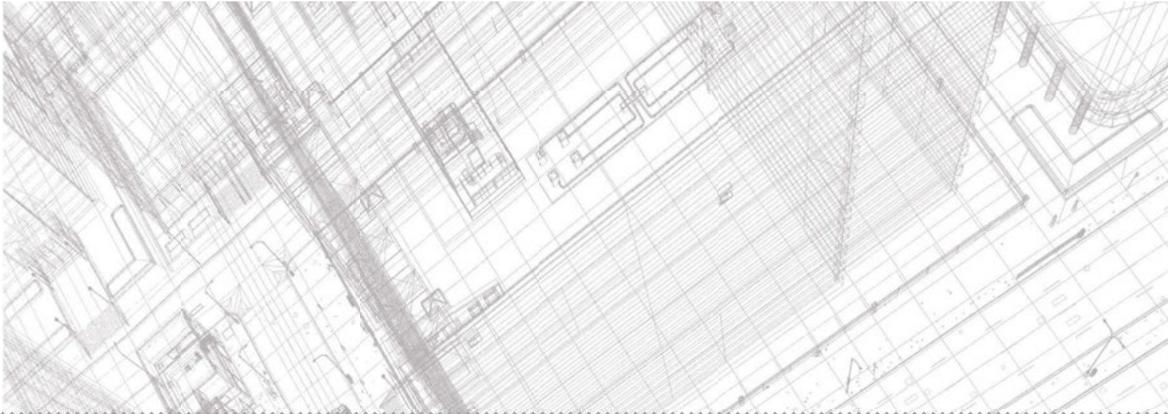
- Ensure that intensification is appropriate to the vision for the Waterdown Community Node, contributes positively to the function of the Node, and is properly integrated into the existing built fabric; and,
- Ensure that necessary infrastructure, transportation networks, parks, and other community facilities are available to support the community.

15.0 CONCLUSION



15.0 CONCLUSION

The information contained in this report provides an overview of the most recently documented statistics, features, and land uses in the study area, as well the historical development of the area. An understanding of the changes that have shaped an area and its local context is essential prior to undertaking a Secondary Plan process. The background report highlights policy directions contained in City and Provincial documents, which establish the general parameters for how and where growth and change should occur. The various initiatives and projects that are ongoing will also impact how the area will look and function in the future. All of these are important considerations which form the basis from which to strategically plan for future changes to the Waterdown Community Node area through the secondary planning process. The key considerations outlined in the report will help to guide the Secondary Plan study.

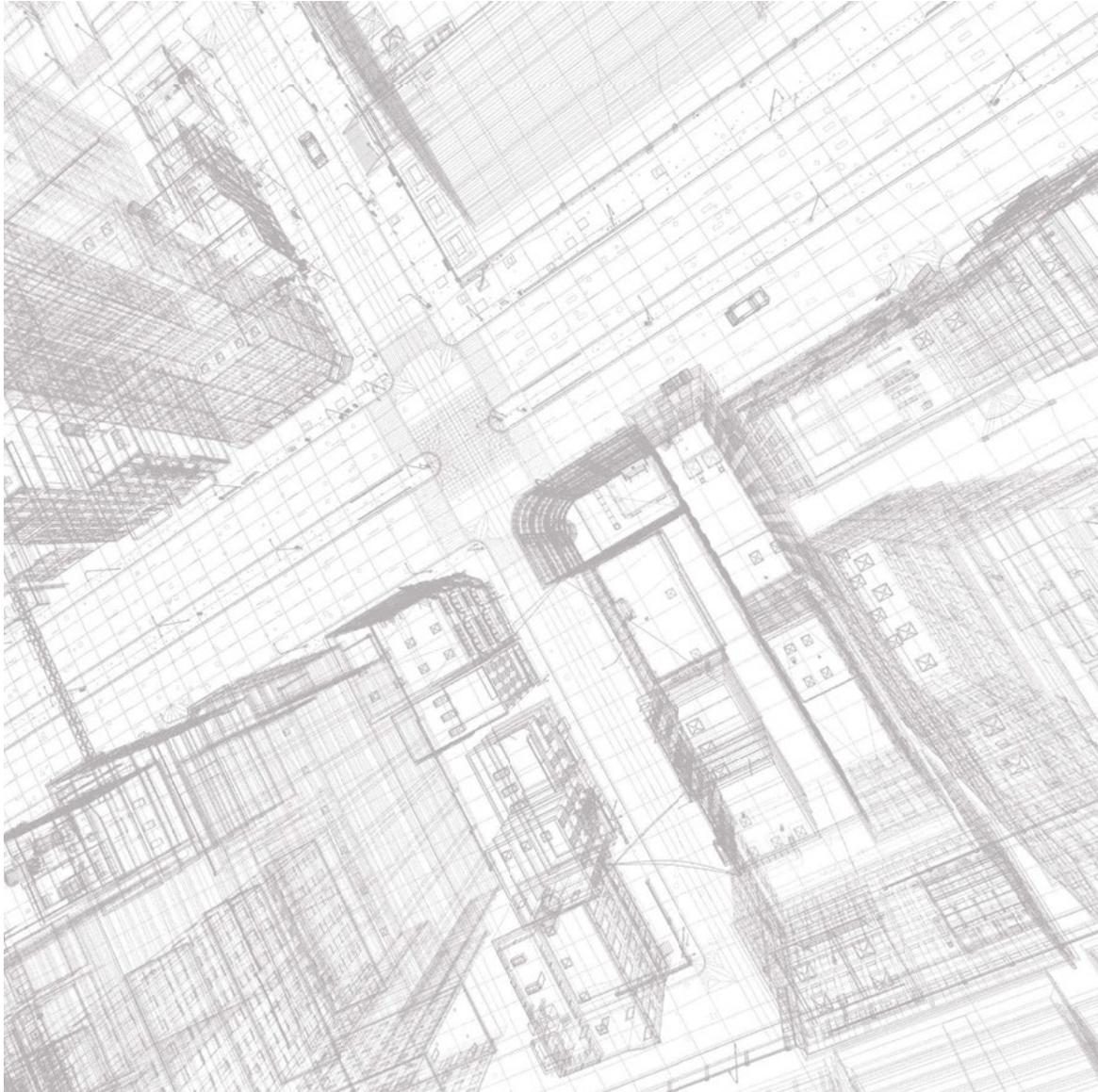


16.0 REFERENCES

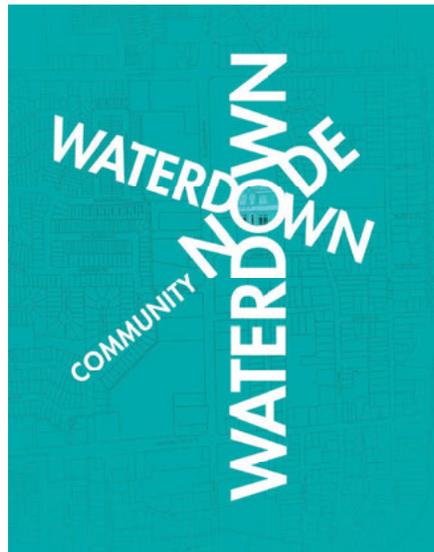
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WATERDOWN
Community Node Secondary Plan
Background Report



Hamilton

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT
COMMUNITY PLANNING