

February 2022

# WATERDOWN COMMUNITY WATERDOWN WATERDOWN

**WATERDOWN**  
Community Node  
Secondary Plan  
Summary  
Report

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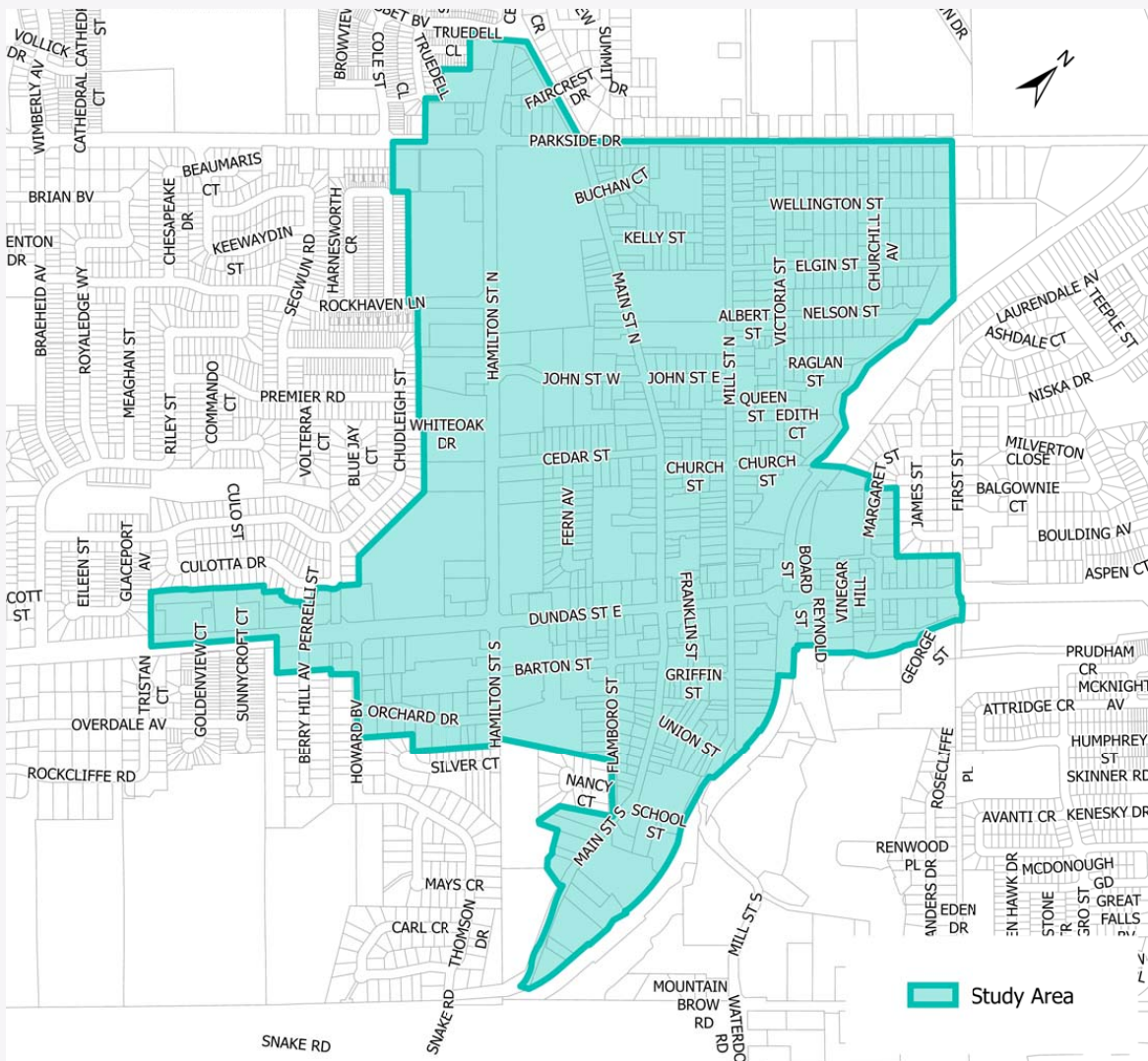
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# 1.0 Introduction

The Waterdown Community Node Secondary Plan Summary Report summarizes the process leading to the development of the Secondary Plan, the consultations that took place which were instrumental in shaping the Plan, and the resulting preferred Plan and recommendations. This Report is also intended to provide a review of the issues that were identified during the Secondary Plan Study, and a rationale for the preferred Plan and policies that are proposed.

## 1.1 Study Area

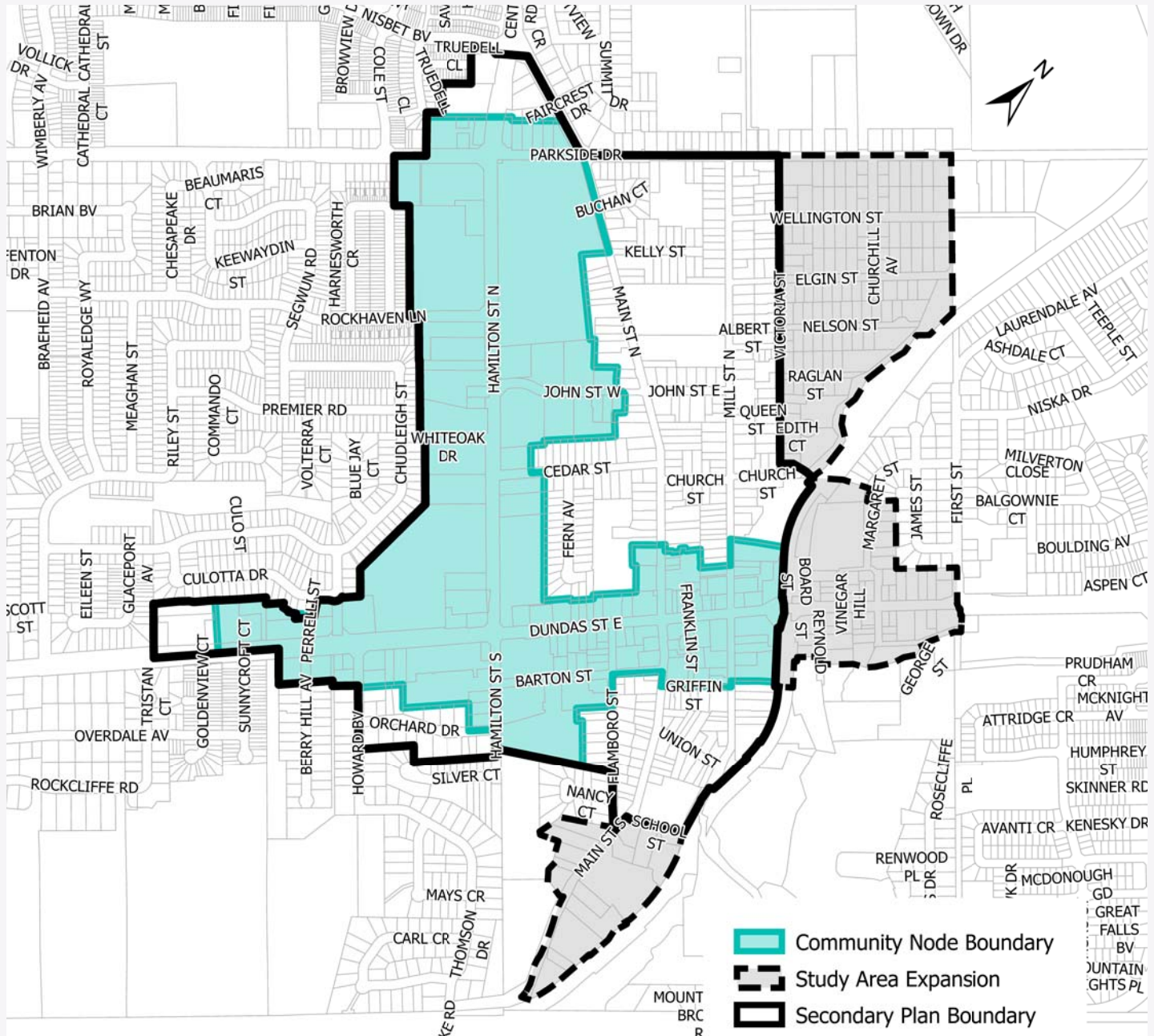
The Waterdown Community Node Secondary Plan Study area is bounded by Grindstone Creek and First Street to the east, and generally extends north to Parkside Drive, west to Goldenview Court, and south to the southern end of Main Street (see Map 1).



Map 1: Waterdown Community Node Secondary Plan Study Area



At the outset of the Study, the study area originally did not include certain lands east of Victoria Street and Grindstone Creek, and along the southern end of Main Street. These additional areas were added to the study area following initial consultations and a review of heritage resources in the first phase of the Study in 2019.



Map 2: Lands Added to Study Area

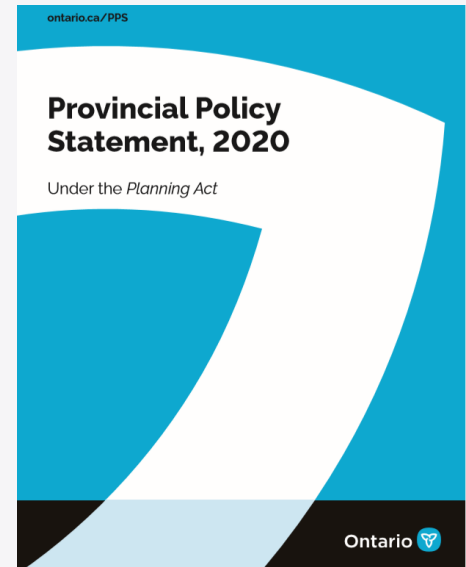
## 1.2 Planning Policy Context

The following section provides a summary of the planning policy context relevant to the development of the Secondary Plan.

### 1.2.1 The Provincial Planning Framework

The Provincial planning policy framework is established through the Planning Act (Section 3) which is the primary legislative tool that guides land use planning in Ontario. It provides municipal governments with the direction and authority to guide development and land use planning through official plans, secondary plans and zoning by-laws. One of the general purposes of the Planning Act is to integrate matters of provincial interest in municipal planning decisions. The preparation of the Waterdown Community Node Secondary Plan is governed by the Planning Act in terms of content and process.

The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with policy statements and plans issued by the Province. These include the Provincial Policy Statement (PPS, 2020) and other Plans such as the Growth Plan for the Greater Golden Horseshoe (2019, as amended), the Greenbelt Plan (2017) and the Niagara Escarpment Plan (2017).



### 1.2.2 The Provincial Policy Statement

The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that, in exercising any authority that affects planning matters, planning authorities shall be consistent with policy statements issued under this Act.

The PPS gives provincial policy direction on key land use planning issues that affect communities, such as the efficient use and management of land and infrastructure, the provision of sufficient housing to meet changing needs, the protection of the environment, opportunities for economic development and job creation, and the appropriate transportation, water, sewer and other infrastructure needed to accommodate current and future needs.

Key policies related to the Waterdown Community Node Secondary Plan include:

- 1.1.1** Healthy, liveable and safe communities are sustained by:
- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - b) accommodating an appropriate affordable and market-based range and mix of residential types;
  - e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;



- 1.1.3.1 Settlement areas shall be the focus of growth and development.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- a) efficiently use land and resources;
  - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - d) prepare for the impacts of a changing climate;
  - e) support active transportation;
  - f) are transit-supportive, where transit is planned, exists or may be developed; and
  - g) are freight-supportive.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- b) permitting and facilitating:
    - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - d) 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.

- 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 spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- 1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- 1.6.7.4 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.
- 1.7.1 Long-term economic prosperity should be supported by:
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
  - c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
  - d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
  - e) 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;
- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- a) promote compact form and a structure of nodes and corridors;
  - b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
  - e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
  - f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and
  - g) maximize vegetation within settlement areas, where feasible."
- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

The Waterdown Community Node Secondary Plan is consistent with the PPS, as it focuses growth within a settlement area, promotes the efficient use of land in a structure of nodes and corridors, provides an



appropriate mix of uses, and provides a range of housing options. It also supports healthy communities, a safe and efficient transportation system, the conservation of heritage resources, and energy conservation.

### 1.2.3 Places to Grow – Growth Plan for the Greater Golden Horseshoe

The Places to Grow Growth Plan (the Growth Plan) (2019, as amended) provides policy direction for municipalities within the Greater Golden Horseshoe to build healthy, balanced and complete communities. The Places to Grow Act requires that all decisions under the Planning Act conform to the Growth Plan. The Growth Plan guides decisions on a wide range of issues, including: economic development, land use planning, urban form, housing, natural heritage and natural resource protection, and provincial infrastructure planning.

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 considered to be a settlement area by the policies of the Growth Plan. The Growth Plan directs the majority of growth to settlement areas (Policy 2.2.1.2) and is based on the concept of providing “complete communities” that (Policy 2.2.1.4):

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
  - ii. public service facilities, co-located and integrated in community hubs;
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
  - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and



- g) integrate green infrastructure and appropriate low impact development.

The Growth Plan directs municipalities to plan for the growth forecasted in the Growth Plan, and to develop a strategy to meet specific intensification and density targets. This is done through the City's Urban Hamilton Official Plan.

The Growth Plan also addresses transportation system planning, directing that this be coordinated with land use planning (Policy 3.2.2.1) and that a balance of transportation choices be offered which reduces reliance upon the automobile and promotes transit and active transportation (Policy 3.2.2.2b)).

The Growth Plan also provides for the protection of the Natural Heritage System and key natural heritage features (Policy 4.2.2), as well as cultural heritage resources (Policy 4.2.7), and directs municipalities to develop policies in their official plan to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals.

The proposed Secondary Plan is consistent with the policies of the Growth Plan, as the Secondary Plan policies promote a compact built form and a range of land uses. Various policies are included in the Secondary Plan which promote climate change adaptation, such as LID measures, electric vehicle charging, soil management, tree planting and support for active transportation. Policy direction for a balanced transportation network is also provided in the Secondary Plan, building on the recommendations of the Waterdown Transportation Management Plan. In addition, the Secondary Plan recognizes elements of the natural heritage system and existing cultural heritage resources and provides for the protection of these features and resources.

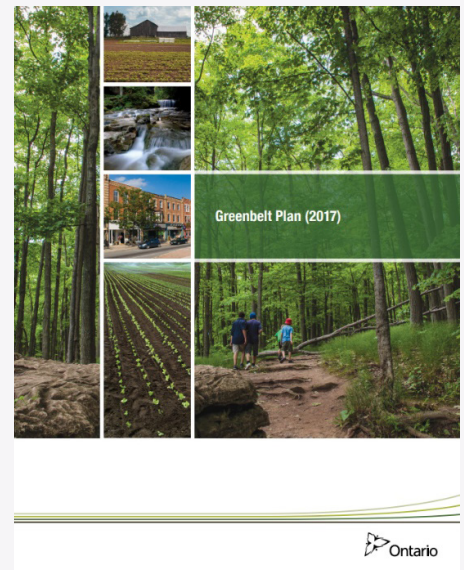
## 1.2.4 Greenbelt Plan

The Waterdown Community Node Secondary Plan is located within the Greenbelt Plan (2017). In the Greenbelt Plan, a portion of the lands, generally north and west of Dundas Street and Hamilton Street, and north of Parkside Drive, are identified as a town/village, which is considered a settlement area. The lands east of Hamilton Street and south of Parkside Drive are noted as Niagara Escarpment Plan Area.

Towns and villages are described as having varying sizes, levels of diversity and intensity of uses. They tend to have the largest concentrations of population, employment and development within the protected countryside and tend to be the central settlement areas for their respective municipalities (Policy 3.4.1). The Greenbelt Plan states that towns and villages are subject to the policies of the Growth Plan and official plans. They are not subject to the Greenbelt Plan policies, except for policy sections 3.1.5, 3.2.3, 3.2.6, 3.3 and 3.4.2 (Policy 3.4.3(1)).

The following policies are highlighted in relation to the Waterdown Community Node Secondary Plan.

- 3.2.3 (4)** Decisions on allocation of growth and planning for water, wastewater, and stormwater infrastructure shall be informed by applicable watershed planning in accordance with the Growth Plan.
- 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;

**3.3.3** For all lands falling within the Protected Countryside, municipalities should:

1. 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.
2. Develop and incorporate strategies (such as community-specific levels of provision) into official plans to guide the adequate provision of municipal recreation facilities, parklands, open space areas and trails.

**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(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."

For lands in the Greenbelt Plan which are also part of the Niagara Escarpment Plan, only Section 3.3 of the Greenbelt Plan applies, which addresses the provision of parkland, open space and trails.

The Waterdown Community Node Secondary Plan is consistent with the policies of the Greenbelt Plan.

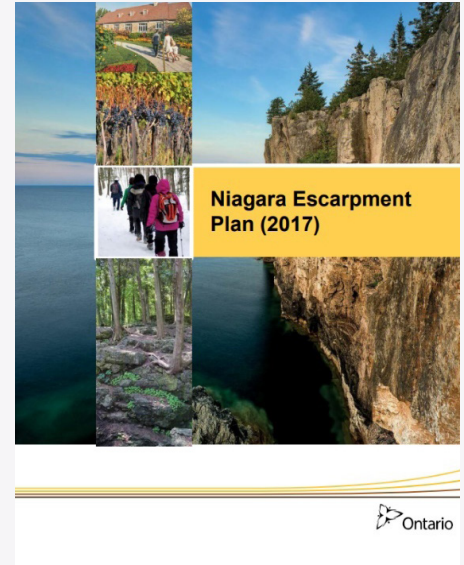
## 1.2.5 Niagara Escarpment Plan

The Niagara Escarpment Plan (NEP) 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 NEP. Lands north of Dundas Street and west of Hamilton Street are outside of the NEP 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 NEP. Some land on the border of 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 bordering 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 Niagara 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.); and
- 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 most lands within the Waterdown Community Node Secondary Plan study area, as they are 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).

Portions of some properties which are in close proximity to Grindstone Creek are within the development control area and would require permits from the NEC for development.

The Waterdown Community Node Secondary Plan provides appropriate direction to protect the Escarpment Natural Areas and Escarpment Protection Areas within the NEP and is consistent with the policies of the NEP. Proposed maximum building heights will not adversely impact the scenic resources of the Escarpment.

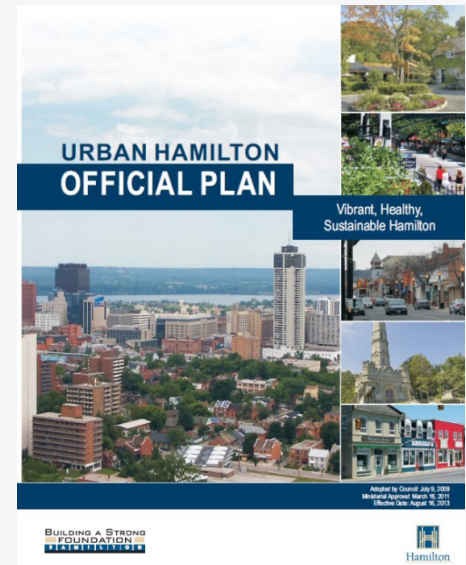
## 1.2.6 Urban Hamilton Official Plan

The Urban Hamilton Official Plan is a long term land use plan for the City of Hamilton. Its policies provide the direction for managing long term development to achieve social, economic and environmental objectives of the City's vision. A key goal of the Urban Hamilton Official Plan (UHOP) is to establish compact, complete communities where citizens can live, work, shop, play, and learn. One component of achieving this goal is through the development of Secondary Plans for smaller geographic areas within the City to provide more detailed direction for the evolution of land use and promotion of intensification. Once a Secondary Plan is completed, it is adopted as an amendment to the UHOP. The UHOP contains policy direction on strategic areas where Secondary Plans should be prepared, and what elements must be part of a Secondary Plan.

The UHOP is based on a nodes and corridors structure. The general area around Hamilton Street and Dundas Street East in Waterdown is identified as a Community Node within this Urban Structure (Schedule E of the UHOP). Node and corridor urban structure elements are recognized in the Official Plan as being important to the function of the City. They are identified as strategic areas for investment in the transportation and infrastructure network. As a principle, urban structure elements are to be the focus for population growth and public and private redevelopment. The Official Plan directs that Nodes and Corridors shall be planned to accommodate 40% of the City's residential intensification targets (Chapter B, Policy 2.4.1.3 b)). The UHOP directs the preparation of detailed secondary plans for community nodes to provide greater direction on mix of uses, heights, densities, built forms and design.

The following policies in the Urban Hamilton Official Plan provide direction for Community Nodes and the development of Secondary Plans:

- B.2.4.4** The City, when reviewing or developing new secondary plans or corridor studies, shall identify opportunities for residential intensification to support the intensification targets and related policies.
- C.4.2.8** New secondary plans and designs for major transit generators shall incorporate the following design directions:
- establishment of a continuous grid road network as the preferred street layout to allow pedestrians, cyclists, transit vehicles, automobiles and goods and services vehicles to move efficiently through communities;
  - efficient spacing of arterial and collector roads within the grid network;
  - organization of land uses in a manner that reduces automobile dependence and improves modal choice and the movement of goods;
  - placement of higher density land uses near existing and planned transit stop/station locations;
  - street design and layout which reduces and minimizes the need for future traffic calming and/or unnecessary traffic control devices; and,





- f) all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E – Urban Systems and Designations.

## Community Nodes

- E.2.3.3.2** Within each Community Node a range of uses shall be provided that allow for access to housing, employment, services, and recreation in close proximity to each other and transit. The Community Nodes shall provide services to residents within the former area municipalities and surrounding neighbourhoods in a mixed use environment.
- E.2.3.3.3** Community Nodes shall provide community scale retail stores and services to the residents within the Node and surrounding neighbourhoods.
- E.2.3.3.4** Community Nodes shall provide an employment function consisting primarily of employment in retail, services, local institutions, and government services.
- E.2.3.3.5** Community Nodes shall function as vibrant, mixed use areas containing a range of housing opportunities, including affordable housing and housing with supports. The unique characteristics of the individual Community Nodes lend themselves to a range of built forms.
- E.2.3.3.6** Community Nodes shall be linked to the higher order transit system through connecting conventional transit or by rapid transit, where possible. Where possible, the City shall direct local routes through the Community Nodes.
- E.2.3.3.7** Community Nodes shall generally be planned to achieve a target density of a 100 persons and jobs per hectare.
- E.2.3.3.8** Community Nodes shall be planned to accommodate some residential intensification over the time period of this Plan. The location, scale and amount of residential intensification shall be established through detailed secondary plans described in Policy E.2.3.3.11.
- E.2.3.3.9** The built form shall largely be in medium and low rise, mixed use buildings. Along the commercial and mixed use streets, single use commercial buildings shall be permitted along with residential housing forms on the periphery of the Nodes. However, the intent of this Plan is to increase the proportion of multiple storey, mixed use buildings that have retail and service commercial uses at grade.
- E.2.3.3.10** Community Node shall be planned to accommodate generally between 25,000 and 100,000 square metres of retail floor space.
- E.2.3.3.11** 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. Pending the completion of secondary plans for Community Nodes, the land use designations and policies set out in this Chapter shall provide direction for development proposals.
- E.2.3.3.12** Notwithstanding Policy E.2.3.3.7, some Community Nodes may be developed as lower intensity nodes appropriate to the character of their adjacent Neighbourhoods, other infrastructure, or transportation constraints as follows:
- b) Intensification shall not be permitted in the Waterdown Community Node until infrastructure and transportation constraints have been alleviated.

- E.2.3.3.13** The Community Nodes shall be planned to have a strong pedestrian focus.
- E.2.3.3.14** In the historic former downtowns, a strong pedestrian focus is long established and shall be enhanced where necessary.
- E.2.3.3.15** In the newer Community Nodes, a strong pedestrian focus shall evolve over time through infilling of retail, service commercial and mixed use buildings while being sensitive to the character and density of surrounding residential areas.
- E.2.3.3.16** Pedestrian focus streets shall be identified in each Community Node. On Pedestrian focus streets, buildings shall be built to the streetline with store fronts and other active uses opening onto the street.
- E.2.3.3.17** The Community Node shall contain a broad mix of uses. Where possible, this mix of land uses should include developments either as mixed use buildings or a mix of uses on the same property. Redevelopment of larger sites provides significant opportunities to transform the character of a Node. Therefore, on sites greater than 2.5 hectares, a mix of uses shall be required in major redevelopments.
- 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.
- E.4.3.2** Secondary plans and corridor studies shall confirm the locations and refine the boundaries for pedestrian focus streets.
- E.4.6.7** Lands designated Mixed Use - Medium Density shall contain a range of densities and building heights to a maximum of six storeys, which shall be set out in the implementing zoning by-law. The specific permitted heights and densities shall depend on the area and be established through secondary plans where one exists and the zoning by-law.
- F.1.1.5** When considering amendments to this Plan, including secondary plans, the City shall have regard to, among other things, the following criteria:
- a) the impact of the proposed change on the City's vision for a sustainable community, as it relates to the objectives, policies and targets established in this Plan; and,

- b) the impact of the proposed change on the City's communities, environment and economy and the effective administration of the public service.

#### F.1.2.4

Secondary plans shall generally include the following:

- a) a statement of the basis or rationale for the preparation of the secondary plan and rationale for varying or supplementing the Volume 1 policies and designations;
- b) a description of the secondary plan area, including a reference map, the role and relationship of the planning district and/or area under study to the City as a whole;
- c) a statement of the desired land use of the area along with relevant and related environmental, social and economic goals;
- d) the goals and objectives appropriate for the area including a statement demonstrating how they are in keeping with the strategic directions and general goals of this Plan and provincial legislation, policies and appropriate guidelines;
- e) new designations and policies for the secondary plan area that amend or detail those policies and designations found in Volume 1; and,
- f) cultural heritage resources shall be identified, evaluated and conserved. This 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 Waterdown Community Node Secondary Plan helps to implement the directions for Community Nodes and other directions for urban design, transportation, heritage conservation and land uses within the UHOP. It establishes permitted land uses, densities, development forms and development standards within the area and also provides guidance on changes to the public realm, urban design, transportation and infrastructure. A detailed boundary for the Community Node is identified as part of the Secondary Plan, along with policy directions to achieve a more compact, mixed use area.





## 2.0 Secondary Plan Study and Process

The Waterdown Community Node Secondary Plan Study was initiated in September 2018. As part of the initiation of the Study, a work plan was established, and a background report was completed to provide detailed baseline information related to the Waterdown Community Node Secondary Plan area (Refer to Report PED18181). The background report included information about the Provincial and Municipal Policy framework applicable to the area, a review of the area's demographics, and documentation of existing land uses, natural heritage resources, cultural heritage resources, community facilities, transportation infrastructure and servicing infrastructure. Key considerations for the future Secondary Plan Study were noted as part of the background report. A review of development application activity in the area was also done.

### 2.1 Work Plan and Approach

The process for the Secondary Plan Study was divided into four phases:

1. Background Research, Project Launch and Visioning
2. Analysis and Development of Options
3. Determination of a Preferred Land Use Plan, Policy Directions and Urban Design Guidelines; and,
4. Approval and Implementation of Secondary Plan.

Each phase of the project involved a variety of different consultations to gather input.

The first phase of the project was focused on gathering background information, informing about the project, collecting feedback about strengths, opportunities and challenges in the area, and asking for input regarding the desired future vision for the community. This broad input was used to craft a preliminary vision for the Secondary Plan, and to establish the principles and objectives on which to base the Plan. Related studies, including the Urban Design Guidelines and Cultural Heritage Review (See Sections 2.2.3 and 2.2.4) were also initiated as part of the first phase of the project.

The second phase of the project was focused on verifying and refining the vision, principles, and objectives for the Secondary Plan, and analyzing the feedback from the first phase to develop a mix of different land use options for the Plan.

In the third phase of the project, a preferred Plan was identified, along with a full draft of the Secondary Plan, the supporting Urban Design Guidelines and the supporting Cultural Heritage Review.

In Phase 4 of the project, the final Plan and associated supporting studies were refined and finalized. The zoning for certain lands within the proposed Secondary Plan was also reviewed to identify changes needed to align with the directions of the proposed Secondary Plan.

## 2.2 Supporting Studies

Several studies which supported the Waterdown Community Node Secondary Plan Study were either completed concurrently with the timeline of the Secondary Plan Study or were directly part of the Study.

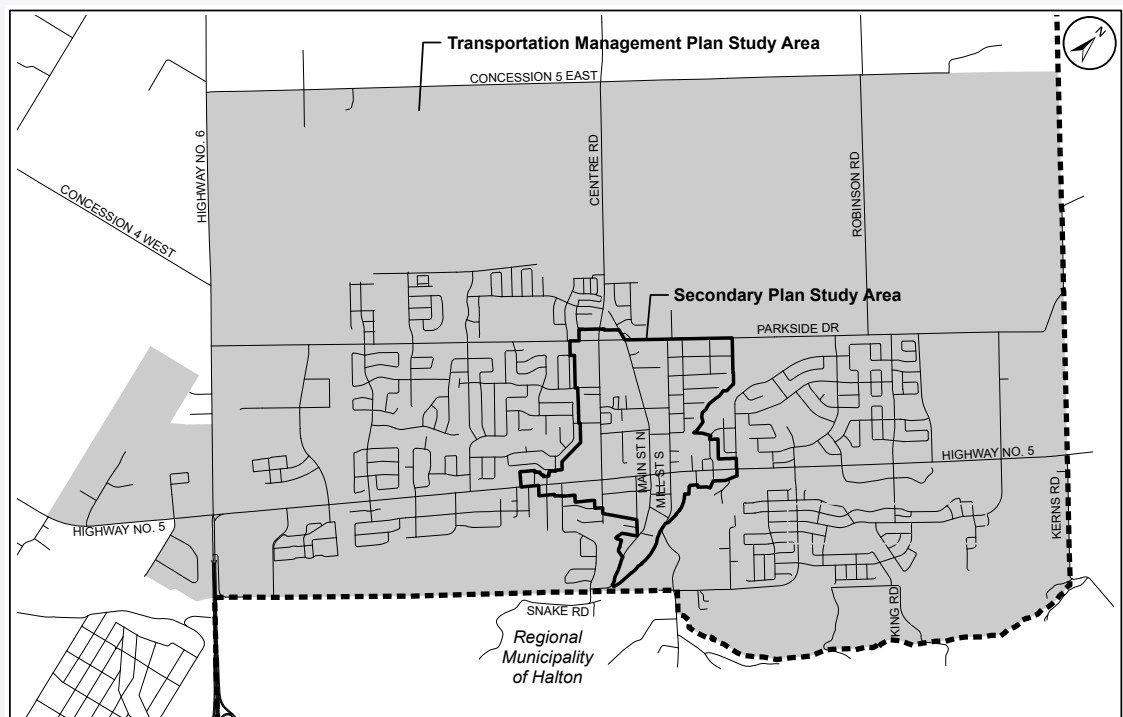
The Waterdown Community Transportation Management Plan and the Waterdown Village Built Heritage Inventory were separate studies with study areas extending beyond the study area for the Waterdown Community Node Secondary Plan. They followed different work plans and project processes but were aligned with the timing of the Secondary Plan to provide input into the Secondary Plan Study and vice versa.

Two supporting studies were directly part of the Secondary Plan work plan and process: the development of Urban Design Guidelines to provide more detailed design direction for new development; and a Cultural Heritage Review to provide recommendations for how best to conserve the area's heritage resources.

### 2.2.1 Waterdown Community Transportation Management Plan

In 2014, Council endorsed a strategy with respect to traffic management and land use for the Waterdown Community Node and directed that a Transportation Management Plan (TMP) be completed in conjunction with a Secondary Plan for the Waterdown Community Node (Refer to Report PED14047). As such, the TMP was undertaken concurrently with the Secondary Plan Study to assess existing transportation network issues and to identify and plan for future transportation needs in Waterdown. The TMP reviewed all modes of transportation, including active transportation (pedestrian and cycling networks), transit, and vehicular transportation networks. Significant components of the Study included network capacity, network safety and network connectivity, and consideration of a balanced network that supports all modes of transportation. The study area for the TMP encompasses the entire community of Waterdown to ensure comprehensive consideration of the transportation network. (see Map 3).

**Map 3:**  
Transportation  
Management Plan  
and Secondary Plan  
Boundary



## 2.2.2 Waterdown Village Built Heritage Inventory

The Waterdown Village Built Heritage Inventory is an initiative to update the City of Hamilton's database of information on heritage buildings in the historic village of Waterdown. The goal of the inventory is to evaluate each property within the village area to determine if it has cultural heritage value or interest that should be recognized by listing on the Municipal Heritage Register, or further evaluated for potential designation under the Ontario Heritage Act. The Waterdown Inventory was conducted in parallel with the Waterdown Community Node Secondary Plan to help inform the Plan policies and the development of the urban design guidelines. The research completed as part of this Study assisted the Cultural Heritage Review and the identification of significant cultural heritage landscapes within the Secondary Plan.

The study area for the Inventory included the Secondary Plan study area as well as additional lands within the historic Waterdown Village boundary.

## 2.2.3 Waterdown Community Node Urban Design Guidelines

The Waterdown Community Node Urban Design Guidelines were created to provide detailed guidance for site design, building design, public realm design and other design matters within the Waterdown Community Node. Some direction for site and building design were also provided for neighbourhood areas outside of the Community Node. The Urban design guidelines do not form part of the Secondary Plan but are a complimentary document adopted by Council to provide guidance to developers on design and to assist City staff in reviewing development proposals.

## 2.2.4 Waterdown Community Node Cultural Heritage Review

The Cultural Heritage Review completed as part of the Secondary Plan study builds upon the property-specific Waterdown Village Built Heritage Inventory detailed in Section 2.2.2, providing broader recommendations for conserving the area's cultural heritage resources in Secondary Plan policy and in the Urban Design Guidelines associated with the Secondary Plan, as well as through other initiatives. As part of the Cultural Heritage Review, potential cultural heritage landscapes within the Secondary Plan were identified and evaluated. Six of these landscapes were determined to be significant and were recognized in the Secondary Plan, along with policies relating to heritage conservation.





## 3.0 Consultation

Consultation for the Secondary Plan Study aligned with the Phases of the project, with different consultations occurring at each phase of the Study. A variety of approaches were used for consultation. Generally, consultation with internal staff took place first as part of each phase, and subsequent consultations included external agencies, stakeholder groups, and members of the public.

### 3.1 Consultation Approaches

#### City of Hamilton Staff

Staff consultation was undertaken via meetings with the City's Technical Advisory Committee. This is an internal committee with staff representatives from various City Departments and Divisions, which provides comment on planning projects and initiatives. In addition to the technical advisory committee, all public consultation notices for each phase of the project were sent by email to a broad list of staff from various departments, divisions and sections with a potential interest in the project.

#### Agencies, Stakeholders and Indigenous Nations

Agencies and stakeholders as well as indigenous nations were circulated a notice of public consultation for each phase of the Study and invited to provide comment. Agencies, stakeholders and indigenous nations on the circulation list included:

- Conservation Halton
- Niagara Escarpment Commission
- Ministry of Heritage, Sport, Tourism and Culture Industries
- Ministry of Natural Resources and Forestry
- Ministry of Transportation
- Ministry of Municipal Affairs and Housing
- Ministry of the Environment and Climate Change
- Metrolinx
- Metis Nation of Ontario
- Six Nations Land and Resource Department, Land Use Unit
- Six Nations of the Grand River Territory
- Six Nations Eco-Centre
- Department of Consultation and Accommodation (DOCA) of the Mississaugas of the Credit First Nation
- Haudenosaunee Development Institute
- Huron-Wendat First Nation
- TransCanada Pipelines
- Enbridge Pipelines
- Cogeco Cable Canada Inc.
- Bell Canada
- Canadian Pacific Railway
- Environment Hamilton
- Hamilton Wentworth Council of Home and School Associations
- Federation of Urban Neighbourhoods of Ontario
- Waterdown Mill Street Heritage Committee
- Waterdown Business Improvement Area Association
- Hamilton Industrial Environmental Association (HIEA)
- CN Railway
- Alectra (Horizon) Utilities
- Union Gas
- Rogers Communications
- Hydro One Networks Inc.
- Ontario Power Generation
- Hamilton-Wentworth District School Board

- Hamilton French Public School Board
- Hamilton-Wentworth Catholic Separate School Board
- Hamilton French Catholic School Board
- Hamilton Cycling Committee
- Smart Commute Hamilton
- Realtors Association of Hamilton-Burlington
- Social Bicycle (SOBI)
- Hamilton Chamber of Commerce
- West End Home Builders Association
- Flamborough Chamber of Commerce
- Canada Post Corporation
- Municipal Property Assessment Corporation
- Bruce Trail Conservancy
- Citizens at City Hall (Catch)
- Hamilton Community Foundation
- Waterdown South Residents Association
- Friends of Rural Communities and the Environment (FORCE)
- Green Venture
- Community Awareness Emergency Response (CAER)

### Community Focus Group

A community focus group was also formed as part of the Study. Members were local volunteers with an interest in the area. The focus group was intended to provide input to the project team (City staff and consultants) prior to broader public consultation meetings. The role of focus group members was to assist in the identification of opportunities, issues, and constraints relative to land use, transportation, servicing, cultural heritage, natural heritage and other aspects of the project; share knowledge of the area; review the project team's work and provide input at key milestones throughout the Study; provide feedback that reflects the needs and interests of the local community and/or their represented interest group; and assist with communicating the Study's progress to the larger community.

The focus group was originally comprised of 11 members, however throughout the second and third phases of the project (during the Covid pandemic) 7 members were involved in the meetings. Most representatives on the focus group were residents of Waterdown. In addition, members also included:

- Local business owners and members of the Waterdown Business Improvement Area (BIA)
- Members of the Waterdown Mill Street Heritage Committee
- Local developers
- A Mary Hopkins School Council representative
- A local parent

### Public Consultation Meetings, Open Houses and Workshops

One larger public consultation meeting was held at each phase of the project. A separate public workshop was also held for the Urban Design Guidelines. Larger public events were open to anyone and had a mix of formats, such as information panels, presentations, and interactive methods of providing feedback. Some events required pre-registration to assist with event planning. More information about specific events is included in Sections 3.2 to 3.4.

### Online Consultation

Each phase of consultation also included materials posted online for public review and comment. A project website [www.hamilton.ca/waterdownnode](http://www.hamilton.ca/waterdownnode) was established at the beginning of the project to provide information about the Study and as a location for digital copies of reports, public consultation records and other materials relating to the Study. This website was also linked to another site, [www.hamilton.ca/waterdown](http://www.hamilton.ca/waterdown), which housed high level information and links to other studies occurring in Waterdown as well, including the Waterdown Community Transportation Management Plan and the

Waterdown Village Built Heritage Inventory. In addition, a specific email for the Study was created to receive inquiries and comments, [waterdownnodeplanning@hamilton.ca](mailto:waterdownnodeplanning@hamilton.ca).

For the second and third phases of the project, a new online public engagement platform was used, the Engage Hamilton platform. This was a new platform from Bang the Table which was made available for use by all consultation projects City-wide. The Engage Hamilton Platform allowed for a more user-friendly interface that integrated the posting of materials with other consultation methods such as online surveys and registration for virtual public meetings through the site: <https://engage.hamilton.ca/waterdownnode>.

## Other Methods

Other methods of consultation included meetings with stakeholder groups and pop-up events.

Individual meetings were scheduled with local stakeholder groups to provide information at various stages of the Study and solicit feedback. These were held with local groups that had an interest in the Study and who may be impacted by the outcomes of the Study.

Pop-up events at local venues generally consisted of setting up information tables at events and soliciting feedback from passers-by. These events were seen to be helpful in obtaining feedback from population groups that may not normally participate in traditional public meeting consultations. Consultation at pop-up events were coordinated with other projects such as the Waterdown Village Built Heritage Inventory.

## 3.2 Phase 1 Consultations

Consultations during the first phase of the Waterdown Community Node Secondary Plan Study were most extensive, in order to gain a wide range of feedback and to inform as many people as possible about the Study. Public consultations generally took place between January 2019 and November 2019.

### Phase 1 Consultation included:

- Two meetings with the Technical Advisory Committee on May 8, 2018 and February 26, 2019
- Two meetings with the Community Focus Group on January 30, 2019 and September 30, 2019
- One Community workshop on October 10, 2019
- One Urban Design workshop on November 9, 2019

### Six stakeholder meetings:

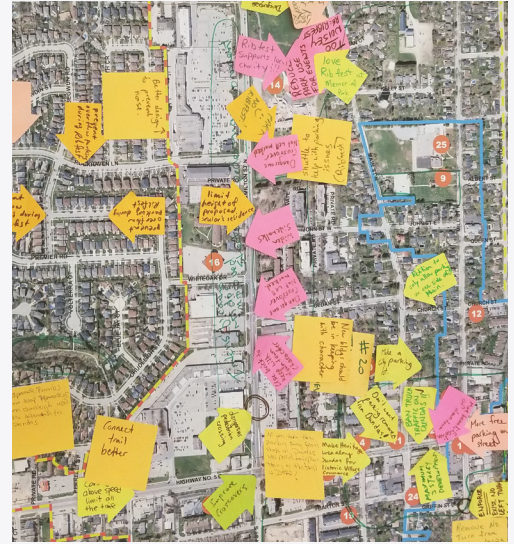
- Waterdown Mill Street Heritage Committee – March 25, 2019
- Mary Hopkins Elementary School Parent Council – April 15, 2019
- Waterdown Business Improvement Area Council – April 23, 2019
- Waterdown District High School Parent Council – May 21, 2019
- Waterdown Seniors Centre – June 3, 2019
- Flamborough Community Council – November 21, 2019



#### Three pop-up events:

- Waterdown Public Library – June 3, 2019
- Waterdown Annual Ribfest – June 29, 2019
- Waterdown Farmer's Market – October 5, 2019

The Community Workshop held on October 10, 2019 introduced the project to the wider community and solicited feedback about the strengths, opportunities, challenges and the desired vision for the study area. This was the largest event for Phase 1 and there were over 90 people in attendance. This event was combined with consultations introducing the Waterdown Community Transportation Management Plan Study and the Waterdown Village Built Heritage Inventory to the community as well. It was initially planned to be held in February 2019 but was cancelled due to inclement weather and rescheduled in October after individual stakeholder meetings and pop-up-events had been held.



To advertise the event, graphic postcards were initially mailed to every property within the entire community of Waterdown in January 2019, containing websites and contact information for each of the three studies participating in the consultation event. Notices of the meeting were also posted in the Hamilton Spectator and the Flamborough Review. The notice was reposted in the Flamborough Review once the meeting was rescheduled and was also sent to anyone who had requested to be put on the project mailing list. Notice was also posted on the City's public events webpage and on the City's Twitter account.

An online survey was live on the project website from February 2019 to November 2019, allowing for the submission of comments digitally throughout the Phase 1 consultations. All participants in focus group meetings, stakeholder meetings and at pop-up events were encouraged to submit additional comments through the survey.

A second public workshop held on November 9, 2019, focused on the Urban Design Guidelines and solicited input on the desired urban design vision for the area. This was also well-attended, with over 50 people present.

### 3.3 Phase 2 Consultations

Consultations for the second phase of the Study focused on confirming the vision, principles and objectives of the Plan, and discussing options for land use policy. In addition, a Community Node boundary and preliminary land use designations for the Secondary Plan were identified. A proposed structure and preliminary directions for the Urban Design Guidelines were also confirmed in the second phase, as well as the results of the cultural heritage landscape evaluation completed as part of the supporting Cultural Heritage Review.

#### Phase 2 Consultations included:

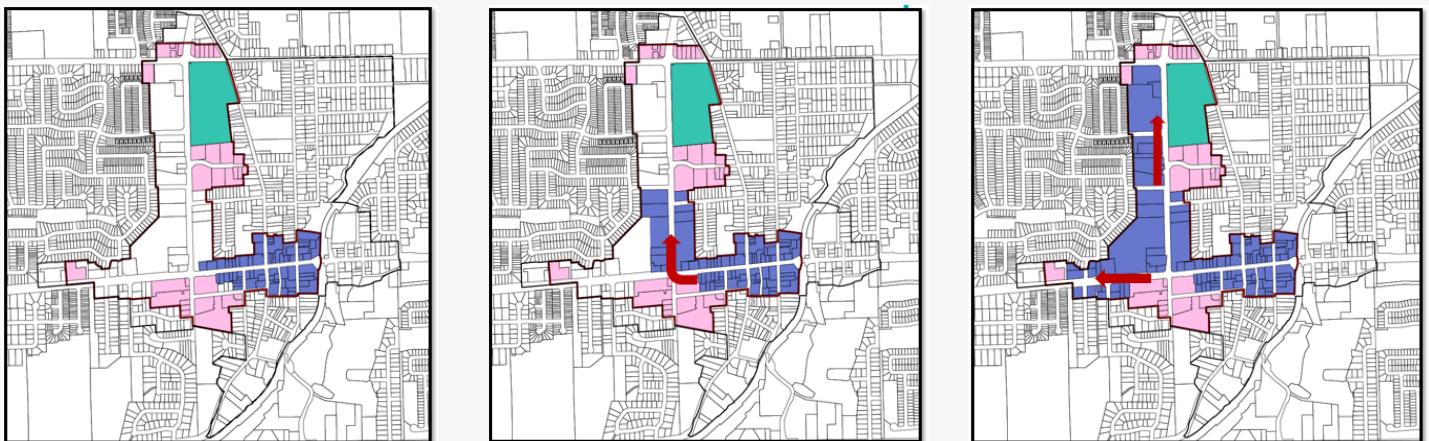
- Two Technical Advisory Committee meetings on December 17, 2019 and March 9, 2020;
- Two Community Focus Group meetings on July 6 and July 16, 2020;
- A virtual public information meeting on October 15, 2020;

- Online commenting from October 1 to October 31, 2020; and,
- Materials posted online via the City's Engage Hamilton platform.

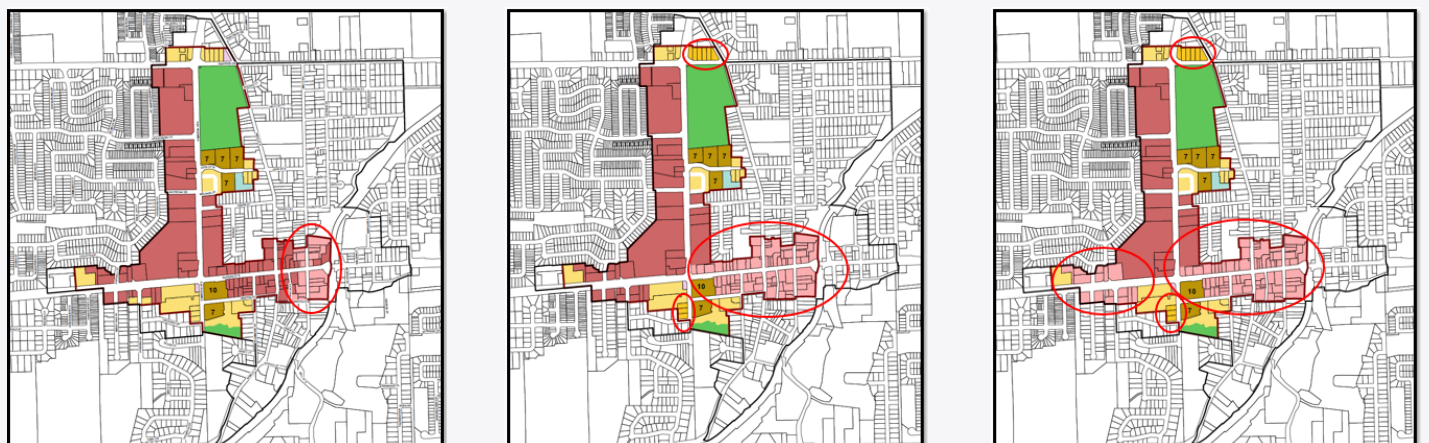
**Materials included on the Engage Hamilton Platform included:**

- an interactive story map with maps, images, links, draft land use designations, draft land use options and other detailed information about the Secondary Plan Study;
- video presentations on the Cultural Heritage Review and the Urban Design Guidelines; and,
- a video of the virtual meeting and a transcript of questions and answers, posted following the meeting.

Based on the nature of the study area as a built-up area and existing established land uses, significant changes to the location or type of land uses were not proposed in the land use options for Phase 2 of the Study. The land use options focused on where to establish "Pedestrian Focus Areas" within the Community node and height permissions for new buildings in the Community Node (See Figures 4 and 5). These options were developed based on some of the themes of feedback heard in the first phase of the Study, which included feedback on creating pedestrian friendly environments and on desired building heights.



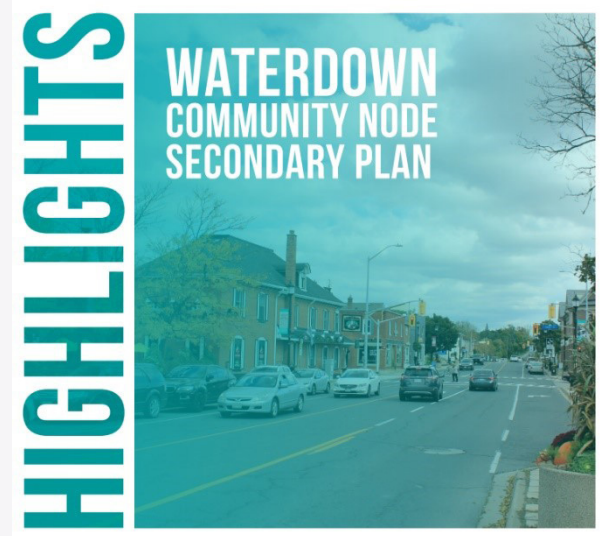
**Figure 1: Pedestrian Focus Street Options**



**Figure 2: Building Height Options**

The material provided for the Cultural Heritage Review noted that six different cultural heritage landscapes were recommended to be recognized in the future Secondary Plan. Information provided included details about the review process, the location of the landscapes, the features which were considered important to these landscapes, and the possible approaches that could be used to protect the identified landscapes.

Information provided on the Urban Design Guidelines included a summary of previous input and details about the structure and key directions of the guidelines. The structure of the Guidelines included the recognition of two distinct character areas within the Node.



### 3.4 Phase 3 Consultations

Consultations for the third phase of the project were focused on reviewing a full draft of the proposed Secondary Plan, the Urban Design Guidelines, and the Cultural Heritage Review report, including recommendations for heritage conservation in the Cultural Heritage Review.

#### Phase 3 Consultations included:

- A meeting with the Technical Advisory Committee on January 26, 2021;
- A meeting with the Community Focus Group on May 27, 2021;
- A meeting with the Flamborough Community Council on June 17, 2021;
- A virtual Public Meeting on June 17, 2021;
- Online commenting from June 1 to June 30, 2021; and,
- Materials posted online via the City's Engage Hamilton platform.

Materials which were posted online included a full copy of each of the Secondary Plan, the Urban Design Guidelines and the Cultural Heritage Review report, along with three shorter summary documents each 2-4 pages in length outlining in plain language the key content of the Secondary Plan, the Urban Design Guidelines, and the Cultural Heritage Review.

Following the virtual public information meeting, a video recording of the meeting was posted along with a summary of questions and responses from the meeting.

### 3.5 Phase 4 Consultations (Zoning Review)

The Phase 4 Public Consultations were scoped from the extent of earlier phases, as they were only addressing proposed changes to zoning needed to align with the policies of the Secondary Plan.

The Phase 4 public consultations included a meeting with the Flamborough Community Council on September 16, 2021, and a supplementary meeting with the Community Focus Group on September 29, 2021. Copies of the Zoning By-law Amendments, along with explanatory charts listing the changes and presentations illustrating the locations of various changes were posted online on the Engage Hamilton platform for comment for a period of three weeks from September 23 to October 14, 2021.



## 4.0 Use of Feedback to Develop the Draft Waterdown Community Node Secondary Plan

### 4.1 Phase 1

#### 4.1.1 What we heard

As part of the meetings and consultations for Phase 1 of the Study, participants were asked to provide a variety of input about the study area. Questions posed to participants included asking what people liked about the area or viewed as strengths, asking what types of concerns people had and what they would like to see improved, and asking for input on what they thought the future vision for the core should include.

**Key strengths and things that people liked about the area included:**

- The small town village feel of the community
- The history and heritage resources in the area
- The commercial services and businesses, particularly small local stores
- Parks, mature trees, community spaces and natural features such as Grindstone Creek and the Smokey Hollow Waterfall
- The walkability of the area
- Existing housing for seniors
- The people in the community and social connectivity

**Needs, areas for improvement and concerns included:**

- Maintaining the small town village feel of the core and ensuring compatible infill development
- Traffic congestion issues
- Concerns with truck traffic on Dundas Street
- Pedestrian and cycling safety issues
- Improvements needed to the connectivity of the active transportation system
- Protecting heritage resources
- Need for coordinated urban design and building character to match existing heritage buildings
- Providing better transit service
- Accessibility
- Providing affordable housing
- Lack of greenspace in the core
- Aging trees
- Too much development and infrastructure not keeping pace with development



- Providing adequate community facilities in the area, such as sufficient schools, a community centre, a pool and a police station
- Parking challenges in the core
- Maintaining the character of low density neighbourhoods in the core

The top themes in the comments regarding the future vision for the Plan were:

- Maintaining the small town village look and feel of the area
- Creating a good quality active transportation network that supports walking and cycling
- Creating safe pedestrian-oriented streets with inviting public spaces and good connectivity
- Having a good quality transportation network that functions well
- Supporting the commercial health of the area and its businesses
- Conserving the area's heritage
- Providing more housing in the core, including housing for families, seniors and affordable housing
- Ensuring compatible and sensitive intensification which fits with the area
- Ensuring attractive building design
- Providing high quality transit
- Maintaining parks, natural areas and greenspaces
- Providing green spaces in new development and increasing tree cover
- Ensuring new development is green and sustainable and climate resistant

Detailed meeting summaries and feedback reports for all Phase 1 public meetings and events are attached as Appendix A to the Summary report.

#### 4.1.2 Incorporation of feedback

The input from all of the Phase 1 consultations was used to draft a vision for the Secondary Plan and to establish a set of principles on which the Secondary Plan should be based. The first draft of the vision was:

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*The Secondary Plan area is located in the heart of Waterdown. It consists of a central node area with a mix of land uses, surrounded by established residential neighbourhoods. This area will be a vibrant, attractive and sustainable community. It will support healthy lifestyles by maintaining green spaces and encouraging pedestrian and cycling activity. It will be a great place to live for all types of households in all stages of life.*

*The node will function as the central focal point for Waterdown, providing services and amenities for residents and supporting business, retail, and social and cultural activity. The historic identity and small town feel of the community will be celebrated and protected, while still allowing for the integration of respectful and well-designed new development.*

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The principles established for the Plan included six principles, which were focused on major themes heard in the feedback. For each of the principles, specific objectives were also listed that expanded upon the principles to articulate specific goals that the Plan was intended to achieve. The overarching principles of the Plan were:

1. Support Business in the Node
2. Improve the Function of the Transportation Network
3. Conserve the Community's Heritage
4. Create attractive Places and Spaces
5. Provide a High Quality Equitable Living Environment
6. Improve Sustainability and Resilience to Climate Change

A total of thirty-two objectives are included in the final Plan, grouped by theme under each of the identified six principles.

## 4.2 Phase 2

### 4.2.1 What we heard

Comments for Phase 2 of the Study focused on a number of different components of the Secondary Plan, including comments on the draft the vision and principles, comments on the building height options, comments on the pedestrian focus street options, and additional comments relating to streetscape character, heritage conservation, building and site design, and transportation and parking. Feedback received is summarized below:

<b><i>Vision, Principles and Objectives</i></b>	Overall, feedback confirmed that the vision and principles were supported. Some amendments were suggested, including putting a greater emphasis on strengthening the village character and adding housing affordability to the objectives.
<b><i>Building Heights:</i></b>	There were varied opinions on height limits that would be appropriate in different parts of the Community Node. The majority of comments preferred restricting heights to 3 storeys in the historic commercial core on Dundas Street. Mid-rise building heights (about 6 storeys) were viewed by most as appropriate along Hamilton Street. It was noted that more housing in the Node would be beneficial for businesses.
<b><i>Pedestrian Focused Streets</i></b>	The preferred option was to identify both the historic core and additional areas of the Node as Pedestrian Focus Streets. However, there were mixed opinions on the extent of the area where pedestrian focus street policies should apply. Some felt that adding a smaller portion of Hamilton Street North would be best, some felt that additional areas or the whole Node should be included.

<b><i>Streetscape Character</i></b>	Comments noted that a good quality streetscape with trees and a high level of walkability is important for the Node. There is a need to connect Hamilton Street and Dundas Street through a more consistent streetscape so that they don't feel like two different places.
<b><i>Heritage Conservation:</i></b>	No concerns or comments about the cultural heritage landscapes identified in the Cultural Heritage Review were received. Concerns about redevelopment pressures within the study area and impacts to heritage conservation were noted. Comments stated that the Secondary Plan should ensure that new development is compatible with existing heritage resources and heritage landscapes. Several comments noted that this is particularly important where new homes are proposed in historic neighbourhoods.
<b><i>Site and Building Design</i></b>	Comments noted that new development should have a high quality of design and support the village character of the Node. The directions for the Urban Design Guidelines were supported. Having "teeth" to implement the guidelines and avoiding incremental compromises that detract from the intent of the guidelines is important.
<b><i>Transportation and Parking:</i></b>	Comments reflected that good walking and cycling connections throughout the Node are important. Concerns about traffic flow and safety were reiterated. A reduction in traffic and trucks in the Node would significantly help to make the area more pedestrian friendly. Challenges with parking availability in the historic part of the Node on Dundas Street were noted, and that good public transit and sufficient parking should be provided to support this area. A desire for additional pedestrian crossings in the Node was identified, particularly on Hamilton Street between Dundas Street and White Oak Drive.

Detailed meeting summaries and feedback reports for all Phase 2 events are attached as Appendix B to the Summary report.



## 4.2.2 Incorporation of feedback

The feedback from the Phase 2 consultations was used to refine the vision, principles and objectives for the Secondary Plan, and to assist with the development of a preferred Plan along with accompanying policies. A summary of how the input was incorporated into the Secondary Plan is provided below:

<b><i>Vision, Principles and Objectives</i></b>	A new objective and related policies were added to the Plan to support the provision of affordable housing. Minor changes to the wording of the vision were made to apply a stronger focus to the village character.
<b><i>Building Heights:</i></b>	The preferred Secondary Plan restricted heights to 3 storeys on Mixed Use -Medium Density properties east of Hamilton Street in the historic core and on sites designated for medium density residential uses, which are located adjacent to established low density residential neighbourhoods. A maximum height of 6 storeys was applied to Other Mixed Use - Medium Density areas. Variances for a building height up to 8 storeys is permitted in the Secondary Plan on the west side of Hamilton Street, where it can be demonstrated that the design meets all other policies of the Secondary Plan and is consistent with the Urban Design Guidelines.
<b><i>Pedestrian Focused Streets</i></b>	Pedestrian focus street policies were applied to the historic core, a small area on Dundas Street west of Hamilton Street, and along Hamilton Street between Dundas Street and White Oak Drive. Commercial uses will be required on the ground floor in these areas and new buildings must have a minimum height of 2 storeys. Other areas will still require pedestrian friendly design, but specific elements of the "Pedestrian Focus Area" identification will not apply, such as mandatory commercial uses on the ground floor and the two storey minimum.
<b><i>Streetscape Character</i></b>	The Plan includes several urban design policies that provide direction for a high quality streetscape. There is more detailed direction for streetscapes in the Urban Design Guidelines. The identification of a portion of Hamilton Street as a Pedestrian Focus Street will help to provide a more continuous character between Hamilton Street and Dundas Street.
<b><i>Heritage Conservation:</i></b>	Policies which describe and require compatible development are included in the Secondary Plan. The policies also identify specific heritage features within cultural heritage landscapes that must be protected. The policies direct the Zoning By-law to put standards in place to ensure new residential houses have sizes, heights, and setbacks consistent with surrounding housing. The Urban Design Guidelines also provide direction for ensuring new development is compatible with existing heritage. A further study was recommended by the Cultural Heritage Review to consider the creation of a Heritage Conservation District for additional lands within the study area.



<b>Site and Building Design</b>	The Secondary Plan includes a section of policies on design. The policies require all developments to comply with the Urban Design Guidelines. Key urban design directions and requirements from the Guidelines are included as policies in the Secondary Plan to ensure implementation of important directions.
<b>Transportation and Parking</b>	Traffic and safety issues remain a challenge for the Node. Policies in the Plan provide direction for network improvements proposed through the Waterdown Community Transportation Master Plan. These include new cycling infrastructure, new multi-use paths, and new pedestrian crossings to be planned in the Node and across Grindstone Creek. Transit service improvements are also proposed, including a future transit hub within the Node. A new pedestrian crossing is identified for Hamilton Street between Dundas Street and White Oak Drive. Policies about parking focus on maximizing on-street parking in the historic core and investigating the feasibility of creating a municipal parking lot in the future.

## 4.3 Phase 3

### 4.3.1 What we heard

In Phase 3 of the Study, the preferred Plan was discussed in public consultations. This included the policies of the Plan as well as the maps which were proposed to be included in the Plan. Brook McIlroy Urban Design Consultants (BMI) and Archeological Services Inc (ASI) also discussed the draft Urban Design Guidelines and the recommendations of the Cultural Heritage Review.

The feedback received regarding the proposed Secondary Plan communicated that the Secondary Plan is seen to be important for managing growth and development and residents would like to see it implemented as soon as possible. It was felt that the draft text of the Plan together with the maps and detailed Urban Design Guidelines reflect the community's long-term vision and focus on heritage and liveability. Overall, there was support for the Plan as written with particular support for preservation of heritage character, for the policies for lower heights of new buildings in the historic core and for the proposed pedestrian focused area along Dundas and Hamilton Streets.

Questions and comments were noted on how and when the Secondary Plan would be implemented. Residents had questions about how existing zoning and other City planning studies would be updated to ensure that the Secondary Plan intent and policy framework is implemented. Clarification was sought on the timeline for the Secondary Plan in the context of coordination and alignment with the City-wide Residential Zoning project and the GRIDS2 study. There was a strong desire communicated to complete updates to zoning as soon as possible to ensure that the Secondary Plan can be implemented.

Concerns were noted about the compatibility of new infill development in established neighbourhoods and what tools could be used to review new development in the absence of a Heritage Conservation District.

Updating height permissions in the Community Node and reviewing residential and institutional zoning in mature neighbourhoods outside of the node were noted as the zoning changes most urgently needed to implement the Secondary Plan.

A few areas were noted where further clarification would be helpful in the Secondary Plan, including support for maintaining commercial uses, directions for possible redevelopment of institutionally designated properties and for further highlighting the importance of cycling infrastructure.

There was significant support for the Urban Design Guidelines. The Guidelines were seen as important for creating the appropriate scale, massing, height, materials, and design that will support the long-term vision of the community and retain the important heritage and livable character of the Waterdown Community Node.

The recommendations outlined in the Cultural Heritage Review were also supported. In particular, positive support was indicated for the recommendation to complete a Heritage Conservation District study for areas adjacent to the Mill Street Heritage Conservation District. There was some discussion about the benefits of creating a new Heritage Conservation District instead of expanding the existing one.

Some earlier concerns continued to be noted about existing traffic flow and safety along Dundas Street and Hamilton Street, including truck traffic and pedestrian safety, as well as the concerns about a lack of parking in the historic core and a need to ensure parking standards address this issue. Concerns were also expressed about the density, traffic impacts, site access, heights and setbacks of a potential redevelopment of St. James Church at 306 Parkside Drive.

Detailed meeting summaries and feedback reports for all Phase 3 events are attached as Appendix C to the Summary report.

#### 4.3.2 Incorporation of feedback

Some changes to the draft Secondary Plan were proposed following consultations.

##### Changes included:

- Adding additional text to the Secondary Plan vision about the intended low-rise scale for the historic part of the Community Node.
- Adding two additional objectives to the Plan about encouraging rehabilitation and adaptive reuse of built heritage resources and about supporting infrastructure improvements that improve cycling and active transportation opportunities.
- Additional language was added to the policies about avoiding significant reductions in existing levels of commercial gross floor area within the Community Node.
- Policies for Institutional sites were expanded to allow for other types of low-rise housing forms subject to a zoning amendment application to establish appropriate development standards. Additional policy language was added about maximum heights for residential infill development on institutional lands, to only allow three storey dwelling units subject to providing appropriate setbacks and buffers and demonstrating that the cultural heritage value of the site will not be negatively impacted.

To address comments about implementation and updating the zoning, it was decided to complete a zoning review of commercial, institutional and low density residential areas in advance of the approval of the Secondary Plan, so that these changes could be implemented concurrently with the approval of the Secondary Plan.

## 4.4 Phase 4 (Zoning Review)

### 4.4.1 What we heard

In Phase 4 of the project, the proposed zoning was made available to the public for review and comment, along with explanatory charts describing each change, and short summary presentations to give an overview of the proposed zoning changes. Two different Zoning By-laws apply within the study area, the former Town of Flamborough Zoning By-law 90-145-Z and the City of Hamilton Zoning By-law 05-200. The former Town of Flamborough Zoning By-law applies to residential uses in Waterdown, and the City of Hamilton Zoning By-law applies to commercial mixed use areas and institutional uses. Separate explanatory documents and draft by-laws were provided for amendments related to each of the two Zoning By-laws.

Some of the feedback received reiterated feedback that has been received in previous phases of the project, including concerns with traffic and the capacity of the transportation network, and some comments that were not in favour of any growth or development as traffic and population density were already seen to be very problematic in the area.

Support for restrictions on mature tree removals was expressed in several comments, indicating that mature trees should be protected when new development takes place because they add privacy and contribute to the core's identity. Although this cannot be regulated through zoning, it highlights the importance of having tree protection policies as well as guidelines, standards and processes for development applications to protect existing trees and ensure replacement when trees do need to be removed.

### Commercial/Mixed Use and Institutional Zoning

For the commercial/mixed use zoning, support for the height limits in the commercial areas was noted, as well as a need for architectural design to be taken into consideration to ensure development that fits with historic character. Objections were raised by two landowners regarding the proposed changes in zoning for the lands at 50, 54, and 56 Barton Street. The comments stated that these homes have no historical value so should not be subject to the same special requirements as the rest of the historic core. Also, it was stated that high density land uses should be permitted on the lands given their location in the core and proximity to other high density residential developments. Draft amendments to the parking standards to add a requirement for office, personal service and retail uses less than 450 square metres in size were noted as a positive amendment, but additional suggestions were made regarding how the standard might be adjusted to better reflect parking needs. These suggestions included further reducing the parking exemption for office uses to only exempt the first 50 square metres of floor area, and further reducing the parking exemption for retail and personal services to only exempt the first 100 square metres. It was suggested that this standard be reviewed every 5 years, with a goal of progressing to the City-wide standard over a period of time as alternate transportation modes become available.

For the proposed institutional zoning changes on institutional properties within established low density residential neighbourhoods, the two-storey height for infill residential on institutional sites was identified as important and was supported. There continue to be concerns about the impacts of potential development at 306 Parkside Drive (St. James United Church), both with regards to traffic impacts and impact on existing residential uses.

Some suggestions for further changes to the institutional zoning were made, including:

- Amending rear yard requirements to increase required rear yards;
- Establishing a maximum density requirement to limit the number of units that could be permitted as infill on institutional sites;
- Restricting uses to not allow for townhouses; and,
- Requiring two parking spaces per unit for housing that is built on institutional lands.

## Residential Zoning

Responses to the proposed zoning changes were varied. Some comments were very supportive of many of the changes. However, there were also multiple dissenting comments which expressed concern with some of the zoning amendments.

Comments on the residential zoning noted that housing needs are significant, and homeowners need flexibility in zoning requirements to meet housing needs because more families are living intergenerational within dwellings, children are living at home longer, and wages do not match housing costs. One comment noted that the area needs to be responsive to its community members, not simply to those who wish to buy "a small town feel".

Dissenting comments suggested that certain proposed requirements were too restrictive, or that they were unnecessarily limiting the flexibility of landowners. Some opinions were expressed that certain standards about driveways, garages and balconies should not be regulated by the zoning by-law. Specific requirements noted as being too restrictive in individual comments included the lower building height regulation, prohibiting T-shaped and U-shaped driveways, width limits for attached garages, width limits for driveways, the restriction on having one wide garage door instead of two single width doors, and prohibitions of balconies above the first floor and roof top terraces.

It was noted that the zoning should allow families to make affordable changes to their current homes in order to maximize space to support family needs. Parking availability was raised as a problem for the area. In this regard, the potential for the changes in zoning to restrict a homeowner's ability to have 2 car garages and 2 car driveways was noted as a concern. It was noted that there is a need for this parking and on-street parking is already well-used. Reducing garage space for the sake of "visibility/appearance" was not supported in these comments.

In supporting comments, agreement was noted multiple times for adjusting height limits as part of the residential zoning scope, to maintain character. How height is measured was noted as an important function of building sympathetically to the neighbourhood. Staff were requested to take into consideration the effects of roofline massing. A new definition of height was suggested that would establish height to the roof peak, rather than the midpoint as currently provided; or, alternatively that the height could be measured to the peak for a 2 storey dwelling, but for single and 1.5 storey buildings it could be measured from the midline to better accommodate future dormers. It was also recommended to staff that a height definition that restricts flat roofs to 9 metres and allows peaked roofs at 10 or 10.5 metres would encourage greater variety of built form in the future, as well as incorporating permissions for additional height for architectural details as of right.

Other suggestions provided to staff included:

- To consider using a residential floor area/lot area regulation similar to Oakville and Mississauga to control building massing.



- To consider the use of varying side yard setbacks/lot frontage ratios used in Mississauga's older communities.
- To consider limiting accessory building coverage to 5% of the lot area maximum beyond the proposed restriction of 25% or 35% total lot coverage to help support those requiring more storage which cannot be accommodated in a garage, and to support enclosed areas for pool equipment to mitigate noise on abutting lots.
- To consider requirements for covered vs. uncovered decks since they do not have the same visual or drainage impacts.
- To consider the height of a structure that projects beyond the rear walls of abutting dwellings or
- To consider requiring greater setbacks to both the main floor and upper levels to step the building further away from the lot line, where it projects beyond the rear wall of abutting dwellings.

Although no changes to secondary dwelling unit requirements were proposed in the zoning amendments, support for allowing secondary dwelling units to increase housing choice and supply was expressed in several comments.

A submission was received which noted that due to the historical orientation of the three homes abutting School Street, garages here are oriented differently and located between homes and the street. Revisions to the proposed standards to remove the garage location and driveway standards were requested for these lots, to accommodate this unique situation.

Additional questions posed to staff included a question about whether an assessment has been done as to whether the proposed approach to rear yard setbacks and dwelling depth would limit a property's ability to achieve other aspects of the zoning regulations, and questions about how the new standards would be applied to existing homes, particularly where an existing garage or driveway design is non-compliant with the proposed standard.

Detailed meeting summaries and the feedback report for the Zoning consultations are attached as Appendix D to the Summary Report.

#### 4.4.2 Incorporation of feedback

Additional changes to the proposed zoning amendments were made in response to some of the comments and suggestions received. All comments were considered, however certain suggestions or requests did not result in further changes, for various reasons. A summary of changes is provided below, as well as a rationale for some of the suggested changes which were not made.

##### 4.4.2.1 Mixed Use and Institutional Zoning

###### Barton Street Properties

Staff re-evaluated the context of the three properties located at 50, 54 and 56 Barton Street in response to the comments received which requested high density permissions on these lots. Adjacent uses include commercial/mixed uses along Dundas Street at the rear of the properties and along Flamboro Street to the east. On the opposite side of Barton Street is a historic church converted to residential uses and a newer townhouse development. To the west are two larger residential apartment buildings, with heights of ten storeys and seven storeys, respectively.

The lands are currently zoned with the Mixed Use Medium Density (C5) Zone. This zoning permits a variety of commercial and residential uses, up to a maximum height of six storeys. The initial

recommendation proposed to change the zoning to the Mixed Use Medium Density - Pedestrian Focus (C5a) Zone, and to apply the site specific requirements which were developed for the "historic core" area identified in the Secondary Plan. The resulting key differences in land use permissions include mandatory commercial uses on the ground floor in the (C5a) Zone, and a reduction in the maximum permitted height to three storeys.

With regards to the Pedestrian Focus Zoning, staff notes that this property faces an existing townhouse development, and that existing commercial uses in this part of the node are oriented towards Dundas Street and Flamboro Street. As such, it could be appropriate to permit Mixed Uses on these properties that do not have commercial on the ground floor. In response, these lands have been removed from the "Pedestrian Focus Area" in the proposed Zoning and Secondary Plan. The existing Mixed Use Medium Density (C5) Zone on the lands will be maintained.

However, staff do not propose to remove the lands from the Special Exception which applies to the "historic core" of the Node. The mixed use portion of the Community Node east of Hamilton Street is recognized as a historic part of the Community Node with a special character in the Secondary Plan. These lands are contiguous to other parts of the historic core, and have a similar fine-grained lot fabric and low-rise character as the rest of the historic core. In addition, although not every property within the Special Exception or the related Area Specific Policy Area of the Secondary Plan has heritage value, it is important to ensure that all new development in this area is compatible with and sympathetic to existing cultural heritage resources. This includes the cultural heritage landscape identified along Dundas Street at the rear of these properties, and other individual properties in the vicinity of these lands which may have heritage value. A key part of the Secondary Plan's vision is to maintain the existing low-rise character of the mixed use portion of the node east of Hamilton Street and ensure that new development respects that character. As these lands are a part of mixed use area east of Hamilton Street, it is recommended that the same character requirements for the commercial part of the historic core apply to these properties, to maintain a consistent low-rise scale for new mixed use development across this portion of the node. Although there are two taller apartments to the west of these three properties, these apartments have a very different lot size and depth, and are oriented to Hamilton Street. The Barton Street properties do not have the same characteristics as these lots.



## Parking Standards

In response to the parking comments, staff conducted additional internal discussions with staff from the Transportation Planning Division and the Planning Division of the Planning and Economic Development Department and completed additional review of existing parking for various properties, various building sizes in the core, and parking provided for previous redevelopment applications. Based on the additional

review and discussions, it is recommended that no changes to the existing 05-200 parking standards be implemented, instead of requiring additional parking for retail, personal service and office uses less than 450 square metres in area. As such, staff have amended the proposed zoning to remove the additional parking requirement. One parking exemption for a retail, personal service or office use will continue to be permitted for a use less than 450 square metres in floor area. This is a change from the draft zoning which was circulated in September 2021, which proposed a requirement of one to two spaces for these uses.

Although parking challenges were noted by the public as a concern in the portion of the core generally located along Dundas Street, east of Hamilton Street, staff considered that parking needs also have to be balanced with other important objectives, including encouraging infill development, reducing impervious surfaces, and creating space for landscaping, greening, tree planting and high quality streetscaping. These can increase climate change resilience, support a visually attractive core and support business development, particularly on small sites.

Parking concerns are still being addressed through the policy framework of the Secondary Plan in a variety of ways. These include supporting improvements to active transportation and transit networks, encouraging the maintenance of on-street parking spaces, and directing the City to investigate the feasibility of creating a municipally operated lot in the future (See Section 5.11 for a summary of policy matters related to parking).

### **Institutional Zoning**

Several changes were suggested for the institutional zoning, including amending rear yard requirements to increase required rear yards, establishing a maximum density requirement, restricting uses to not allow for townhouses; and requiring two parking spaces per unit for housing that is built on institutional lands.

Where townhouses are already permitted in the existing Institutional zoning, these uses are not recommended to be removed. Townhouses can be a compatible and appropriate form of infill development where lands formerly used for institutional purposes are being converted to residential uses, provided that appropriate development standards are applied (heights, setbacks, and other design standards). They are particularly suited to larger blocks of land which may have limited road frontage but more space internally for flexible designs such as a common element road. As such, this requested change has not been made.

Staff have not proposed a maximum density requirement for residential uses in the zoning because densities are already limited based on permitted uses, height limits, required setbacks, parking requirements, and other design standards. The density of residential uses is limited to a maximum of 60 units per hectare by the Low Density Residential Policies of the Urban Hamilton Official Plan.

The current rear yard requirement is a minimum of 7.0 metres for a single detached, semi-detached or street townhouse dwelling where these uses are permitted in an Institutional Zone. This is very similar to the current minimum rear yard standard of 7.5 metres for surrounding properties. Since the height permissions for single detached, semi-detached and street townhouse dwellings has been reduced to a maximum of 9 metres (two storeys) in the proposed zoning amendments, staff recommend that the existing minimum rear yard requirement be maintained, as it provides a sufficient setback to mitigate privacy and overlook concerns. Additional language has been added to the Secondary Plan which directs that appropriate mitigation measures must be provided if a minor variance or zoning amendment application proposes a three-storey dwelling unit.

The parking requirements for residential uses are based on section 5 of zoning by-law 05-200. One space is required per dwelling unit. However, staff also note that for single detached, semi-detached and street

townhouse units, required parking spaces must be located a minimum distance of 5.8 metres from the street line (one car length). This effectively ensures that additional space is available on each lot for a second vehicle. A policy has been added to the Secondary Plan which directs that where other forms of low density residential uses are proposed, the applicant must demonstrate that parking needs have been met through a zoning amendment application. As such, it is staff's opinion that the current parking requirements are flexible enough to meet parking needs. No changes are recommended.

#### 4.4.2.2 Residential Zoning

##### **Height, Rooflines and Balconies**

Although the intent of the proposed height maximums in the residential zoning was generally supported, a concern was raised that new homes may propose flat or partially flat roofs to try get more interior space in a house while still meeting the maximum height requirements. The feedback was concerned about the possibility of flat, unsympathetic roofs being created that are not characteristic of the area. A suggestion was provided that height could be measured to the peak of a building, and that a greater height could be permitted for buildings with peaked roofs to prevent this issue.

Staff have reviewed various methods of calculating building height (to peak or to the midpoint of a roof) and are recommending that the proposed method of measuring height to the midpoint of a roof be maintained. To prevent flat roofs, there is a provision in the proposed amendments which prohibits flats roofs. Definitions of roof pitch and flat roofs have been included in the zoning amendments to ensure clarity of interpretation. The method for measuring height is consistent with preliminary research being done for the Zoning By-law 05-200 Residential Zones project.

Balcony restrictions for upper storeys of dwelling units were proposed because they are not characteristic of the area and may create greater noise and overlook issues for adjacent dwellings. Staff are trying to limit this. Some properties on Main Street South back onto a natural area and not directly onto other residential properties. Staff have modified the zoning to allow for upper storey balconies in this area. In all other areas, restrictions on upper storey balconies are recommended to be maintained.

##### **Dwelling unit Floor Area**

One of the suggestions received in the comments was to consider regulating building massing by using a residential floor area/lot area regulation. Zoning by-laws in Oakville and Mississauga were referenced as an example of this type of regulation. For instance, Mississauga has a maximum dwelling unit floor area of 190 square metres plus 0.20 times the lot area.

Staff reviewed this option for regulating dwelling area, but ultimately do not recommend utilizing this approach. It is one way of regulating a dwelling unit size, but the application of this standard in conjunction with other lot standards could be unnecessarily complex. It is staff's opinion that building size and massing will be sufficiently regulated through other zoning standards such as lot coverage, setbacks, building depths, heights and roofline provisions.

##### **Required Front, Side and Rear Yards**

Support for the intent of the minimum yard requirements was also noted in feedback on the proposed zoning amendments. However, some suggestions about other methods of regulating yards were provided to staff.

One of the suggestions was that a side yard setback requirement that is based on a lot frontage ratio be used, instead of the proposed standard. It was noted that this method of establishing side yards



is used in some of Mississauga's older communities. The proposed zone provision ties the side yard setback requirement to building height. The side yard requirement is larger where a two-storey dwelling is proposed, to limit potential overlook and privacy concerns. Staff see less value in associating the side yard setback to the width of a property because the combined lot coverage and side yard setback requirements will ensure appropriate landscaped space and separation between dwellings. A few recently constructed two storey infill dwellings are located next to smaller single storey dwellings, and their size and massing has a negative impact on the predominant streetscape character. In these situations, if the side yard setback was tied to lot width it would not have prevented the massing issue. Staff believe associating the side yard setback to building height has a greater impact by creating space and transition between existing dwellings and infill two storey dwellings which is a key element to perpetuating the current neighbourhood character. Staff are encouraging lower heights in buildings by tying a smaller side yard setback to a lower height, and in the R5 zones, allowing a greater lot coverage for lower buildings. These gestures aim to create compatible infill that is reflective of the lower profile development that is characteristic of this area.

Another suggestion was made about regulating dwelling depth, and whether the height of a dwelling that projects beyond the rear walls of abutting dwellings should be restricted to limit impacts of massing and negative impacts on an adjacent dwelling's amenity space. Staff originally developed a rear yard provision linked to lot depth to try to limit dwellings extending a significant distance into a rear yard. In response to the comments, staff completed additional review of residential building depths within the Secondary Plan area and reviewed zoning standards in other municipalities which regulate building depth. A comparison was completed looking at the difference in potential building envelopes using a rear yard requirement based on lot depth, versus using a building depth requirement. As a result of this review, staff modified the proposed zoning to regulate building depth rather than establishing a rear yard requirement based on lot depth. It was found that this measure better manages building massing and size, and prevents situations where massing could extend far beyond the depth of adjacent dwelling units where lots have greater depths. Due to the side yard requirements that are already tied to building height, additional changes to limit the height of a dwelling that projects beyond the rear wall of abutting buildings was not recommended.

## **Garages and Driveways**

Several comments expressed a concern with limits on the width of attached garages proposed in the zoning amendments. A survey of eighty properties was completed which showed that just over half have single car garages. Only approximately one quarter of the properties surveyed have double car garages. Some of these are attached double car garages. In response to this concern, staff have modified the zoning to permit attached double car garages up to 6 metres wide as long as they are set back from the front façade of a dwelling. The required setback increases as the width of the garage increases. Staff believes that this change adequately balances the desire for having a two-car garage with the visual impacts of the larger garage size.

Some comments about driveway regulations expressed an opinion that driveway widths should not be regulated by zoning, and that this was an overreach of the zoning tool. However, staff note that other characteristics of the area such as mature trees and front yard landscaping were highly valued by residents. Without any direction on driveway widths, these other valued elements of the neighbourhood could be negatively impacted. Staff have proposed a restriction on T-shaped and U-shaped driveways because they negatively impact front yard landscaped area and can hinder tree plantings. U-shaped driveways also have two accesses crossing the sidewalk which leads to more potential conflicts between pedestrians and vehicles. The standards proposed are also consistent with driveway requirements in Zoning By-law 05-200, which only permit straight driveways providing direct access to parking spaces.

Driveway width limitations prevent excessive expanses of impervious area, which can have impacts on stormwater runoff and can negatively impact climate change resilience. Staff have proposed limiting linear driveways to a maximum of 6 metres wide. No further changes were proposed in response to comments.

### **Accessory Structure requirements**

A municipal review of various approaches to lot coverage for accessory buildings was completed in response to comments about allowing a 5% lot coverage for accessory structures in addition to the lot coverage of the dwelling. Most municipal zoning by-laws surveyed have combined maximum lot coverages which include the principal dwelling and accessory buildings/structures. The City of Hamilton's approach is consistent with this practice.

Staff originally proposed establishing the same standard which is currently in place in Zoning By-law 05-200, which permits a lot coverage of 7.5% and a maximum gross floor area of 45 square metres that is inclusive of the total lot coverage maximum. This standard was established at the same time as the Secondary Dwelling Unit standards. This has been further modified to permit a maximum gross floor area of up to 55 square metres for the low density residential areas in the Secondary Plan. These additional permissions are intended to add flexibility for landowners building a detached double-car garage and to recognize the fact that the average lot size in this area exceeds 1,000 square metres, which is much larger than the average lot size City-wide. As such larger-sized accessory structures can be compatibly accommodated in the area. Detached rear yard garages are a common feature in the area and are a character element which is encouraged in the Waterdown Community Node Urban Design Guidelines. They contribute to an aesthetically pleasing streetscape by reducing the prominence of garages along the street. Where a two-car detached garage is located on a site, the average size of these structures in the Secondary Plan area ranges from 45 to 55 square metres. The proposed amendment to maximum gross floor area for accessory structures reflects this size.

An additional permission has also been added allowing one accessory structure that is 10 square metres or less (not requiring a building permit) to be exempt from the lot coverage requirements for accessory structures. This additional requirement accommodates a small structure like a shed or pool pump house in addition to a larger detached garage without triggering the need for a variance. This is similar to the approach used by the City of Burlington, which was identified through the municipal review.

### **Questions**

As noted previously, there were several questions posed to staff as part of the feedback on the Zoning amendments. Staff did complete an assessment reviewing potential building envelopes based on the proposed approach to rear yard setbacks. In response to the comments, additional review was completed to compare these potential building envelopes with building envelopes resulting from the alternative approach of regulating dwelling depth instead of rear yard depth. These reviews were used in the determination of final recommendations.

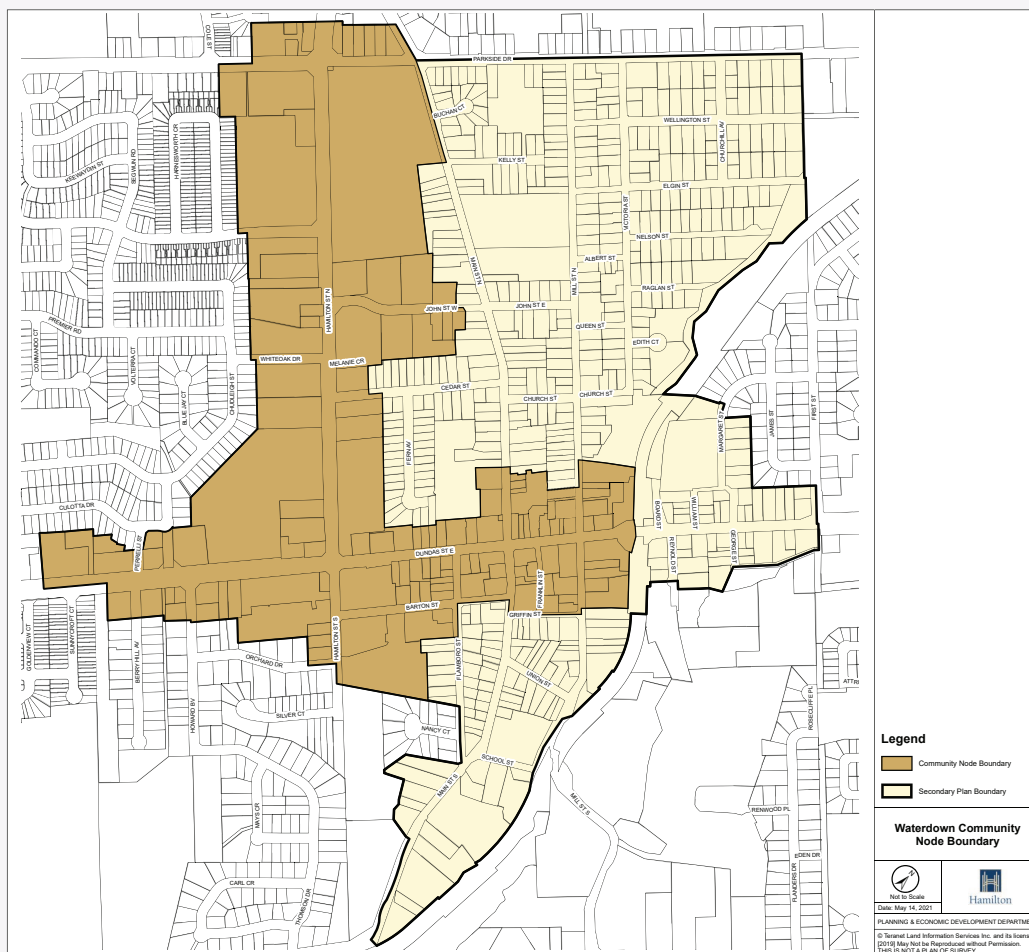
With regards to the impact of the amended standards on existing homes, all legally existing lot conditions will be recognized through a "vacuum clause" to prevent future zoning compliance issues where a standard has changed.

## 5.0 Recommendations

### 5.1 Node Area

As part of the development of the Secondary Plan, it was important to define the boundary of the Community Node as this is the area which is intended to be the primary focus for a mix of housing, employment, services, and recreation in close proximity to each other and transit, as per the policies of the Urban Hamilton Official Plan. Some changes and infill development may occur in areas outside of the Community Node, but the Node is intended to be the primary location for higher density uses and for intensification.

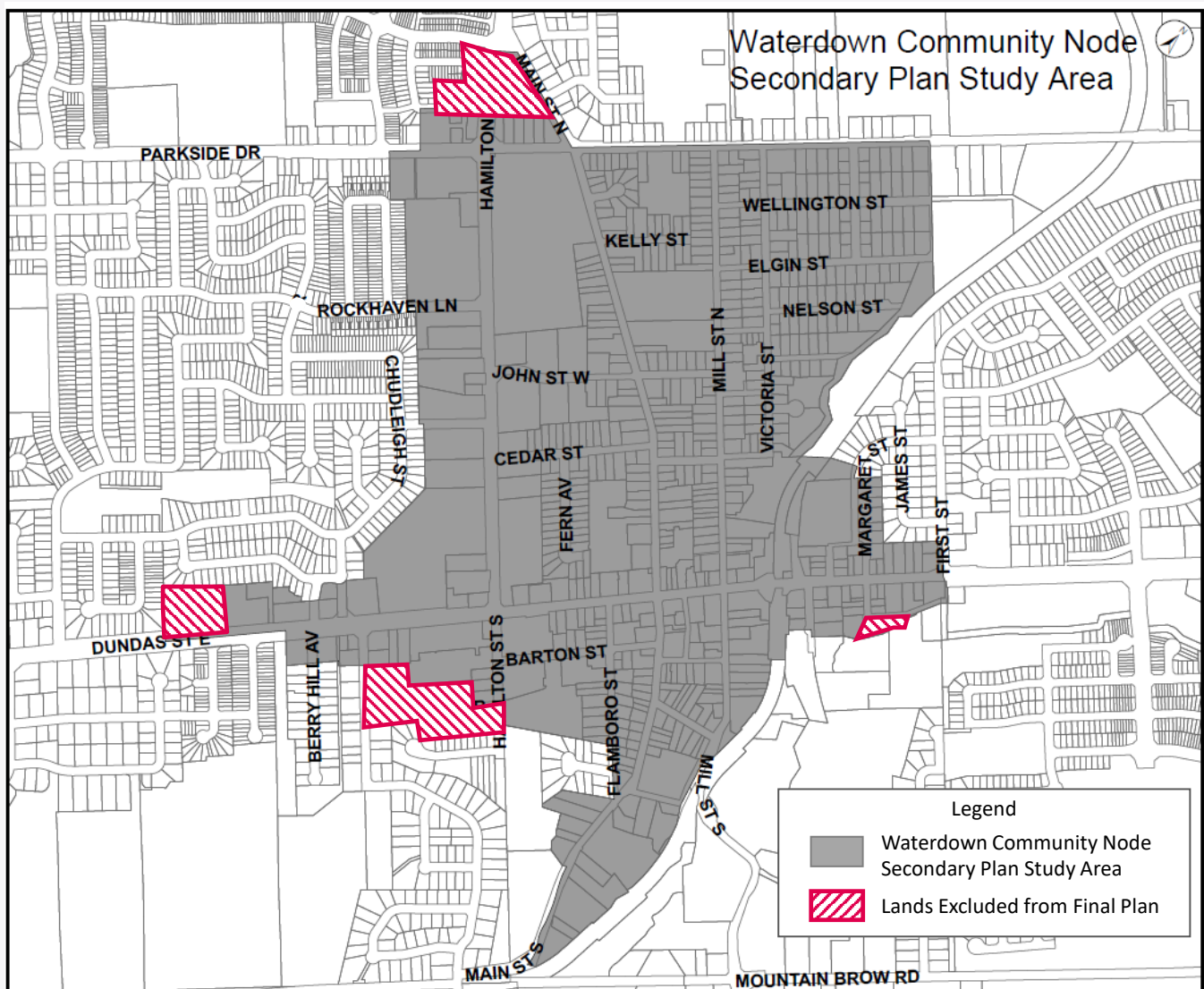
The Community Node boundary generally includes properties along the two main arterial roads within the study area, Hamilton Street and Dundas Street, as well as some adjoining properties on intersecting streets in close proximity to these arterial roads (see Map 4). The majority of lands within the Community Node are designated for Mixed Use – Medium Density land uses or for High Density Residential uses, but the area also includes a large Community Park and some medium density residential lands.



**Map 4:** Secondary Plan and Node Boundaries

## 5.2 Lands Excluded from Final Plan

In Phase 2 of the Study, several portions of the Secondary Plan Study area were identified as potential areas which could be excluded from the final Secondary Plan. These were areas on the edges of the study area where there would be limited value in including them in the Secondary Plan. These included two medium density residential sites which had recently been developed or had already substantially completed an approval process. Several residential properties on the edge of the study area which were not part of a cultural heritage landscape and which were not recommended to be reviewed as part of a future Heritage Conservation District Study, and one property which is within the development control area of the Niagara Escarpment Plan were also excluded. Lands which were part of the study area but are recommended to be excluded from the final Plan are shown in Map 5 below.



**Map 5:** Lands Excluded from Final Secondary Plan.



## 5.3 Growth Estimates

As the Waterdown Community Node is a fully built-up area, any growth that occurs would be through intensification, which is the redevelopment of existing sites for higher density land uses. This could include more commercial or employment gross floor area as well as additional residential units. Provincial direction for population planning in Ontario has directed that a significant proportion of new growth shall occur as intensification within municipalities. In the UHOP, residential intensification is a key component of Hamilton's growth strategy and is essential for meeting growth and employment targets. Intensification ensures land, urban services and the transportation network are used more efficiently, and sufficient population is maintained to support existing community facilities. In addition, intensification provides other benefits such as improvements to the public realm over time and a greater population base in the node to support for local businesses. Policy E.2.3.3.7 of the UHOP notes that Community Nodes should be planned to achieve a target density of 100 persons and jobs per hectare by 2041.

To determine how the Secondary Plan might meet this target density, a base calculation of existing density within the Community Node was completed, and this was used to create growth estimates for 10 year increments from 2021 to the year 2051. Densities and growth estimates were not completed for neighbourhood areas outside of the Community Node boundary, as the Secondary Plan directs that the majority of growth should be focused within the Community Node.

Base density calculations used the June 2019 property inventory from MPAC to confirm the number of each type of housing unit within the Community Node (single detached, row house, apartment), and multiplied this by an average persons per unit factor for each type of unit. Estimates of jobs utilized the City's 2019 Employment Survey data. The existing density of the Node in 2019 was 76 persons and jobs per hectare. The density could increase to approximately 97 persons and jobs per hectare by 2031 based on a review of active development opportunities within the Secondary Plan and, based on growth estimates and redevelopment opportunities contemplated by the preferred plan, it is expected that the UHOP density target of 100 persons and jobs per hectare within the Community Node area will occur by 2041.

Growth estimates were based on the proposed maximum height permissions in the recommended Secondary Plan and a set of assumptions regarding future development. Using these parameters, each property in the Community Node was evaluated to determine intensification potential. The following assumptions were used:

- The area will continue to host two large format grocery stores of a similar size and taking up a similar amount of area to what is existing.
- A few lot consolidations are assumed which add capacity for greater development.
- Within the Mixed Use – Medium Density Designation, the ground floor of all buildings is assumed to be commercial and upper floors are residential.
- Within Residential designations all floors are assumed as residential.
- Residential unit size is an average of 65 square metres per unit (700 sq. ft.).
- 15% of a residential building area is utility (i.e. elevator, hallways, etc.).
- Residential persons per unit is 1.74/unit (apartment).
- Jobs are 60/ha of commercial gross floor area.
- Building footprints are set at 35% lot coverage.
- Where infill potential exists on a lot with a building of heritage value, lot coverage is calculated at 35% of the vacant part of the lot (i.e. the parking area).

Growth/intensification estimates developed for the preferred Secondary Plan were incorporated into the growth estimates prepared for the GRIDS2 study as part of the development of the GRIDS2 growth scenarios. The preferred plan can achieve the level of density which would be required by the Council endorsed no Urban Boundary Expansion growth management scenario for the GRIDS2/MCR planning process. A total of approximately 50 percent of potential intensification opportunities would need to be realized within the Node by 2051 to achieve the density levels outlined by the no Urban Boundary Expansion scenario, which allocates a higher level of intensification to the Waterdown area compared to the ambitious density scenario. This growth represents approximately 819 new jobs and an additional 3344 persons living within the Community Node by 2051, which is approximately 1948 additional dwelling units.

## 5.4 Secondary Plan Structure

The structure of the proposed Waterdown Community Node Secondary Plan includes the following elements:

<b><i>Preamble</i></b>	The background statement for the Secondary Plan that provides a context for the Plan area, describes its unique character and communicates the overall intent of the Plan.
<b><i>Vision</i></b>	The long term vision for the community, intended to guide changes within the Secondary Plan area over the next 20 to 30 years.
<b><i>Principles and Policy Objectives</i></b>	Six principles and a set of policy objectives related to each principle provide guidance for development and land use changes within the Plan.
<b><i>General Land Use Policies</i></b>	Broad land use directions that either apply to the entire Secondary Plan area or to the Community Node area within the Secondary Plan.
<b><i>Land Use Policies by Land Use Type</i></b>	Specific land use policies that apply to different types of land use designations. Policies are provided for residential, commercial mixed use, parks and open space, institutional, and utilities.
<b><i>Urban Design Policies</i></b>	Policies that outline urban design requirements for new development and require adherence to the Waterdown Community Node Urban Design Guidelines.
<b><i>Cultural Heritage Policies</i></b>	Policies that provide direction for the conservation of built heritage resources and cultural heritage landscapes in the Plan.
<b><i>Natural Heritage Policies</i></b>	Policies that provide direction for development adjacent to natural areas and hazard lands such as Grindstone Creek.

<b><i>Transportation Policies</i></b>	Policies that align with the Waterdown Community Node Transportation Management Plan, identifying key directions for pedestrian, cycling, and transit infrastructure.
<b><i>Infrastructure, Energy and Sustainability Policies</i></b>	Policies that promote sustainability, greener development, and climate change resilience.
<b><i>Implementation Policies</i></b>	Definitions and specific requirements that relate to implementing land use changes.
<b><i>Area and Site Specific Policies</i></b>	Special policies that apply to specific areas or properties in the Plan. These may recognize existing special permissions or special directions for certain areas.
<b><i>Maps</i></b>	<p>Four maps are included in the Plan:</p> <ol style="list-style-type: none"> <li>1. <b>Land Use Map:</b> Includes land use designations and the location of area specific and site specific policies.</li> <li>2. <b>Transportation and Connections Map:</b> Identifies various existing and proposed transportation network elements.</li> <li>3. <b>Cultural Heritage Resources Map:</b> Identifies all cultural heritage resources within the Plan and significant heritage views.</li> <li>4. <b>Natural Heritage Map:</b> Identifies natural areas, linkages and hazards associated with Grindstone Creek.</li> </ol>



## 5.5 Secondary Plan Designations

A key part of the Secondary Plan is the establishment of detailed land use designations. These provide direction for the type of uses permitted on each property, building heights, densities, and other directions. The recommended Secondary Plan includes a variety of land use designations, reflecting a diverse mix of land uses. The types of designations proposed in the Secondary Plan are outlined in Subsections 5.5.1 to 5.5.5.

### 5.5.1 Residential

Recommended residential designations within the Secondary Plan include:

	<i>Permitted Uses</i>	<i>Density (Units / Net Hectare)</i>	<i>Maximum Building Height</i>	<i>Location</i>
<b><i>Low Density Residential 1</i></b>	Single Detached Dwelling, Duplex Dwelling	0 to 60	2.5 storeys	Within stable residential neighbourhoods
<b><i>Low Density Residential 2</i></b>	Single Detached Dwelling, Duplex Dwelling, Semi-Detached Dwelling, Triplex Dwelling	0 to 60	2.5 storeys	Within stable residential neighbourhoods abutting the historic commercial core
<b><i>Low Density Residential 3</i></b>	Single Detached, Duplex, and Semi-Detached Dwellings, Street, Block, and Back-to-Back Townhouse Dwellings	20 to 60	3 storeys	Existing sites within stable residential neighbourhoods and within the Community Node
<b><i>Medium Density Residential 2</i></b>	Multiple Dwellings (includes various forms of townhouses)	60 to 100	3 storeys	In the Community Node only
<b><i>High Density Residential 1</i></b>	Multiple Dwelling	100 to 200	8 storeys	In the Community Node, and on two existing multiple dwelling sites on Edith Court

Residential designations have largely been applied based on existing uses. The Low Density Residential 1 and Low Density Residential 2 designations generally align with 2 existing zones which apply to the area, the R1 – Urban Residential (Single Detached) Zone and the R5 – Core Area Residential Zone. Minor adjustments to the extent of these areas has been proposed to ensure that all Low density Residential 1



and Low Density Residential 2 areas are consolidated and contiguous and to recognize existing lot types and character.

Both designations are very similar, permitting single detached dwellings and duplex dwellings (duplex dwelling permission allows for second dwelling unit permissions that have been implemented City-wide). However, the Low Density Residential 2 designation also permits semi-detached dwellings and triplex dwellings, since these have historically been permitted in the areas adjacent to the core. The R5 – Core Area Residential Zoning also permitted the conversion of a dwelling to a medical office. However, this permission is not recommended to be incorporated in the Low Density Residential 2 designation. Medical offices would require changes to existing lots to provide parking for these uses that is not consistent with the residential character of these areas. The Secondary Plan does not support the introduction of a medical office into the established residential neighbourhoods. These are more appropriately directed to the Community Node area. There are no medical offices currently within the R5 – Core Area Residential Zone.

The Low Density Residential 3 designation applies to existing sites within the Secondary Plan which are developed with various forms of townhouses. These include five sites within the Community Node and two sites located in the neighbourhood area outside of the Community Node boundary. Three locations within the Community Node with small groupings of existing single detached dwellings have been designated Medium Density Residential 2 to permit a greater level of intensification. Lot consolidation is required in these locations prior to any redevelopment. The High Density Residential 1 designation has only been applied to existing sites with high density residential permissions.

### 5.5.2 Mixed Use – Medium Density

The Mixed Use – Medium Density designation permits a wide variety of uses, including commercial, residential, institutional, and recreational uses. It has been applied to the commercial areas of the Secondary Plan. It is intended that over time, Mixed Use – Medium Density areas will evolve to have more multi-storey mixed-use buildings and that additional residential uses will be located in these areas.

Within the Mixed Use – Medium Density Designation, certain areas are also identified as “Pedestrian Focus Streets”. This includes lands on the north side of Dundas Street just west of the intersection with Hamilton Street, lands along Hamilton Street from Dundas Street to Whiteoak Drive, and all Mixed Use – Medium Density designated lands east of Hamilton Street. This identification applies a set of policies in the Urban Hamilton Official Plan which is intended to create commercially focused areas that cater to the pedestrian by creating a comfortable, active and visually stimulating walking environment.

The Mixed Use – Medium Density designation aligns in part with the existing Mixed Use Medium Density (C5) Zoning and Mixed Use Medium Density – Pedestrian Focus (C5a) Zoning in the area. Some areas will require a zoning change from (C5) to (C5a) to recognize the recommended pedestrian focus area boundary.



There are three properties proposed to be added to the Mixed Use – Medium Density designation. The municipal fire station at 256 Parkside Drive has been included in the Mixed Use – Medium Density Designation since it is consistent with the permitted uses in the designation and has been included in the Community Node area. Two lots at 3 and 4 Howard Boulevard have also been added to the Mixed Use – Medium Density Designation. These have been added to allow for lot consolidation to create a greater lot depth in this location appropriate for a mid-rise building form.

	<b>Uses</b>	<b>Building Height</b>	<b>Location</b>
<b><i>Mixed-Use - Medium Density</i></b>	<b>Permitted Uses</b> <ul style="list-style-type: none"> <li>Commercial uses such as retail stores, auto and home centres, home improvement supply stores, offices, medical clinics, personal services, financial establishments, live-work units, artist studios, restaurants, gas bars, and drive-through facilities;</li> <li>Institutional uses such as hospitals, places of worship and schools;</li> <li>Arts, cultural, entertainment, and recreational uses;</li> <li>Hotels;</li> <li>Multiple dwellings; and,</li> <li>Accessory uses.</li> </ul> <b>Prohibited Uses</b> <ul style="list-style-type: none"> <li>Vehicle dealerships and garden centres.</li> </ul>	<p>Maximum 6 storeys</p> <p>Up to 8 storeys on west site of Hamilton Street, subject to appropriate design and transitions</p> <p>Maximum 3 storeys in area east of Hamilton Street</p>	In the Community Node only, along Hamilton Street and Dundas Street East, and along some intersecting streets (Main, Mill, Franklin, Barton and Flamboro Streets)
<b><i>Pedestrian Focus Streets (Overlay)</i></b>	<p>Permitted Uses</p> <p>Same as Mixed-Use - Medium Density Designation.</p> <p>Drive through facilities are restricted.</p> <p>Additional Prohibited Uses</p> <p>Gas bar, car wash.</p>	<p>Minimum 2 storeys</p> <p>Maximum same as Mixed Use – Medium Density</p>	Mixed Use – Medium Density lands on Hamilton Street from White Oak Drive to Dundas Street, and east of Hamilton Street on Dundas Street and intersecting streets (Main, Mill, Franklin, and Flamboro Streets)

### 5.5.3 Parks and Open Space

The Secondary Plan also contains a variety of parks and open spaces. Parks and Open Space designations have been applied based on the existing form and function of these spaces.

	<i>Function</i>	<i>Location</i>
<b>Parkette</b>	Small open spaces with no or limited recreation facilities.	Margaret Street Parkette
<b>Neighbourhood Park</b>	Caters to the recreational needs and interests of the residents living in the general vicinity. Generally contains a mix of active and passive parkland, sports facilities, informal and formal play areas. May include natural areas.	Sealey Park
<b>Community Park</b>	Provides recreational activities that are more intense than those located within a neighbourhood park. They are intended to serve more than one neighbourhood, and typically contain sports fields and/or recreational facilities.	Memorial Park
<b>General Open Space</b>	Includes opportunities for active and passive recreation, such as golf courses, community gardens, pedestrian and bicycle trails, walkways, picnic areas, and cemeteries.	Waterdown Union Cemetery
<b>Natural Open Space</b>	Provides important biological and ecological functions and may include passive recreation opportunities.	Lands abutting Grindstone Creek, woodland at 40 Hamilton Street

### 5.5.4 Other Land Use Designations

One property in the Secondary Plan at the south west corner of Hamilton Street and Dundas Street East (272 Dundas Street East) is designated Local Commercial in the Plan. Mary Hopkins Elementary School, one retirement residence and three existing places of worship are designated "Institutional", and the existing rail corridor along Grindstone Creek is designated "Utility".

Several policies have been included in the Secondary Plan detailing certain directions for these designations as well. For the Local Commercial site at 272 Dundas Street East, certain car-oriented uses such as drive-through facilities, motor vehicle service stations and gas stations have been prohibited, to ensure a more pedestrian-focused use at this key intersection.



For the Institutional designation, policy direction has been included addressing the adaptive re-use of existing buildings and the conservation of cultural heritage resources. Policy language has also been included regarding permissions for the re-use of institutional lands for low density residential uses. Existing low density uses permitted in the Zoning on institutional lands include single detached dwellings, semi-detached dwellings, and street townhouses. The Secondary Plan policies also allow for the conversion of a designated building to a multiple dwelling and for low-rise multiple dwellings, subject to a zoning by-law amendment to establish appropriate zoning standards. For institutional lands outside of the Community Node, the maximum height for residential infill on institutional sites has been limited to two storeys, except three storeys where policies about buffering and maintaining cultural heritage value have been met.

### 5.5.5 Area and Site Specific Policies

The Secondary Plan contains four area specific policies that apply to multiple properties, and five site specific policies that apply to a single property. Area and Site Specific policies have been indicated on the Land Use Map which forms part of the Secondary Plan. The purpose of the special exceptions is either to recognize existing permissions or special standards that are being carried over into the Secondary Plan, or to provide more detailed direction for land use, built form or urban design beyond the framework of the other Secondary Plan policies. A description of each Area and Site Specific Policy is provided below (refer to Map 6 for their location).

#### Area Specific Policy – Area A:

Area Specific Policy – Area A applies to a group of 6 properties on the north side of Parkside Drive, a group of 3 properties on John Street West, and a group of 3 properties on Hamilton Street South, which are all designated Medium Density Residential 2. Lot consolidation is required to take place prior to development for medium density residential uses, in order to establish a sufficient lot area. Existing uses shall be permitted and recognized in the zoning by-law.

#### Area Specific Policy – Area B:

Area Specific Policy – Area B applies to a group of residential properties within the Waterdown Heights Subdivision cultural heritage landscape. The height of new development is restricted to a lower height consistent with the heights of recognized built heritage resources in the landscape, to maintain this character element within the landscape.

#### Area Specific Policy – Area C:

Area Specific Policy – Area C applies to lands located at 3 and 4 Howard Boulevard, which have been added to the Mixed Use – Medium Density area. The policy requires lot consolidation with a lot fronting onto Dundas Street prior to redevelopment for Mixed Use – Medium Density land uses.





### Area Specific Policy – Area D:

Area Specific Policy – Area D applies to lands located at Dundas Street East, Barton Street, Flamboro Street, Griffin Street, Franklin Street, Main Street and Mill Street designated Mixed Use – Medium Density. These lands form the historic core of the commercial area and the policies of the Area Specific Policy require that:

- No building shall have a height greater than three storeys in the area specific policy area;
- The zoning by-law is directed to establish standards to ensure that development is compatible with the character of the area, including with cultural heritage resources;
- New development should consider the area's unique walkability and explore opportunities for mid-block connections and the establishment of new publicly accessible open spaces, courtyards or plazas in the interior of blocks; and,
- Building siting and design must establish or reinforce a continuous street wall condition along the street edge of Dundas Street.

### Site Specific Policy – Area E

Site Specific Policy – Area E applies to the property located at 140 and 146 Mill Street North and recognizes existing permissions for a funeral home.

### Site Specific Policy – Area F

Site Specific Policy – Area F applies to the property located at 61 Hamilton Street North and recognizes existing permissions for a building and lumber supply establishment.

### Site Specific Policy – Area G

Site Specific Policy – Area G applies to the property located at 5 Hamilton Street North. A Site Plan application has been approved on this site for a six storey multiple dwelling. The building complies with the in force and effect zoning and Official Plan policy but would not comply with the new policy direction in the Secondary Plan which expands the requirements for pedestrian focus areas to this area and creates a building stepback requirement above the second storey. To recognize the existing site specific approvals, the Site Specific policy will permit residential uses on the ground floor of the building, provided that commercial uses are located on the ground floor fronting Hamilton Street, will allow a principal commercial entrance from the north side of the building instead of directly adjacent to the street, and will allow for the building's front façade to extend six storeys in height without a stepback above the second storey.

### Site Specific Policy – Area H

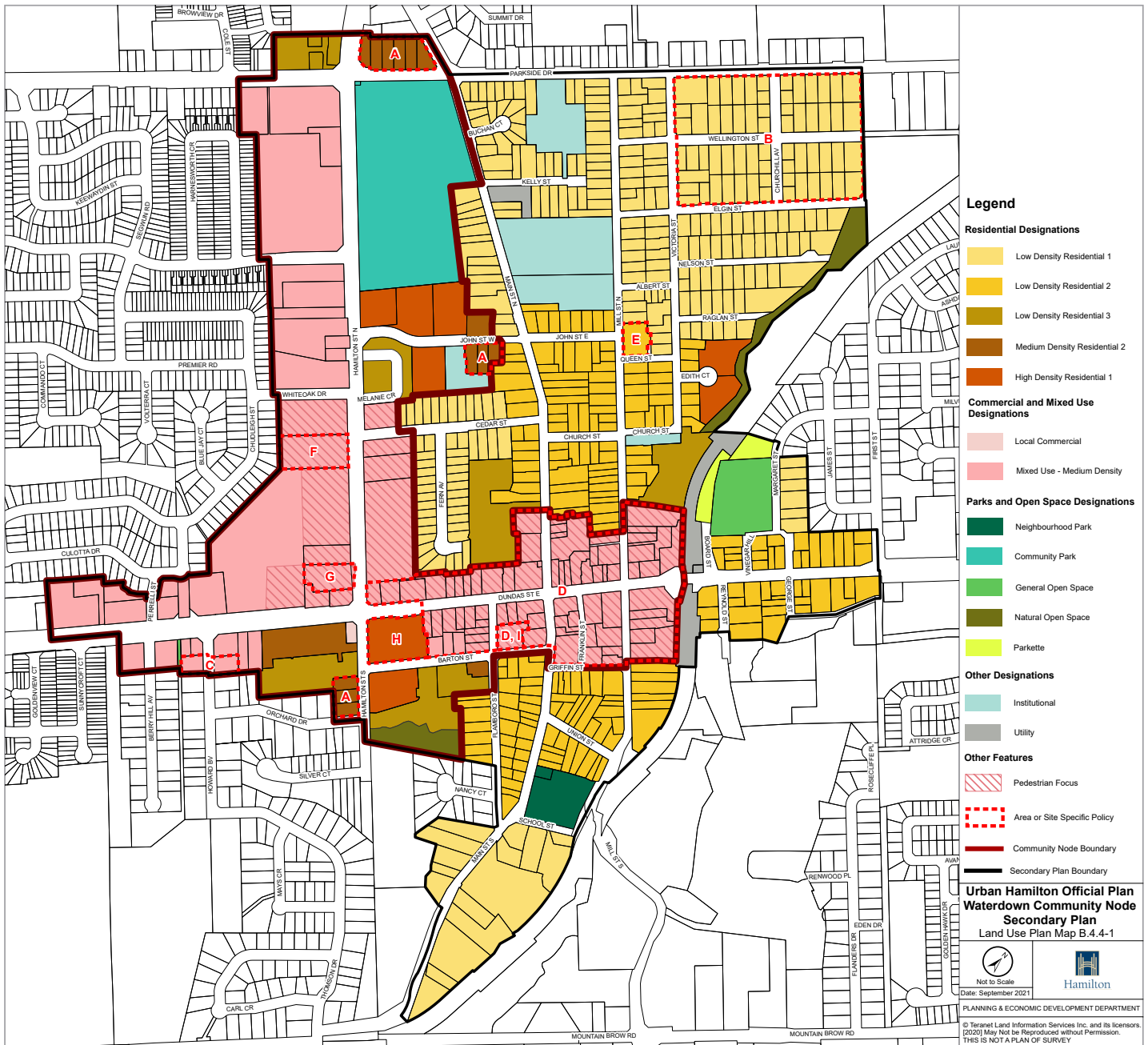
Site Specific Policy – Area H applies to the property located at 1 Hamilton Street, which contains an existing ten storey multiple dwelling. The site contains additional vacant land which could accommodate some future infill intensification. The site specific policy directs new buildings to be built up to the street line on Dundas Street, and to have active commercial uses at grade. Any new buildings or commercial uses would need to face Dundas Street, have main entrances on Dundas Street, and be a minimum height of two storeys.

### Site Specific Policy – Area I

Site Specific Policy – Area I applies to the property located at 19 Flamborough Street and permits an existing motor vehicle related use and a motor vehicle washing establishment.

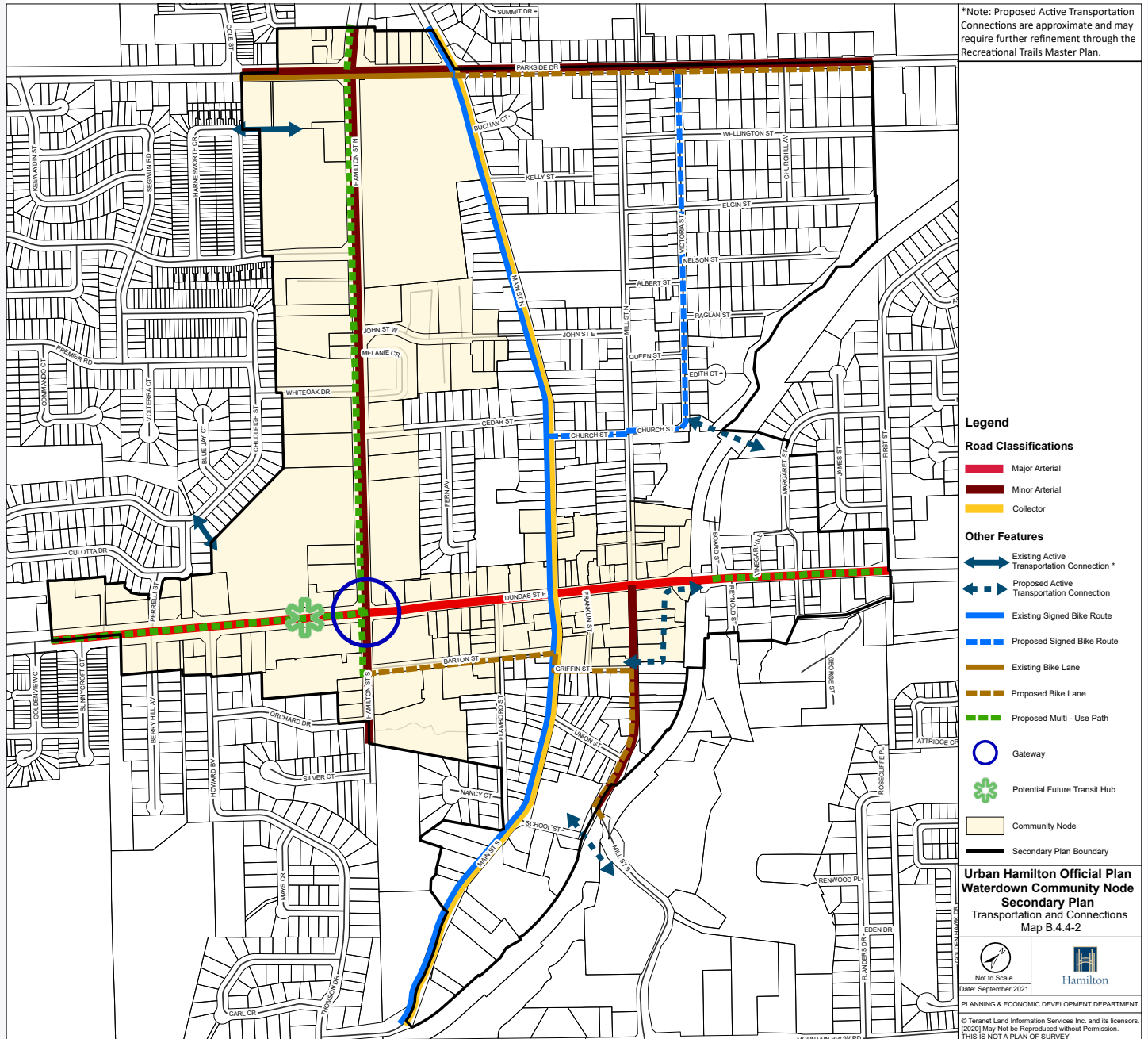
## 5.6 Secondary Plan Maps

As noted in Section 5.4, there are four maps proposed to be included in the Secondary Plan. The first map in the Plan is the land use map, which shows the types of land use designations in the area and their locations (see Map 6). This map also identifies the boundary of the Community Node and the location of Area and Site Specific policies.



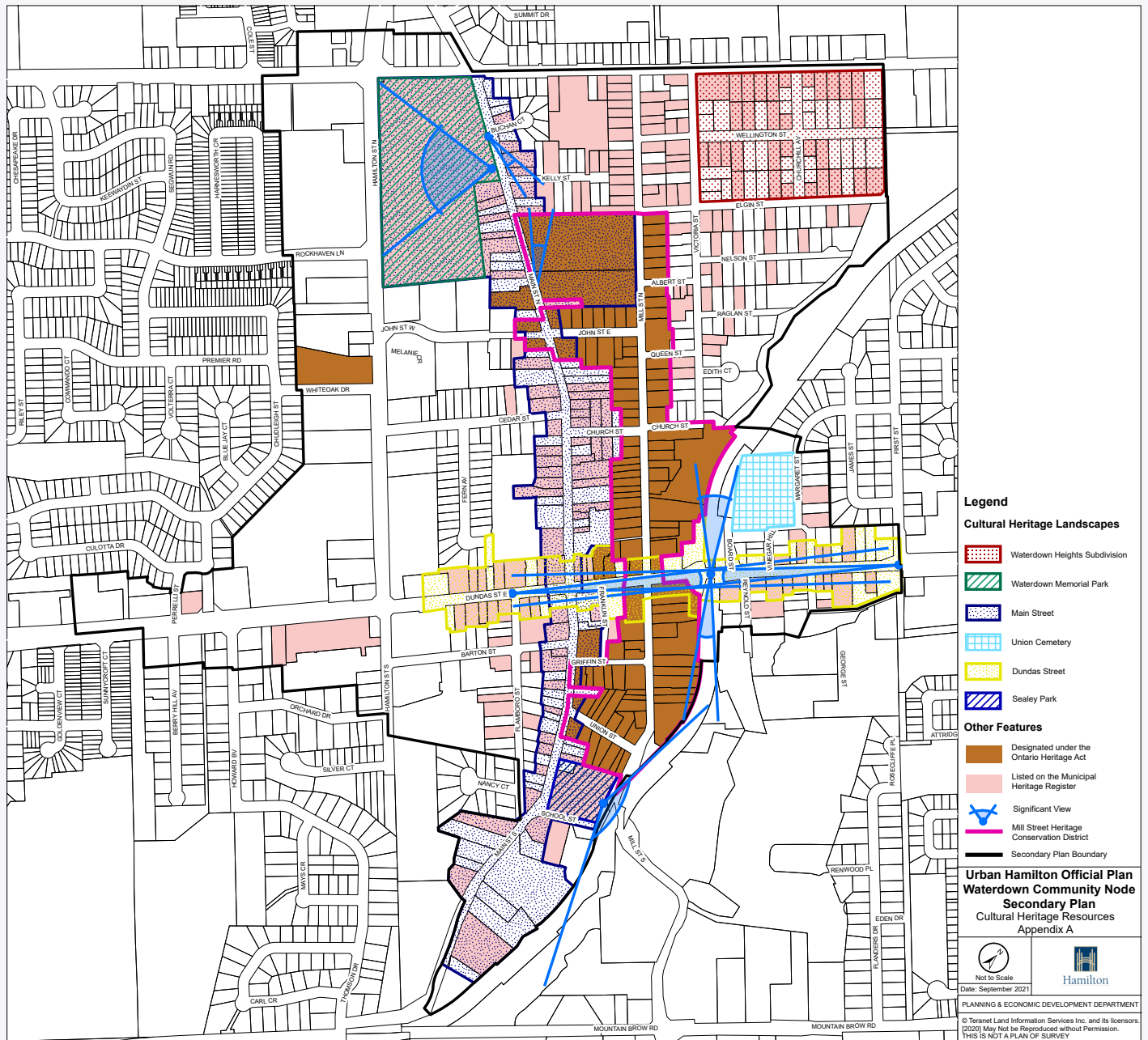
Map 6: Land Use Plan Map

The second map provides information about the transportation network within the Secondary Plan (see Map 7). It identifies the road classification of collector and arterial roads in the area and identifies various existing and proposed elements of the active transportation network. It also identifies the location of an important gateway intersection at Hamilton Street and Dundas Street and a potential future transit hub location within the area.



Map 7: Transportation and Connections Map

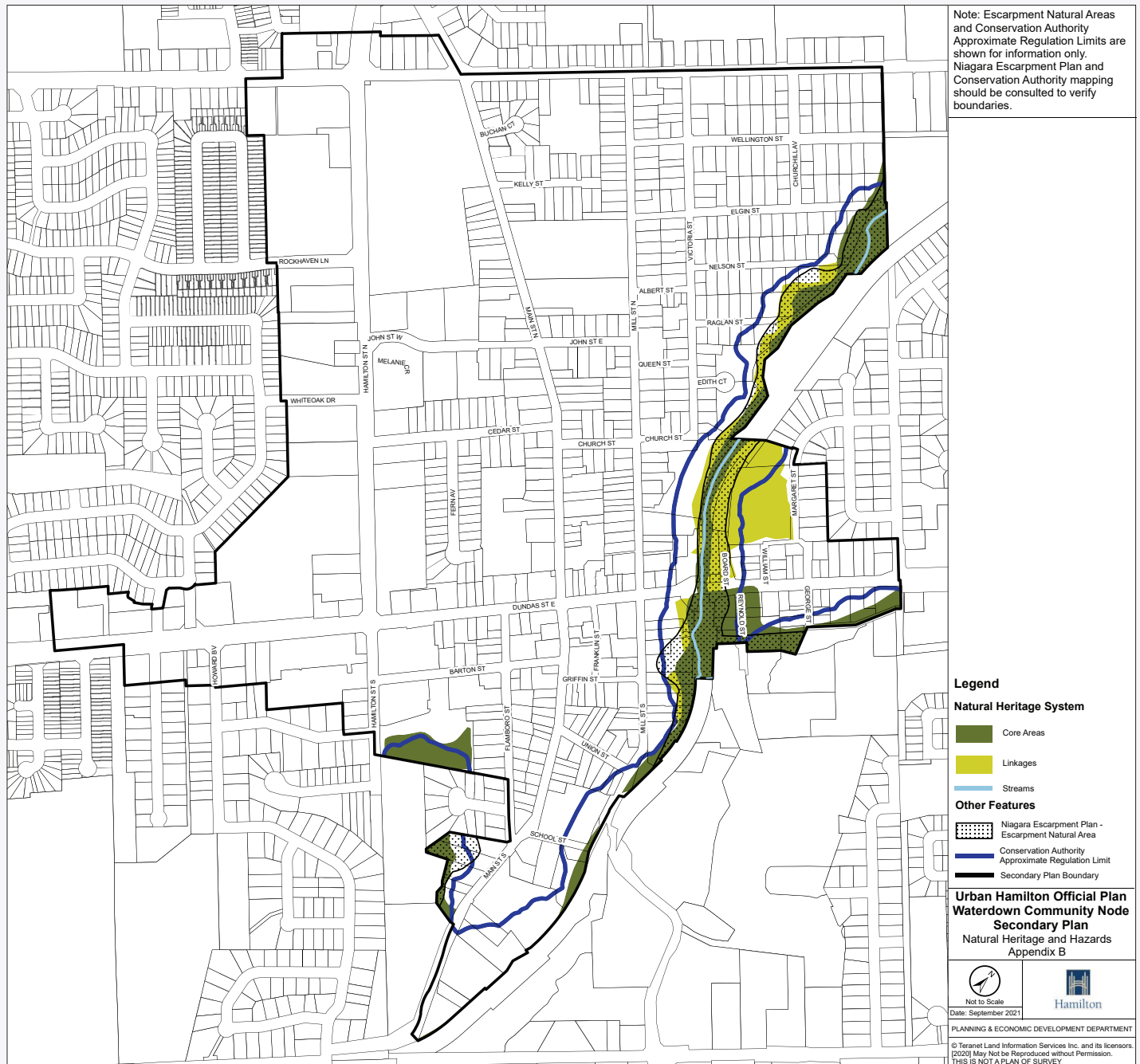
The third map created for the Secondary Plan is proposed to be an appendix map, or information map to the Secondary Plan (see Map 8). It shows the location and type of various heritage resources within the Secondary Plan. These include the boundary of the Mill Street Heritage Conservation District, the location of properties designated under the Ontario Heritage Act, the location of properties listed on the Municipal Heritage Register, and the boundary of the six identified significant cultural heritage landscapes. Important views associated with the cultural heritage landscapes are also identified.



Map 8: Appendix A – Cultural Heritage Resources Map



The fourth Secondary Plan map proposed to be included is also an information map (see Map 9). It illustrates the boundaries of core natural areas and linkages within the Secondary Plan. These are concentrated along the Grindstone Creek valley. Approximate boundaries of areas regulated by Halton Conservation Authority and of Niagara Escarpment Plan – Escarpment Protection Areas have also been included on the map for ease of reference.



Map 9: Appendix B - Natural Heritage and Hazards Map

## 5.7 Transportation Network

A Transportation Management Plan (TMP) study was completed in conjunction with the Secondary Plan.

The Waterdown Community Node Secondary Plan includes a subsection of transportation policies which align with the TMP and will assist with implementing the directions of the TMP.

There are a variety of existing and proposed transportation network elements based on the TMP recommendations. These include two new pedestrian crossings over Grindstone Creek, future new on-street and off-street cycling network infrastructure, and new multi-use paths on Dundas Street and Hamilton Street.



In addition, a potential new transit hub location has been identified on Dundas Street within the Secondary Plan to protect the viability of this area for a bus stop in the area in future to support the planned Dundas (BRT) corridor. In the Plan policies, direction is also provided for access management and planning new pedestrian road crossings of Hamilton Street and Dundas Street in conjunction with future development.

The overall level of intensification planned over time in the Waterdown Community Node is consistent with a medium density mixed use area. The majority of the intensification is planned for Hamilton Street and the portion of Dundas Street west of Hamilton Street. As part of the Secondary Plan land use directions, the portion of the Community Node centred along Dundas Street east of Hamilton Street will have a height limit of three storeys. In addition to addressing heritage conservation and urban design objectives, this will also help to mitigate potential traffic impacts that are typically associated with larger-scale forms of development.

## 5.8 Supporting Businesses

Policy E.2.3.3.10 of the UHOP states that a Community Node shall be planned to accommodate generally between 25,000 and 100,000 square metres of retail floor space. The Waterdown Community Node is estimated to have approximately 50,000 square metres of commercial floor space, primarily retail and restaurant uses. Commercial uses are located on individual lots as well as within three large commercial plazas in the Community Node.

Public comments on the Study placed a high value on commercial uses and services in the Node and wanted to ensure that the Secondary Plan protected the function of the area for commercial uses. This was recognized through including support for businesses as a principle of the Plan and the inclusion of an objective supporting the continued function of the area for commercial uses. The pedestrian shopping environment of the historic portion of the Node was also highly valued by the public.

The Secondary Plan seeks to maintain the commercial function that already exists in the Node and improve the public realm over time to further support businesses in the area in several ways. General policies are included in the Plan which prohibit significant reductions in commercial floor space. Any reductions greater than 2,500 square metres require the completion of a commercial needs and impact assessment to demonstrate that the planned commercial function of the Community Node is not being negatively impacted. On the two largest plaza sites within the Node which are greater than 2.5 hectares in size, a mix of commercial and residential uses is mandated if major redevelopment occurs.



In addition to these policies, the areas identified as “Pedestrian Focus” are subject to a suite of policies that promote a retail main street environment. An important policy for Pedestrian Focus Street areas is a requirement that the ground floor of all buildings be commercial uses. Residential uses are prohibited on the ground floor. This ensures that commercial uses continue to be provided when redevelopment occurs.

The urban design policies of the Secondary Plan are intended to ensure that new development supports a pedestrian-focused commercial area by mandating a high standard of development located close to the street. As development occurs, this will result in a more animated and vibrant streetscape and a high quality public realm, which will further support commercial function in the area.

## 5.9 Heritage Conservation

The Waterdown Community Node Secondary Plan contains a significant number of cultural heritage resources that contribute to the character of the area. The Secondary Plan contains the Mill Street Heritage Conservation District (HCD), an existing Heritage District designated under Part V of the Ontario Heritage Act containing approximately 110 properties. Additionally, there are five properties within the Secondary Plan outside of the heritage district which are designated under part IV of the Ontario Heritage Act, and numerous properties which are included on the City’s Municipal Heritage Register. The Waterdown Village Built Heritage Inventory which was undertaken concurrently with the Waterdown Community Node Secondary Plan Study recommended that a significant number of properties within the historical Waterdown





Village boundary be added to the Municipal Heritage Register and also recommended several additional properties as candidates for designation under Part IV of the Ontario Heritage Act.

The Cultural Heritage Review completed by Archaeological Services Inc. identified six significant cultural heritage landscapes (CHL) which are recommended to be recognized in the Secondary Plan. These include:

- the Dundas Street Cultural Heritage Landscape;
- the Main Street Cultural Heritage Landscape;
- the Sealey Park Cultural Heritage Landscape;
- the Waterdown Heights Subdivision Cultural Heritage Landscape;
- the Waterdown Memorial Park Cultural Heritage Landscape; and,
- the Union Cemetery Cultural Heritage Landscape.

The identification of these landscapes was completed through a comprehensive evaluation which included a review of historic research and evaluation against a set of defined criteria. The significant attributes of each identified CHL were also identified through the evaluation.

The Cultural Heritage Review report made a variety of recommendations for heritage conservation within the study area.

For individual built heritage resources in the area, it was recommended that properties be either included on the Municipal Heritage Register or designated under Part IV of the *Ontario Heritage Act*, as appropriate. This recommendation is being dealt with through the Waterdown Village Built Heritage Inventory, which has reviewed and identified all built heritage resources in the area and made recommendations for Register additions and designations. In addition, the CHR recommended that a cultural heritage impact assessment be requested at the discretion of City heritage staff where a *Planning Act* application is submitted on or adjacent to an identified built heritage resource. This would be dealt with through development approvals processes and complete application requirements.

For landscapes which are comprised of a single property, which are the Sealey park CHL, the Waterdown Memorial Park CHL, and the Union Cemetery CHL, the CHR recommended either identification of the landscape as a CHL in the Secondary Plan and the inclusion of policies identifying significant attributes, or Part IV designation under the *Ontario Heritage Act*. The Secondary Plan has recognized these CHLs and included policies related to the identified attributes. It is anticipated that future designation will be pursued by the City as part of the City's work plan for heritage designations.

**For the Dundas Street, Main Street, and Waterdown Heights Subdivision CHLs, recommendations included:**

- Heritage Impact Analysis of the proposed land use Plan, once a preferred alternative has been developed;
- Applying development and land use approaches that conserve and enhance the landscapes; Identifying CHLs in the Secondary Plan and mapping;
- Including policies in the Secondary Plan identifying significant attributes;
- Requiring Heritage Impact Assessments at the discretion of Cultural Heritage Planning staff, for *Planning Act* applications within the CHL boundaries;
- Inclusion of appropriate policies relating to heights, setbacks and lot coverage in the Secondary



Plan;

- For the Dundas Street CHL and the commercial part of the Main Street CHL, policies to maintain commercial uses on the ground floor;
- Policies related to the protection of identified significant views;
- Policies for sympathetic and compatible residential intensification;
- Policies which maintain primary facades in the Main Street CHL;
- Policies related to appropriate massing and heights within the Waterdown Heights CHL;
- Restricting severances and lot consolidation within the Main Street and Waterdown Heights Subdivision CHLs to maintain consistent lotting patterns;
- For the Dundas Street and Main Street CHLs, road and pedestrian realm improvement approaches to conserve and enhance the corridor; Identifying the Main Street and Dundas Street CHLs as Heritage Roads in the Secondary Plan to protect the identified attributes;
- Developing Urban Design Guidelines that respond to the architectural qualities of the buildings within the CHLs; and
- Reviewing zoning provisions and amending as needed to align with the Secondary Plan.

The proposed Secondary Plan addresses the above recommendations. All CHLs have been identified in the Secondary Plan text, along with policies identifying significant attributes and providing direction for conservation. A Cultural Heritage Resources Map has also been included as part of the Secondary Plan, showing existing built heritage resources, the boundary of all cultural heritage landscapes, and the location of identified significant views. Urban Design policies, commercial use policies and other policies about intensification, compatible infill, appropriate heights, and other matters have also been incorporated into the Secondary Plan. In addition, the Main Street and Dundas Street CHLs have been identified as Heritage Roads in the Secondary Plan.

Recommendations have also been addressed through the Urban Design Guidelines document and through zoning amendments that have been proposed to align with the Secondary Plan directions. ASI has reviewed the draft Secondary Plan and the draft Urban Design Guidelines to fulfil the recommendation for a heritage impact analysis of the proposed Plan and ensure that the recommendations of the Cultural Heritage Review have been incorporated into both the Secondary Plan and the Urban Design Guidelines.

### **Additional Recommendations**

The CHR also made some recommendations for future work outside of the scope of the Secondary Plan Study. This work included:

1. The Grindstone Creek valley should be researched and evaluated as a cultural heritage landscape for its significance as a natural landscape as well as being the site of numerous milling industries and the Canadian Pacific Railway line. This work may be conducted as part of related City studies or projects, including the pending Cultural Heritage Landscape Inventory and Management Plan and heritage interpretation or commemoration strategies.
- 2a. The historical Village of Waterdown, located within the area bounded generally by Parkside Drive to the north, First Street to the east, Mountain Brow Road to the south, and Hamilton Street should be researched and evaluated as a cultural heritage landscape to assist in the conservation of the historical Village as a whole and as a means of relating the distinct CHLs that have been identified in this report, to each other. The preferred option is to complete this work

through initiation of a Heritage Conservation District Study;

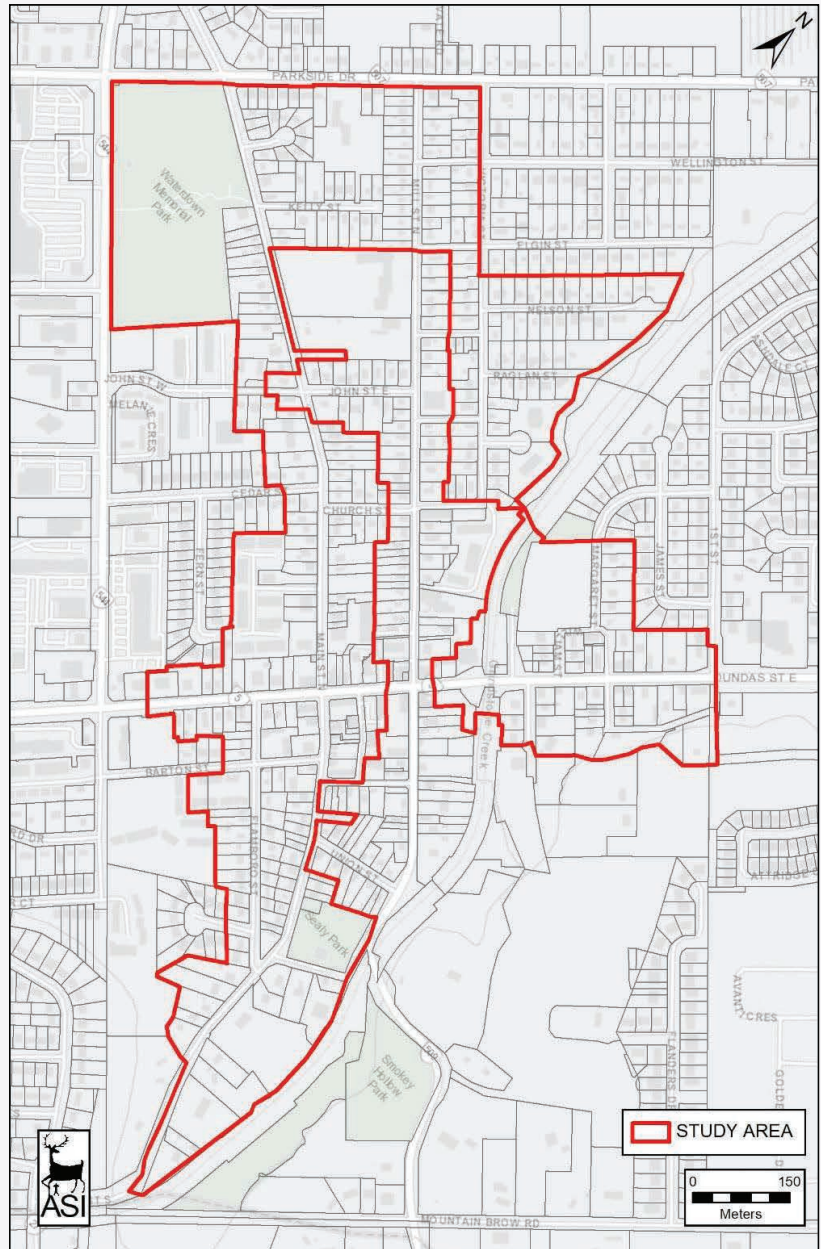
Or,

- 2b. As an alternative to a Heritage Conservation District, site plan control may be applied to lands/properties within the Secondary Plan area identified as significant built heritage resources or cultural heritage landscapes to enable review of “development” as defined in the City’s existing site plan control by-law. This would enable heritage review of substantial changes in size or usability to buildings and properties that are not otherwise subject to *Planning Act* applications.

The need to research and evaluate the Grindstone Creek valley as a cultural heritage landscape has been noted and is planned to be undertaken as part of the pending City-Wide Cultural Heritage Landscape Inventory project. As a future action, it is recommended that recommendation 2A be pursued, which is the completion of a Heritage Conservation District Study within the historical Village of Waterdown. Option 2B, establishing site plan control, was not identified as a preferred option as this tool is less effective at dealing with matters of heritage character and design than the heritage permit process. A proposed study area boundary for the future recommended Heritage Conservation District Study has been identified by ASI and is shown in Map 10.

Other potential actions that were noted as possible strategies for protection included the creation of a private tree by-law and non-regulatory strategies such as developing an Interpretation and Commemoration Strategy and developing marketing and promotion strategies through measures like walking tours, local tourism, etc. These may be implemented as resources and opportunities allow but are not immediate recommendations requiring implementation as part of the Secondary Plan Study.

**Map 10:** Proposed Heritage Conservation District Study Area Boundary



## 5.10 Urban Design

Ensuring that new development is designed to be complementary to the vision for the Waterdown Community Node was a very important element of the Secondary Plan Study. As part of the Secondary Plan Study, an external consultant (Brook McIlroy), was retained to prepare Urban Design Guidelines for the Secondary Plan area and to provide urban design policy guidance. The Urban Design Guidelines are intended to be a supportive document to the Secondary Plan, to assist proponents by providing direction for desired site and building design, and to assist staff in reviewing and evaluating applications. The objective of the Urban Design policies is to ensure that future development in the Secondary Plan area promotes architectural and design excellence and is complementary to the area's unique character.

The Urban Design Guidelines were developed in phases concurrently with the various phases of the Secondary Plan development using input from City staff, stakeholders and the public. The draft Urban Design Guidelines were also presented to the City's Design Review Panel. A summary of the input received and how it was incorporated into the design guidelines is outlined in a Summary Report from Brook McIlroy included as Appendix E to this Summary Report.

Key urban design directions in the Secondary Plan policies and in the guidelines include ensuring pedestrian-focused design, improving the public realm, creating a consistent human scale two-to-three storey street wall along public streets, linking the design of older and newer commercial areas of the Node, ensuring development is complementary to the character of existing cultural heritage resources, ensuring adequate levels of landscaping and greenspace, and providing special direction for large site redevelopment.

In addition to these policies, specific direction has also been provided for building and public realm design around the intersection of Hamilton Street and Dundas Street, as this is identified as an important gateway intersection in the Secondary Plan. This area is intended to be a pedestrian-friendly intersection, with buildings close to the street addressing the corners of the intersection and enhanced public realm design and landscaping features.

## 5.11 Parking

The Secondary Plan contains some specific policies regarding parking within the Community Node which respond to feedback received through public consultations. This feedback noted that parking in the historic part of the Community Node is a challenge and the City should look at ways to ensure a sufficient amount of parking is provided and maintained. The lack of a municipal parking facility in this area was also noted as a concern. Existing on-street parking was identified by the public as an important resource that needs to be maintained for the health of the businesses in the area, and it was also noted that better public transit to the area would help to deal with some of the parking challenges.

The Secondary Plan responds to these concerns in several ways. The Plan includes a variety of policies, including urban design policies, that are intended to improve the safety and efficacy of the active transportation network as well as improving the quality of the public realm. These measures support



### Waterdown Community Node Urban Design Guidelines

September, 2021



BrookMcIlroy/



the use of active transportation within the node as an alternative to vehicular travel. Planned transit improvements are also noted in the Plan, aligning with the recommendations of the TMP. A potential location for an on-road transit hub is identified in the Secondary Plan, as well as measures to ensure this portion of the road allowance is protected for this function.

Policies are also included in the Plan recognizing the value of on-street parking and directing that on-street parking be maintained and maximized as much as possible. In addition, policy language is included in the Secondary Plan which directs the City to consider the feasibility of creating a municipal parking facility within the historic core area if an appropriate opportunity is identified. This could occur in the form of a public-private partnership with a new development, or a public-private partnership to lease private lands for the operation of a municipal parking facility. This recommendation also aligns with the language of the City's Parking Master Plan.

## 5.12 Building Heights

Building heights were a common theme in comments received through all phases of the Study. The current height permissions in the existing Mixed Use Medium Density (C5) and (C5a) Zoning for the area allow heights of up to 22 metres (6 storeys). From the first phase of the Study, concerns were raised about these height permissions in the easterly portion of the Community Node, which is concentrated along Dundas Street. This area has many existing cultural heritage resources and its historic small scale character was valued by the community. A desire to maintain low-rise building heights within existing neighbourhoods surrounding the node was also evident in the comments received.

The recommended Secondary Plan restricts heights within the portion of the Community Node east of Hamilton Street to a maximum of three storeys. This area was identified as having a low-rise, smaller scale village character and a finer-grained lot fabric more appropriate for low-rise buildings. It is also primarily located within the Dundas Street Cultural Heritage Landscape (CHL), a significant CHL identified through the Study's Cultural Heritage Review. The lower heights of this area were identified as a significant attribute of the CHL. As Mixed Use – Medium Density lands adjacent to the Dundas Street CHL have a similar character these were also included in the area with restricted heights to maintain a consistent commercial character. This portion of the Node is commonly referred to as the 'historic core'.

In other areas of the Community Node, the maximum height of six storeys for Mixed Use - Medium Density designated lands is recommended to be maintained. These areas are a different character from the easterly portion of the Node on Dundas Street and have deeper and larger lots which can accommodate building heights of four to six storeys while still ensuring appropriate design in keeping with the Urban Design Guidelines.

A maximum height of up to eight storeys is permitted by the policies of the Secondary Plan on the left side of Hamilton Street only, subject to meeting specific design policies in the Urban Hamilton Official Plan. This permission recognizes the large and deep lot conditions on the left side of Hamilton Street that could allow for slightly taller mid-rise buildings. To create a consistent two to three storey street wall and link the overall look and feel of the historic core with other areas, a stepback requirement is proposed on the front of buildings above the second storey, where buildings taller than three storeys are proposed.

High density residential sites within the Secondary Plan are already fully developed, with the exception of the lands at 100 Hamilton Street North which have preliminary approval of a site plan application for a seven storey residential development. Existing building heights within this designation range from six to ten storeys. The proposed designation permits building heights up to a maximum of eight storeys, which is consistent with the Mixed Use Medium density height maximum and recognizes a similar height standard to what is existing. Only one existing ten-storey building exceeds the height maximum.



Medium density residential sites in the Community Node are generally smaller sites that abut existing low density neighbourhoods. Some lots with this designation have existing low density residential uses on them and require lot consolidation prior to redevelopment. They provide an opportunity for higher density uses but must still create a compatible transition to low density residential neighbourhoods. Due to the size and location of proposed medium density sites in the Secondary Plan, a maximum height of three storeys has been proposed for this designation to maintain compatibility with adjacent uses.

Within low density residential neighbourhoods comprised of one and two family dwellings, heights range from one to two and a half storeys. This two-and-a-half storey building height is being maintained as the maximum height for these neighbourhood areas. On institutional lots within the low density neighbourhoods, infill residential development is restricted to two storeys, except three storeys is permitted in some circumstances where enhanced separation distances or buffers have been provided.

## 5.13 Maintaining Historic Neighbourhoods

In addition to the Community Node area, the Secondary Plan also includes some low density neighbourhood areas which are closely linked to the historic portions of the commercial mixed use core and reflect the historic evolution of the area. Public input noted that these neighbourhoods are an integral part of the early history of Waterdown Village and contribute significantly to the character of the area and its 'village charm'. The neighbourhood areas serve an important function within the overall Secondary Plan vision because they provide a high quality of life, a strong sense of place, and they support the retail and tourism draw of the Community Node. Many of the area's cultural heritage resources are located within the neighbourhoods which form part of the Plan. The Secondary Plan recognizes the synergies between the mixed use area and these historic neighbourhoods and notes that they are both an important part of the area's identity.

Public comments about the neighbourhood areas of the Secondary Plan included concerns about the loss of individual cultural heritage resources, concerns about impacts to cultural heritage landscapes, and concerns about the compatibility of new homes built within these areas, including on institutional sites located within the neighbourhood. The Secondary Plan contains specific policies to address the compatibility of redevelopment and infill development with the existing character of these neighbourhoods and directs that appropriate standards be established in implementing zoning to align with policy directions. The Waterdown Community Node Urban Design Guidelines also provide some direction for new infill development in the neighbourhood areas, in addition to the Community Node. Specific zoning standards have been proposed within the area and are discussed in Section 6.0.

## 5.14 Housing

The provision of a variety of housing types, tenures and affordability levels is also one of the objectives of the Secondary Plan. The area currently has many different types of housing, with medium density and higher density built forms concentrated within the Community Node.

The policies of the Plan support the continued provision of a variety of housing types through the land use designations in the Plan, which outline what types of housing are permitted within each site. The Plan also supports the addition of housing to the area through intensification, focused within the Community Node. The Mixed Use – Medium Density areas of the Node permit various multiple dwelling types such as block townhouses, stacked townhouses and apartments, either as stand-alone uses or in conjunction with commercial uses.

Affordable housing is encouraged by the policies of the Secondary Plan to meet the full range of housing needs. The Plan promotes the use of various tools, resources and partnerships to assist with meeting affordable housing needs.

In areas outside the Community Node, some new housing is permitted. However, it is noted that new development in these areas must be careful to respect the scale and form of existing housing in established historical neighbourhoods. The Plan directs the Zoning By-law to establish specific standards to ensure that new development is sympathetic to the character of the area and compatible with significant cultural heritage resources.



## 5.15 Green Space, Landscaping and Amenity Areas

Principle 5 of the Secondary Plan is to create attractive places and spaces. There are several objectives grouped with this principle that refer to amenity areas and green space. These include:

- Using high quality landscaping and streetscaping to create attractive, distinctive and comfortable places.
- Providing green landscaping elements as part of site design and streetscaping to enhance pedestrian comfort and experience.
- Creating publicly accessible open spaces and outdoor amenity areas in new development.

The provision of green space, landscaping and amenity areas is also linked to other objectives of the Plan, such as supporting healthy lifestyles, promoting social and cultural activity, enhancing the tree canopy and promoting Low Impact Development (LID) approaches.

The Secondary Plan contains several policy directions to meet the above objectives. In addition, the Waterdown Community Node Urban Design Guidelines and the zoning updates associated with the Secondary Plan will help to implement the objectives of the Plan.

In the Urban Design Policies of the Secondary Plan it is directed that landscaping form an integral part of all developments. Where redevelopment includes a multiple dwelling with more than 20 dwelling units, a common outdoor amenity space is required on the ground floor. This will help ensure that greening is provided on all sites along with usable amenity area. Development proposals in residential areas are directed to demonstrate effort to maintain and expand the existing mature tree canopy.

The Secondary Plan also includes policies which direct the use of native plant species in landscaped areas and using drought-tolerant native groundcover in lieu of sod in areas where mowed turf is contemplated. This improves sustainability, infiltration capacity, and provides ecological support for pollinators. For areas which are very urbanized, the use of soil cells or similar technology is directed to support the provision of healthy street tree plantings.





## 5.16 Adapting to Climate change

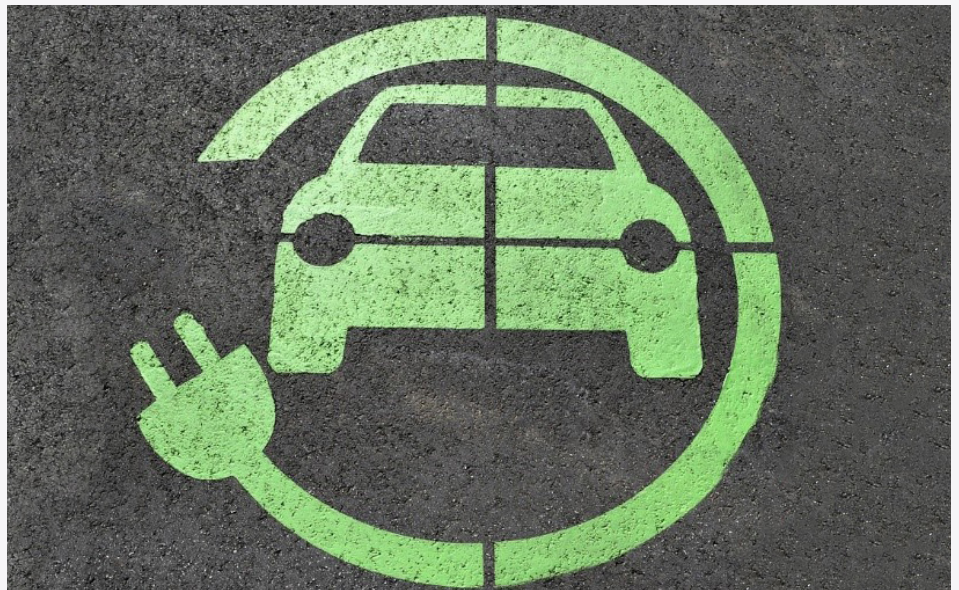
It is important to address the provision of climate change resilience in land use planning to support beneficial practices and encourage positive change. Climate change and its impacts on health and infrastructure is a major challenge for cities. Implementing measures to reduce greenhouse gas emissions and adapt to climate change can help to reduce climate change effects, help improve air quality and make a community more sustainable. Part of taking action against climate change includes supporting various practices through Secondary Plans. Principle 4 of the Secondary Plan is to “Improve Sustainability and Resilience to Climate Change”. The policies of the Plan address five main objectives, which are to:

- Promote site design approaches that contribute to climate change resilience.
- Promote the use of green building standards to create energy efficient and low carbon buildings;
- Enhance the tree canopy;
- Promote Low Impact Development (LID) approaches and treatments to help manage stormwater;
- Establish electric vehicle charging stations to promote and accommodate uptake in the use of electric vehicles; and,
- Support infrastructure improvements that improve cycling and active transportation opportunities, to build climate change resiliency through carbon reduction.

The transportation policies in the Secondary Plan address matters related to cycling and active transportation. The policies of the Secondary Plan place a strong emphasis on improving the active transportation and transit networks, which supports the sustainability objectives of the Secondary Plan.

Section 14 of the Secondary Plan policies addresses other matters related to infrastructure, energy and sustainability. These policies require LID to be integrated into site design where feasible, and encourage the use of various sustainable design practices, such as energy efficient buildings, green roofs, solar capture equipment, alternative energy sources, grey water recycling, low flow water fixtures, and increased tree planting. Electric vehicle charging stations are encouraged in all Mixed Use – Medium Density, Medium Density Residential, and High Density Residential developments.

The policies of the Plan allow the City to request a report with the submission of a *Planning Act* application, to demonstrate what energy efficiency measures, LID measures, innovative servicing technologies or other sustainable measures have been employed and how they have been incorporated into the proposal. A soil management plan may also be requested as part of a complete application, to ensure that the storm water infiltration capacity and ecological function of soil is maintained following development.



## 5.17 Natural Heritage

Natural Heritage areas in the Secondary Plan are limited. Grindstone Creek and its associated river valley is the predominant natural heritage feature in the Secondary Plan. The policies of the Plan reference the natural heritage mapping in Appendix B of the Secondary Plan and note that development within or near these areas may require approval from the Conservation Authority and may also require further studies to assess and evaluate hazard limits.



## 5.18 Infrastructure Needs

At the time the Waterdown Community Node Secondary Plan Study was initiated, it was identified that a further servicing study would be needed once a preferred Plan was identified, to identify any water and wastewater infrastructure improvements needed to support new development. Following the identification of a preferred Secondary Plan, growth estimates for the preferred Plan were provided to Public Works Department staff who completed a high level review of impacts to wastewater systems based on the 2006 Water and Wastewater Master Plan. As the current water and wastewater master plan is based on the previous GRIDS study which contemplated growth only to 2031, the internal review reviewed servicing needs to 2031 only. The review confirmed that there are no high level servicing issues with servicing to 2031 based on the growth estimates for the Secondary Plan.

Secondary Plan growth estimates for 2031 to 2051 have been incorporated into population estimates for the GRIDS2 study currently underway. Servicing needs for growth beyond 2031 will be incorporated into the City-wide servicing master plan updates which will be developed for the GRIDS2 study. As such, it was confirmed that a separate servicing study is not needed at this time as any servicing upgrades needed for this area will be appropriately integrated into the servicing master plan update process.

Servicing and/or stormwater management studies may still be needed for individual applications to identify local level improvements needed for a particular development and to ensure that development parameters are consistent with the infrastructure master plan assumptions.



## 6.0 Zoning Changes

During the Study, some concern was noted about development pressures in the area and the time it may take to implement changes to existing zoning to align with the recommendations of the Secondary Plan. Key concerns included the application of lower height standards within the historic portion of the Community Node, and concerns about the compatibility of new development which may occur in the short term within existing neighbourhoods, either in the form of existing homes being demolished for new homes, or development within institutional properties. To address these concerns, existing zoning was reviewed directly following the third phase of consultations on the draft Secondary Plan to identify changes needed to align with the directions of the Secondary Plan. These changes are proposed to be applied as the same time as the approval of the Secondary Plan.

### 6.1 Mixed Use – Medium Density

Most of the lands designated Mixed Use – Medium Density in the Secondary Plan are zoned with either the Mixed Use Medium Density (C5) Zone or the Mixed Use Medium Density – Pedestrian Focus (C5a) Zone in the City of Hamilton's comprehensive Zoning By-law 05-200. Lands which are identified as part of the "Pedestrian Focus" area in the Secondary Plan will have the corresponding Mixed Use Medium Density – Pedestrian Focus (C5a) zoning applied, which will result in a change in zoning from (C5) to (C5a) for some properties. Other than this change, the underlying zoning on the Mixed Use – Medium Density designated areas will be maintained. Other changes are being proposed through the application of various area-specific or site-specific exceptions to different areas to align the zoning with Secondary Plan policy and standards recommended in the Waterdown Community Node Urban Design Guidelines.

There are a few properties in the Mixed Use – Medium Density Designation which do not already have the (C5) or (C5a) Zoning, including 256 Parkside Drive, 3 and 4 Howard Boulevard and 219 Dundas Street East. The fire station at 256 Parkside Drive is currently zoned with a "P" Public Use zone under the former Town of Flamborough Zoning By-law 90-145-Z. This zoning is being changed to the Mixed Use Medium Density (C5) Zone. The properties at 3 and 4 Howard Boulevard currently have a residential zoning. They are subject to an Area Specific policy in the Secondary Plan which requires lot consolidation with an adjacent lot fronting onto Dundas Street East prior to redevelopment for Mixed Use – Medium Density land uses. The zoning of these properties has also been changed to the Mixed Use Medium Density (C5) Zone, and a holding provision has been applied to require lot consolidation before development.

The property at 219 Dundas Street East has been excluded as it is currently zoned with a multiple residential zone with a site specific exception applying multiple special standards to the site. As it currently has a residential zoning and is not expected to redevelop over the time period of the Secondary Plan, zoning updates for these lands are most appropriately dealt with through future updates to the City-wide Residential Zoning project. One property located at 29 Mill Street with a residential use is being removed from the Mixed Use Medium Density - Pedestrian Focus (C5a) Zoning and added to the Core Area Residential (R5) Zone in the Town of Flamborough Zoning By-law No. 90-145-Z.

Proposed changes to the Mixed Use – Medium Density lands through area-specific or site-specific special exceptions include:

- Applying a requirement for a common ground floor amenity area in new developments where more than 20 dwelling units are proposed;
- Requiring a building setback at the front of buildings above the second storey, where buildings

taller than 3 storeys are proposed;

- Removing permissions for car-oriented uses such as motor vehicle service stations and gas bars from two properties located at the intersection of Hamilton Street and Dundas Street;
- Recognizing the design of an approved development at 5 Hamilton Street;
- Removing existing site specific permissions that do not align with the current Secondary Plan directions;
- Updating the wording of several existing site specifics to recognize changes from the (C5) Zone to the (C5a) Zone;
- Within the historic portion of the Community Node:
  - ▶ Restricting the height of development to 3 storeys;
  - ▶ Allowing a ground level commercial parking facility;
  - ▶ Specifying window coverage minimums and maximums for new buildings and types of exterior cladding materials permitted; and,
- Outside of the historic portion of the Node, requiring a minimum front yard of 2 metres.
- Requiring a minimum gross floor area for commercial uses on the two largest plaza sites in the Node, to avoid significant reductions in the level of commercial services in the node.

## 6.2 Institutional

There are five properties designated for institutional uses within the Secondary Plan. These include a small retirement home on John Street, three existing churches, and the Mary Hopkins elementary school. These lands are currently zoned with a mix of the Neighbourhood Institutional (I1) Zone and the Community Institutional (I2) Zone. Two of the churches and the elementary school are located within the Mill Street Heritage District and subject to the requirements of the Heritage District Conservation Plan in addition to the established zoning. The zoning review has proposed minor adjustments to the Zoning of the lands within the established low density neighbourhoods. No changes are proposed to the zoning of the retirement home located on John Street, as this is within the Community Node area, and not located internal to established low density neighbourhoods.

**Proposed changes to the zoning of these properties include:**

- Allowing buildings designated under the *Ontario Heritage Act* to be converted to a residential use, provided that the building is not substantially altered;
- Applying a maximum height of 9 metres (2 storeys) for low density residential uses;
- Prohibiting flat roofs for residential uses;
- Prohibiting rooftop amenity areas; and,
- Restricting the location of balconies and terraces.

Allowing conversions of designated buildings to residential uses is intended to permit existing buildings to be adaptively reused for residential purposes. This promotes the conservation and continued use of buildings with historic value within the area.

Proposed height requirements for low density residential uses are consistent with existing building heights and height requirements proposed for residential properties in the surrounding historic neighbourhood. Most homes in the area are between one and two storeys in height. This requirement will promote a more

consistent character in the neighbourhood if redevelopment for low density residential uses occurs.

Restrictions on flat roofs ensure that dwellings have a peaked roof form consistent with the prevailing neighbourhood character. Restrictions on rooftop amenity areas and the location of upper storey balconies help to ensure privacy for adjacent residential areas.

## 6.3 Residential

For lands in existing residential neighbourhoods outside of the Community Node, a key concern raised by residents was ensuring that new homes fit with the existing character of the area when additions or demolitions of existing homes to build new homes take place. The zoning review has looked at the existing standards in this area and proposed some changes to help ensure that new development is a good fit with what exists in the neighbourhood.

The review of residential zoning was only completed for lands in the Low Density Residential 1 and Low Density Residential 2 designation, where uses such as single detached, semi-detached, duplex and triplex dwellings are permitted, in addition to secondary dwelling units. Changes to lands in the Low Density Residential 3 designation, the Medium Density Residential 2 designation and the High Density Residential 1 designation were not part of the scope of the review. A group of homes on Fern Street and Cedar Street within the Low Density Residential 1 designation were also excluded from the proposed zoning changes as they are newer homes on the periphery of the neighbourhood area that are not part of the lot fabric of the historic neighbourhoods. All residential properties excluded from the current review will be reviewed at a future date when residential zoning is updated as part of the City-wide Residential Zones project.

The current zoning of the areas designated as Low Density Residential 1 and Low Density Residential 2 are the Urban Residential "R1" Zone and the Core Area Residential "R5" Zone, in the former Town of Flamborough Zoning By-law 90-145-Z. The Low Density Residential 1 designation generally aligns with the "R1" Zone and the Low Density Residential 2 designation generally aligns with the "R2" Zone. As noted in Section 5.4.1, minor adjustments to the extent of these areas has been proposed to ensure that all Low density Residential 1 and Low Density Residential 2 areas are consolidated and contiguous and to recognize existing lot types and character.

**Proposed changes to the zoning include:**

- Removal of permissions allowing dwellings to be converted to a medical office in the R5 Zone;
- Additional use permissions for a duplex dwelling and associated design regulations;
- New definitions for flat roofs, pitched roofs, dormers and dwelling depth;
- Additional provisions for dormers;
- Applying a maximum building height of 8.5 metres (2 storeys) and 6.5 metres (less than 2 storeys);
- Applying an averaging approach to front yard setbacks;
- Applying a building depth requirement;
- Applying an interior side yard setback requirement that increases as building height increases;
- Applying an exterior side yard setback requirement that aligns with the adjacent home;
- Restricting the width of driveways and garages;

- Requiring increasing setbacks for garages as garage width increases;
- Prohibiting flat roofs for residential uses;
- Prohibiting rooftop, balcony and terrace amenity areas;
- Restricting material type and number of materials;
- Amending the maximum gross floor area for accessory buildings;
- Restricting the height of decorative landscaping elements in a front yard;
- Establishing a vacuum clause to recognize all legally existing conditions;
- Deeming any heritage permit approvals to comply with the zoning by-law; and,
- Existing site specific zoning permissions were carried forward where they were not in conflict with the goals of the updated residential zones.

## 7.0 Conclusion

The purpose of the Waterdown Community Node Secondary Plan study is to create a long term land use plan for the area which will help guide change, providing direction for the future form and function of the area. The proposed plan provides guidance for the next 20 to 30 years for matters such as land use, densities, heights, design, heritage conservation and transportation.

The plan focuses on creating a complete community, contributing to a high quality of life, supporting a strong economy, providing for a range of housing opportunities and ensuring that new development reflects the design vision for the community. As an area which is already developed, it focuses on maintaining aspects of the area which are important to the function of the node, such as existing commercial functions and heritage character, while directing how changes over time can contribute to a high quality public realm, added housing choice, an improved pedestrian focus, and meeting goals of sustainability.

The Secondary Plan will be implemented primarily through the Zoning By-law and through incremental improvements that can be realized as new development and land use change takes place. The Cultural Heritage Review and Urban Design Guidelines completed as part of the study will provide support for appropriate heritage conservation and development design to help realize the policies of the Secondary Plan. In addition, the objectives of the Secondary Plan will be advanced through the recognition of heritage resources as part of the Waterdown Village Built Heritage Inventory and transportation network improvements implemented by the Waterdown Community Transportation Management Plan.



# APPENDIX A

## Phase 1 Public Consultation Records

## Consultation Summary Waterdown Node Secondary Plan

**Event:** Focus Group Meeting #1  
**Location:** Harry Howell Arena Community Room  
 27 Highway 5 West, Waterdown  
**Date:** January 30, 2019  
**Time:** 6:00 pm to 8:00 pm  
**Participants:** 18 (10 Stakeholder/Residents and 8 Staff)

### Event Description

The Focus Group meeting consisted of three presentations: A Staff presentation about the Secondary Plan Study, including a timeline of future consultation activities; a Staff presentation about the Waterdown Village Built Heritage Inventory; and a presentation by Dillion Consulting about the Waterdown Transportation Management Plan, which included an overview of previous studies completed and areas of investigation in Waterdown. The presentations were followed by a Q&A and discussion period as well as a visioning exercise where participants were asked to describe what the Waterdown Node should look like in 20 years. Attendees also participated in a mapping exercise for transportation issues.

### What We Heard

#### Planning Framework

Concerns were raised about recent new commercial Zoning in Zoning By-law No. 05-200 and potential building heights in the village core and along Dundas Street. A comment was made that heights could be as high as 6-8 storeys in the village core. Questions were asked about the status of the new Commercial Zones. Staff advised that follow-up on the status would be provided. Follow-up: Most of the new Commercial zoning is now in effect, except for several matters which remain under appeal.

The Mixed-Use Medium Density – Pedestrian Focus (C5a) zone, and the predominant zones in the village core, allows for building heights up to a maximum of six storeys, if additional design requirements are met. Staff note, the applicable zoning regulations do not supercede the requirements of the *Ontario Heritage Act* for the Mill Street Conservation District.

A question was asked about a Secondary Plan's ability to make modifications such as reduced height and density to the implementing zoning by-laws. Staff advised the Secondary Plan study enables staff to conduct a review of the Planning framework in the area and make any necessary changes to the Official Plan or Zoning By-law as an outcome of the Secondary Plan Study.

#### Transportation

Concerns were raised about future transportation capacity and additional traffic congestion due to higher density development, and the status of the by-pass being constructed. A comment was made that traffic needs to be diverted away from the core to

reduce cut through traffic. It was mentioned that there are only two East/West routes in the area, Parkside drive and Dundas Street.

Staff explained a Transportation Management Plan (TMP) is a study used to review the existing transportation network of a given area and identify the potential improvements to address existing and future transportation needs. The TMP process will assist staff in determining the impacts of existing and future traffic volumes. Using this information, a Transportation Plan can be created to address future needs of the community.

### Infrastructure

A question was raised about infrastructure improvements that will be part of the study. It was identified that more information about existing infrastructure restrictions and the work that has been or needs to be done to accommodate additional growth would be beneficial. Additionally, a suggestion was made that the by-pass and future infill development would not be good for infrastructure, including transportation and water/wastewater services.

Staff advised that the study will evaluate the status of the infrastructure in Waterdown. Subsequently, the various infrastructure plans in place will be updated to ensure policy addresses infrastructure needs to accommodate growth.

### Natural and Cultural Heritage

Natural and cultural heritage were identified as limitations to growth as they create natural barriers to development.

### Visioning Exercise

*What do you think central Waterdown should be like in 10-20 years? What needs to be maintained or changes to achieve this?*

#### Transportation

- Better traffic flow
- Control destination traffic for in and out of Waterdown
- Provide an option to keep traffic out of the core
- Less traffic on streets within residential areas of the Waterdown core
- Less cut through traffic
- Pedestrian friendly
- Improved / complete sidewalks
- Improved walkability / cycling facilities (3)

#### Land Use

- Midrise development should be allowed on arterial roads to support local businesses
- Curb sprawl
- Maintain small village look / feeling (3)
- Small town feeling
- Quaint
- Aesthetically pleasing
- Accessible (2)

#### Social

- Community driven

- Family friendly
- Vibrant / energetic (2)
- Young people

Heritage

- Heritage buildings



## Consultation Summary Waterdown Node Secondary Plan

**Event:** Stakeholder Meeting #1  
Waterdown-Mill Street Heritage Committee

**Location:** 6 Mill Street North, Waterdown

**Date:** March 25, 2019

**Time:** 7:30 pm to 9:00 pm

**Participants:** Approx. 20

Event Description
The Stakeholder meeting with the Waterdown-Mill Street Heritage Committee consisted of two staff presentations: one about the Secondary Plan Study, including a timeline of future consultation activities and a brief introduction to the Planning framework (Official Plan and Zoning By-law) and one about the Waterdown Village Built Heritage Inventory. The presentations were followed by a Q&A and discussion period.
What We Heard
Comments
<p>The group expressed interest in creating a Plan that will enable the development of a pedestrian friendly area and interest in expanding the existing Mill Street Heritage Conservation District.</p> <p>The group raised concerns regarding the protection of 44 - 50 Mill Street. The group also felt attention was required to maintain and protect the watershed within and surrounding Waterdown.</p> <p>In addition, the group asked about First Nations Consultation. Staff advised that it is standard practice to circulate and consult with the First Nations on all City projects. As such, they will be made aware of the work that is being done.</p>

## Consultation Summary Waterdown Node Secondary Plan

**Event:** Stakeholder Meeting #2  
Mary Hopkins Elementary School Council

**Location:** Mary Hopkins Elementary School  
211 Mill Street North, Waterdown

**Date:** April 15, 2019

**Time:** 6:30 pm to 7:30 pm

**Participants:** 13

<b>Event Description</b>
<p>The Stakeholder meeting with the Mary Hopkins Elementary School Council consisted of two Staff presentations: one on the Waterdown Community Node Secondary Plan study, including an updated timeline for a larger community meeting, and one on the Waterdown Village built Heritage Inventory. The presentations were followed by a Q&amp;A and discussion period as well as a visioning exercise where participants were asked to describe what the Waterdown Node should look like in 10 - 20 years and what needs to be maintained or changed to achieve their vision.</p>
<b>What We Heard</b>
<b>Community History</b>
<p>The group expressed that growth is welcomed provided the historical components of the community are recognized and preserved. Cultural festivals and the incorporation of the history of the community into school curriculum were identified as ways to recognize the community's past.</p> <p>Interest was expressed by Council members for staff to do a student engagement activity related to the projects, which staff were receptive to. There is opportunity to connect with Waterdown newcomers to share the history of the community.</p>
<b>Policy Framework</b>
<p>A question was raised about the scope of a Secondary Plan and if community facilities, roads and other considerations that cross the geographic boundary of Secondary Plans are considered. Staff advised that the City considers all these aspects on a wider basis through other plans such as Transportation Management Plans or Recreation Plans which reach across larger boundaries.</p> <p>In addition, a question was asked about how growth and development fits with the rest of the City and whether city-wide policies are applicable or whether there are unique requirements to Waterdown. Staff explained the difference between an Official Plan and a Secondary Plan and elaborated on other policies and plans such as the City's Transportation Master Plan.</p> <p>There was a question raised about the cost of the various studies. Staff advised that both the Heritage Inventory and the Secondary Plan study are being done internally by City staff. Consultants will be hired for the Urban Design Guidelines and a Cultural Heritage</p>

Review. The Urban Design Guidelines is estimated to cost less than \$100 thousand. The Heritage review is a much smaller study with a lower cost.

Staff responded to a question confirming that the Transportation Study is still being completed and that staff is coordinating with them for the community meeting in the fall. Staff advised the group they can provide input on the study by completing the online survey or emailing comments to the project team.

### **Visioning Exercise**

*What do you think central Waterdown should be like in 10-20 years? What needs to be maintained or changes to achieve this?*

#### **Transportation**

- Improve traffic congestion (8)
- Improve transportation network to allow for walking, bicycling and driving i.e. traffic calming measures and walking paths/ sidewalks (8)
- Add roundabout on Parkside
- Public transit
- Divert cut-through traffic
- Reduce side street overflow
- Improve parking (2)

#### **Heritage**

- Maintain heritage resources and historic feel (5)
- More education and recognition of the community history (6)
- Reduce homeowners' responsibility for the upkeep of heritage homes
- Preserve historic downtown
- Recognize school's 100 year (2)

#### **Community Services**

- Improve law enforcement and increase police presence (3)
- Programs and activities for youth i.e. mental health focused (2)
- Snow removal
- Improved safety
- Community Centre for all ages and abilities (4)
- Community Pool (2)
- Improve school maintenance (4)
- Recreation facilities
- Better grocery store
- Senior focused activities
- Continue to support local businesses (2)
- Support for Community events and festivals (2)

#### **Open Space**

- Maintain and increase parks, trails and green space (9)
- More farmland (2)

- Engage community with parks and rec spaces
- Dog park

New Development

- Cap building development
- Reduce commercial development in village core
- Maintain low density – no more townhouses (2)
- Add more affordable housing (4)
- Maintain small community feel (3)
- Manage growth
- Consistency between Waterdown and the rest of Hamilton
- Separate Waterdown from Hamilton



## Consultation Summary Waterdown Node Secondary Plan

**Event:** Stakeholder Meeting #3  
Waterdown Business Improvement Area Council

**Location:** Waterdown BIA Office  
5 Mill Street North, Waterdown

**Date:** April 23, 2019

**Time:** 6:00 pm to 7:00 pm

**Participants:** 9

Event Description
<p>The Stakeholder meeting with the Waterdown Business Improvement Area Council consisted of two Staff presentations: one on the Waterdown Community Node Secondary Plan study and one on the Waterdown Village built Heritage Inventory. The presentations were followed by a Q&amp;A and discussion period.</p>
What We Heard
Public Engagement
<p>The importance of community input to shape the policies that are developed as part of the Secondary Plan to guide growth and change in Waterdown was noted.</p> <p>Staff advised that the Heritage Inventory process will assist in the conservation of heritage properties by recommending listing properties on the Register, identifying candidates for individual property designation or identifying pockets and collections of buildings that may be heritage landscapes worthy of recognition and protection. This work will also help inform the policies and urban design guidelines developed through the Secondary Plan process to facilitate heritage conservation of the buildings and areas</p> <p>In addition, it was mentioned that the public engagement office was used in Ottawa as part of the Sparks Street redevelopment project and it was suggested a similar approach may be helpful for these Waterdown planning projects. The group suggested that the BIA office could be a potential venue for display panels and information about the various projects which Staff was receptive to.</p>
Heritage Resources
<p>The group voiced interest in expanding the existing Heritage Conservation District</p> <p>A question was asked about heritage property status and what implications are for redevelopment as well as the Hamilton Municipal Heritage Committees (HMHC) involvement in the process. Staff responded with an overview of each heritage status (inventoried, registered (non-designated) and designated), explaining what may or may not be required when they are redeveloped. Staff explained that the HMHC advises staff and Council on all heritage matters under the Ontario Heritage Act (at all heritage status levels).</p> <p>A question was asked about the number of listings on the Waterdown study area map as</p>

some village landmarks appeared to be outside of the Secondary Plan and Heritage Inventory study areas. Staff advised that some landmarks on the map that are on the periphery of the study area are included to provide context and understand the adjacent properties and uses.

The group discussed the “Clunes” property and how it was once a larger landscaped parcel used as a community gathering space.

## Consultation Summary Waterdown Node Secondary Plan

**Event:** Stakeholder Meeting #4  
Waterdown District High School Council

**Location:** Waterdown District High School  
215 Parkside Drive East, Waterdown

**Date:** May 21, 2019

**Time:** 6:00 pm to 8:00 pm

**Participants:** 9

### Event Description

The Stakeholder meeting with the Waterdown District High School consisted of two Staff presentations: one on the Waterdown Community Node Secondary Plan study and the other on the Waterdown Village Built Heritage Inventory. The presentations were followed with a group discussion period.

### What We Heard

#### Comments

The group identified aspects of Waterdown they want maintained and changes that would help improve the community. Many comments identified that the small-town look and feel should be maintained including the heritage resources and the small businesses.

A comment was made that there are sufficient commercial sites and there is no need to add more. Another comment identified that the existing commercial properties should be maintained and not turned into residential uses.

The group identified that new developments should maintain sufficient building setbacks, specifically for residential and commercial uses, and ensure mature trees are maintained and new trees are planted by the builder.

Comments were made about improving active transportation specifically by implementing bicycle lanes. In addition, public transportation services should be improved. A comment was made in support of the by-pass.

The group would like to see more housing for families and seniors as well as more affordable housing. In addition, comments were made to maintain existing and add more greenspace, parks and community gardens. Group members would like to see a police station and a City Community Centre with a pool in the area.

## Consultation Summary Waterdown Node Secondary Plan

**Event:** Stakeholder Meeting #5  
Waterdown Senior's Club

**Location:** Waterdown Senior's Centre  
163 Dundas Street East, Waterdown

**Date:** June 3, 2019

**Time:** 11:45 am to 12:45 pm

**Participants:** 11

### Event Description

The stakeholder meeting with the Waterdown Senior's Club consisted of two staff presentations: one on the Waterdown Community Node Secondary Plan study, and one on the Waterdown Village built Heritage Inventory, including how the inventory process works and the various levels of heritage recognition and protection. The presentations were followed with a discussion period where the group was asked to write down responses to discussion questions on a post-it note. The discussion questions were: "What are some of your favourite things about central Waterdown?" and "What changes would help improve this part of the community?". At the conclusion of the meeting staff reconfirmed ways that members of the community can participate and provide input to the study, including the upcoming Waterdown Ribfest event.

### What We Heard

#### Heritage Buildings

A question was raised about identifying heritage buildings, specifically whether or not the rural areas are reviewed in the same way as the urban area. Staff advised that the City has listed, registered and designated properties in rural areas but are currently focusing on reviewing strategic areas identified as priorities or that align with other planning processes. It is the City's intent to eventually review the entire City area and have all heritage resources inventoried.

A question was asked about heritage requirements for residential homeowners who want to make changes to their properties. There was concern over potentially requiring special materials and the associated financial burden. Staff responded with examples of how staff can work with homeowners to find appropriate materials that are not excessively expensive and provided information on financial incentives for owners.

#### Accessibility

A comment was made that many heritage buildings as well as newer buildings in the area are not accessible for wheelchairs. The Copper Kettle building, 170 Rock Haven Lane and entrances to various commercial buildings were identified as examples of buildings that are not accessible. Accessibility should be addressed for new developments.

A question was raised about what triggers the need to meet AODA requirements. Staff advised it is typically triggered when construction or alterations occur as the Building



Department reviews the changes to ensure compliance with the building code.

### **Alterations and Renovations**

The group raised concerns about alterations being done without a permit. Staff advised that inspections are complain-based and encouraged participants to report concerns about renovations or alterations done without a permit to the City.

The Waterdown theatre renovation was discussed. The group noted other members of the community do not like the appearance of the addition but agreed it greatly improved the accessibility of the facility. A comment was made that the interior of the theatre should be more comprehensively renovated also. Staff were unsure if the scope of the project included extensive interior renovations.

### **Community Improvement**

Comments were made that Waterdown lacks sufficient senior housing and noted having to move out of their desired area to find appropriate housing options. The group identified that staying in the community is important to them. In addition, comments were made about the lack of access to services and shopping for seniors and a walkable senior's complex / hub within the core area was a suggested solution.

A comment was made about the appearance of water towers however other group members agreed water towers are necessary and do not mind them.

### **Transportation**

A question was raised about the by-pass and whether it is shown on the Waterdown North Secondary Plan. Staff advised that it is shown, however it has not been fully constructed yet. The group agreed the by-pass is needed to reduce traffic congestion in the core, as the traffic volumes are having a significant impact on the historic downtown. A suggestion was made to close streets to vehicle traffic in the core, near Mill Street, for a pedestrian mall once the by-pass is completed.

A question was raised about road improvements planned for Dundas Street and their timing. Staff noted the Transportation Management Plan Study group would be able to provide an update during their consultation in the Fall.

The group felt bus service is inadequate for getting around and better service is needed. Comments were made that it is focused around providing service to the Go Station for commuters and not on seniors. The group understood the challenge with providing bus service without sufficient population density but suggested other service options and looking at new technologies, such as driverless Uber.

Mountainview Heights, south of Burke Street and the library were identified as areas of concern due to insufficient parking.

## Consultation Summary Waterdown Node Secondary Plan

**Event:** Library Pop-up

**Location:** Waterdown Library  
163 Dundas Street East, Waterdown

**Date:** June 3, 2019

**Time:** 10:00 am to 11:30 am

**Participants:** Approx. 50 viewers and 10 discussions

### Event Description

City Staff held a drop-in public consultation at the Waterdown Library. An information table was set up at the entrance of the library with information panels on the Waterdown Community Node Secondary Plan and the Waterdown Village Built Heritage Inventory. Staff were available to receive oral comments and answer questions. In addition, FAQ sheets and Secondary Plan pamphlets were provided.

### What We Heard

#### Transportation

A concern was raised about road safety, specifically for children, due to heavy traffic, especially truck traffic. The need for traffic calming measures in the area was identified.

Comments were made about traffic congestion along Dundas Street between Hamilton Street and Mill Street due to growth; and along Centre Road due to the Lion Safari. Other areas identified as requiring enhancement include the left (east) turn from the north side of Dundas Street, west of the village core and parking provisions for new townhouse and condo developments that cause overflow visitor parking in the surrounding historic neighbourhoods.

There was also concern raised about transit frequency and availability.

#### Heritage Resources

The “Clunes” property on Main Street was identified as a historic property that contributes to the historic character of the area. However, a comment was made that the Victorian character of the area has been degraded, an example being the renovations to Memorial Hall that added a modern addition and accessible entry.

Staff outlined how the Secondary Plan process is their opportunity to provide input on policies to guide future change in the village. The Heritage Inventory will identify properties that have heritage value and inform design guidelines to ensure that the village’s historic character is maintained and enhanced in the future.

#### Community Services and Amenities

A participant expressed frustrations with changes made since amalgamation, including impact on property taxes with not much to show in terms of reinvestment into the village services. In addition, a comment was made that there is a perceived increase in crime

and vandalism in the community, specifically near the high school on Parkside Drive.

A participant identified elementary school growth and construction of portables as something that requires long term solutions.

The value of natural heritage especially the Bruce Trail and side trails (many of which are outside the Secondary Plan and Heritage Inventory study areas) were identified.

## Consultation Summary Waterdown Node Secondary Plan

**Event:** Waterdown Ribfest Pop-Up  
**Location:** Waterdown Memorial Park  
 266 Main Street North, Waterdown  
**Date:** June 29, 2019  
**Time:** 11 am to 6 pm  
**Participants:** 82

### Event Description

City Staff held a drop-in public consultation at the Waterdown Ribfest in Memorial Park. Participants were asked to consider and comment on three questions: "What do you like about the Waterdown Core?", "What buildings do you think are special?" and "If you could improve one thing about the core, what would it be?". Participants were encouraged to write their answers to the questions on a large piece of brainstorming paper. Staff were available to discuss these comments and answer questions.

### What We Heard

#### What do you like about the Waterdown Core?

- Quiet (4)
- Nice area (3)
- Small community / village feel (10)
  - Even with surrounding area growing
  - Feels separate from Hamilton and Burlington
  - Running into people you know
- Quaint
- Location (2)
  - Flamborough
  - Proximity to Toronto
- Heritage resources and associated history (2)
- Walkable (2)
  - Compact, convenient and accessible
  - Convenient location of amenities (i.e. YMCA)
- Natural features (i.e. big trees and waterfall)
- The people / community (friendly) (5)
- Commercial uses on Hamilton Street
- Ribfest
- Mary Hopkins Public School
- Gardens visible from the road
- Locally owned businesses
- Parks (i.e. baseball park)
- Riding a bike and skating



**What buildings do you think are special?**

- Dundas Street
- Copper Kettle building (good infill) (2)
- Buildings that complement the small village element
- Memorial Park (2)
- Village core (i.e. restaurants) (2)
- Old Church – 21 Mill Street (2)
- Old Library – 25 Mill Street (2)
- YMCA building
- Pause Awhile restaurant
- Tea room / factory (2)
- American House
- Majority of buildings (2)
  - Specifically, heritage homes
- Joe Sam's park

**If you could improve one thing about the core, what would it be?**

- More parks / green space (5)
- More recreation facilities (5)
  - Rec Centre with a pool
  - Skateboarding facilities
  - Replace skating coop with outdoor skating rink for skating in winter and roller-skating in summer
- Improve north west of core
- Improve traffic and congestion (by-pass will help) (14)
  - i.e. Mill Street is getting too busy
- Infrastructure improvements (3)
  - Road widening
  - Potholes
- Parking
- More schools (i.e. Catholic high school)
- Improve Mill/Dundas intersection
- Affordable housing options (3) and reduced property taxes (2)
- More entertainment
- Having to drive everywhere
- Improve community involvement / make community feel heard (2)
- Bring historic buildings to code and make better use of them (i.e. Memorial Hall)
- Improve police presence (2)
  - Especially after 10 pm in store parking lots
- Small businesses
- More restaurants with patios
- New subdivision
- Bigger mall / shopping centre (concentrate shopping) (2)
- Cohesiveness and communication

- Movie theatre
- Condo development at corner of Hamilton St and Dundas St
  - Against condos in order to keep small town feel
- Too many people
- Public transportation (i.e. commuting)
- Access to hidden lake (Lake Meadad)
- Compatibility of infill
- More garbage cans
- Hospital, medical care and urgent medical centre

## Consultation Summary Waterdown Node Secondary Plan

**Event:** Focus Group Meeting #2

**Location:** Harry Howell Arena Community Room  
27 Highway 5 West, Waterdown

**Date:** September 30, 2019

**Time:** 6:00 pm to 8:00 pm

**Participants:** 8 Focus Group members and one observer

### Event Description

The Focus Group meeting consisted of three presentations: A Staff presentation about the Secondary Plan Study, which included an overview of what was heard from previous community consultation and stakeholder meetings about the future vision for the Waterdown Community Node; a Staff presentation about the Waterdown Village Built Heritage Inventory; and a presentation by Dillon Consulting about the Waterdown Transportation Management Plan, which included an overview of existing conditions, what has been heard about transportation challenges, a draft Problem and Opportunity Statement and next steps.

Information was also provided on upcoming consultation events including a Community Workshop on October 10 and an Urban Design Workshop on November 9, 2019.

A copy of the presentation material was provided along with a handout summarizing the public input received on the future vision. The presentations were followed by a Q&A and discussion period.

### What We Heard

#### Planning Framework

A question was raised about what a community node is. Staff advised that community nodes are areas that are intended to provide for a broad range and mix of uses in an area of higher density and activity than surrounding Neighbourhoods.

Concerns were noted about the density for the community node and how this relates to overall city policy. Staff advised that the Secondary Plan study enables staff to conduct a review of the planning framework in the area and make any necessary changes to the Official Plan and/or Zoning By-law as an outcome of the Secondary Plan Study. Staff advised that the Secondary Plan will review heights and density to determine what is appropriate for the community node.

A comment was noted that residents could be confused about the zoning and that they don't know of other communities where the zoning is done first and then the secondary plan. Information to explain zoning should be available at the community workshop. Staff confirmed that information would be available on the zoning, and that staff members

would be available who could address the applicability of zoning related to secondary plan policies.

Staff further noted that it is not unusual for the City to carry out further planning studies for areas where the Official Plan and Zoning regulations are already established. It allows us to refine appropriate densities and heights among other policies. In the hierarchy of planning documents, the Official Plan (2013) takes the highest precedence then a secondary plan which provides more area specific policies, and then a zoning by-law (2017). A Secondary Plan study allows us to look at broader land use policies in more detail such as densities and heights, built form, heritage protection, the impacts on neighbouring properties and scale/massing.

A question was asked about whether the Secondary Plan study would consider public realm. Staff advised that public realm is being considered and advised that the Urban Design Workshop planned for November 9 will enable the public to provide input on public realm and urban design. A follow-up comment indicated that they were glad to see that the study will have a focus on urban design guidelines and that believe that the design should be reflective of the heritage of the village and walkable scale.

A comment was noted about the need for intensification with mixed use residential, more services for young people and seniors and rental housing to support the core. There is a lack of affordable housing in the core and there is always a need for more people to be living within the core. The long-term viability of the core relies on people be able to walk around the core safely. In the long term, transit may be supported and more people living in the core will start to shift to other modes besides the car.

### **Transportation**

A question was asked about how existing conditions were identified. The Transportation Consultant (Dillon Consulting) advised that existing conditions included a review of historical data, review of current issues and public input.

A question was asked about whether growth rates were factored into the existing conditions. The Transportation Consultant advised that they were and that the rate used was 14% to 2031.

Concerns were noted about having had to deal with transportation issues for many years and talking about a by-pass, problems at the Highways 5 and 6 intersection, poor conditions at the bridge at Dundas and Mill Street and Grindstone Bridge. Several commented that the by-pass in their opinion is really a new east-west corridor, and will not function as a by-pass.

A question was raised about the timing of and impact that the construction on the Grindstone Bridge will have on transportation, traffic flow and safety. Staff advised that there are different construction techniques being reviewed and that more information could be made available at the next focus group meeting. It was noted that the timing for the utility and pedestrian bridge is 2022.



Concerns were noted about Dundas Street becoming 4 lanes at the core area and whether the City will be expanding it. Specific concerns were noted about the impact to corner properties and to businesses if it becomes four lanes. It was noted that some businesses are right up to the curb line and could be severely impacted. Further comments noted that parking is paramount to the core, citing that there are currently 27 well used spaces on Dundas Street. Having reduced or no parking on Dundas Street would have a significant negative impact on businesses. If the street is reconfigured to 4 lanes the traffic moving past will impact the core. Having a safe community to walk around is important. Four lanes through the downtown would not be safer for people. The transportation consultant and staff advised that conversion to four lanes for peak hour traffic is one of the potential alternatives that would be considered. For this alternative, the curb line would remain the same but there would likely be a reduction in parking and other factors that would need to be carefully considered. The evaluation of alternative solution will be undertaken at the next phase of study and will be reviewed with the public for input.

A question was noted about the status of the by-pass. Staff advised that by-pass construction was being initiated but the stretch from Sadielou Blvd. to Highway 6 would be delayed due to ongoing property acquisition. Comments were noted that a true by-pass is needed and what is being planned is more of an arterial road system. The thru traffic of 25 to 50% of trips along Dundas Street should be redirected away from the downtown.

Concerns were noted about the high volume of trucks and large rigs going along Highway 5 (Dundas Street) and through the downtown core. It was noted that neither Westdale Village nor Ancaster Village have this amount of truck traffic coming through. Would like to see a long-term vision for moving trucks to a by-pass or corridor around town and moving these off Dundas Street.

A question was raised about whether the City of Burlington is moving along with work on Highway 5 that connects into Waterdown and whether this is affected by the Provincial Government? Staff advised that they believed the works was progressing, but was unsure of specific timing as it was a City of Burlington initiative.

Concerns were noted about the draft Problem and Opportunity Statement noting that it doesn't mention or address impacts to the core and suggestions were made to address this by adding to the Statement. Staff advised that this would be considered in advance of the Community Workshop being held on October 10, 2019.

### **Cultural Heritage**

Clarification was sought as to whether information would be available at the Community Workshop on the Heritage Inventory. Staff confirmed that one of the three stations would be devoted to providing information and obtaining input from community members.

**Upcoming Consultation**

Staff presented information about the purpose and format for the Community Workshop being held on October 10 and the Urban Design Workshop scheduled for November 9, 2019.

**Other Comments and Feedback Noted**

Additional comment noted includes the following:

It should be noted that a lot of our problems pre-date amalgamation. Places like Ancaster had different historic practices and supports for the downtown with programs and cost-sharing with the BIA that we didn't have here in Waterdown. When the cities were amalgamated, Ancaster carried on with the kinds of supportive programs that they had before, and we carried on without programs that would have really helped the downtown.

We really need to get this right this time and ensure that the core is protected and that policies support growth that will fit with the context of our heritage while attracting new residents and businesses.

## Consultation Summary Waterdown Node Secondary Plan

**Event:** Waterdown Farmer's Market Pop-Up  
**Location:** Waterdown Farmer's Market  
 79 Hamilton Street North, Waterdown  
**Date:** October 5, 2019  
**Time:** 8 am to 1 pm  
**Participants:** 34

Event Description	
<p>City Staff held a drop-in public consultation at the Waterdown Farmer's Market, using the Community Booth. Participants were asked to consider and comment on two questions: "What are your favourite parts of Waterdown?" and "How do you see the future of Waterdown?". Participants were encouraged to write their answers to the questions on a large piece of brainstorming paper. Staff were available to discuss the studies, hear comments and answer questions. The event also included staff representation and information materials for the Waterdown Village Built Heritage Inventory project.</p>	
What We Heard	
What are your favourite parts of Waterdown?	
<ul style="list-style-type: none"> <li>• Small town community / village feel (3)</li> <li>• People (2)</li> <li>• Farmer's Market (2)</li> <li>• Park</li> <li>• Souharissen Natural Area</li> <li>• Services</li> <li>• Convenience store</li> <li>• Small Business</li> <li>• Memorial Park</li> </ul>	
How do you see the future of Waterdown?	
<ul style="list-style-type: none"> <li>• Walkability</li> <li>• East-West pedestrian connections across the creek (better walking environment on Dundas / Parkside)</li> <li>• No transport trucks in the Core village</li> <li>• Promotion of and connectivity to trails (off Hollybush Dr.)</li> <li>• Seniors transit / transportation from rural area</li> <li>• Connectivity</li> <li>• Adequate parking</li> <li>• Need good bike infrastructure - like Amsterdam</li> <li>• More bus routes (especially to the GO)</li> <li>• Board Street train station - regional connections</li> </ul>	

- Growth / development
- Hotel
- Limit Zoning height of Buildings in the Downtown Core to 3 storeys NOT 6 to 8 Storeys
- Affordability
- Places to downsize into
- Flexible building design
- More nature
- Community Gardens
- Dog Park
- Green space
- Public space / realm
- Public gardens
- Green accents / landscaping needed
- Variety in businesses (commercial plazas)
- Small businesses are important - personal and add character. Don't make the same mistakes as Oakville downtown - pushed small businesses out
- Choir gathering spaces for seniors downtown (walkable)





Hamilton



**WATERDOWN COMMUNITY NODE SECONDARY PLAN  
COMMUNITY WORKSHOP  
HELD THURSDAY, OCTOBER 10, 2019  
PUBLIC FEEDBACK REPORT**



**WATERDOWN COMMUNITY NODE SECONDARY PLAN  
COMMUNITY MEETING HELD OCTOBER 10, 2019  
PUBLIC FEEDBACK REPORT**

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This report provides a description of the Community Workshop held on October 10, 2019 and the written public feedback received. The comments noted herein are verbatim. The report was prepared by Community Consultation Facilitator, Sue Cumming, MCIP RPP, Cumming+Company.

## 1. ABOUT THE COMMUNITY WORKSHOP: LET'S TALK WATERDOWN

The City of Hamilton hosted a community workshop on Thursday, October 10, 2019 at the St. Thomas the Apostle Church from 6:00 to 8:00 p.m. to introduce several studies in Waterdown. The projects/studies discussed included the following:

- Waterdown Community Node Secondary Plan Study – a study to create a plan to manage change and development in the Waterdown core area.
- Waterdown Transportation Management Study – a study to review the existing transportation network in Waterdown and identify areas for improvements to address existing and future transportation needs.
- Waterdown Village Built Heritage Inventory – This inventory includes the survey and evaluation of each property in the study area to identify what has heritage value or interest.

The workshop was organized as an informal interactive drop-in open house where the public could view information about the Waterdown Community Node Secondary Plan, Transportation Management Study and Waterdown Village Built Heritage Inventory; which were arranged into three separate information stations. Upon arriving at the community meeting, individuals were provided with a overview of how the meeting was organized describing how the three studies were integrated and what information they would learn about at each of the three study stations. Project updates and background information were provided at each station. Attendees had the opportunity to take part in individual workshop and station activities. Input was encouraged through maps, charts, flipchart paper and comment forms available in each of the study station areas.

The meeting was attended by over 90 people as noted from the sign-in sheets. The staggered time from 6:00 p.m. to 8:00 p.m. was intended to provide the opportunity for the public to attend on their way home from work or in the early evening and to do so at their own pace. Some participated for shorter periods of time (under an hour) and others stayed for much longer with some attending for the full two hours. This meeting format proved to be an effective way of ensuring that individuals could learn about the issues that concerned them, provide ideas about the future vision of the community and discuss these directly with City Staff. It provided everyone who attended with equal opportunity to participate.

This feedback report details the input that was received on the Waterdown Community Node Secondary Plan. Feedback received on the Transportation Management Plan Study (TMP) will be available on the TMP project website at [www.hamilton.ca/waterdownTMP2019](http://www.hamilton.ca/waterdownTMP2019). The Waterdown Village Built Heritage Inventory feedback is also available on its project website under the Public Consultation Section, found at [www.hamilton.ca/heritageinventory](http://www.hamilton.ca/heritageinventory). These projects will continue to be coordinated with each other to ensure a comprehensive and inclusive review and integrated consideration of community input.

The information on the Waterdown Community Node Secondary Plan was organized by the topics shown on **Figure 1**.

**Figure 1: Waterdown Community Node Secondary Plan Topics**

Topics	Information and Activities
Background Planning Information	<ul style="list-style-type: none"> <li>Context for the secondary planning study and links to other plans and initiatives</li> <li>Background planning information e.g. Official plan, zoning, existing conditions and recent development activity.</li> </ul>
Purpose of Study	<ul style="list-style-type: none"> <li>What the Waterdown Community Node Secondary Plan study is about.</li> <li>How public input will be used to shape policies to manage growth and development.</li> <li>Information about the consultation process and what has been heard so far.</li> </ul>
Future Visioning public input activities	<ul style="list-style-type: none"> <li>Map of central Waterdown for attendees to identify places of interest, things that are liked, and suggestions for changes or improvements.</li> <li>3D model of central Waterdown.</li> <li>Displays with maps and future vision questions.</li> <li>Worksheets on the walls to garner input about existing strengths, opportunities, challenges and future vision ideas for central Waterdown.</li> <li>Blank comment sheets.</li> </ul>

The customized approach for the community meeting meant that individuals were able to speak for some time with City Staff to pose questions, share ideas and review issues, pose follow-up questions and provide suggestions and other comments. At times it was relatively busy. Many residents commented that they liked the format of the meeting. They also liked the high quality of the displays and materials used at the stations which enabled them to understand the project and participate by providing input. One individual noted that he would have preferred a presentation followed by question and answer period.

The photos shown on **Figure 2** depict some of the activities at the station about the Waterdown Community Node Secondary Plan.



Waterdown Community Node Secondary Plan - Community Meeting held on October 10, 2019

## Where are we now? Strengths

Please share your comments on this paper. If you like another person's comment, you can place a checkmark beside it. Please do not cross out comments. Use post-it notes to add further comments.

1. What do you love about the central Waterdown area today and why? e.g. places (parks, stores, homes, businesses), it's history, community, etc.

- Small town feel ✓✓✓✓✓✓✓✓✓✓
- stores - small independent ✓✓✓✓✓✓✓✓✓✓
- heritage buildings ✓✓✓✓✓✓✓✓✓✓
- parkland ✓✓✓✓✓✓✓✓✓✓
- places of worship ✓✓✓✓✓✓✓✓✓✓
- community gathering spaces ✓✓✓✓✓✓✓✓✓✓
- walkability of core, store front close to street ✓✓✓✓✓✓✓✓✓✓
- parks in the core ✓✓✓✓✓✓✓✓✓✓
- Residential rentals for seniors - grandmothers ✓✓✓✓✓✓✓✓✓✓
- BRUCE TRAIL ✓✓✓✓✓✓✓✓✓✓
- Sense of community / community engagement ✓✓✓✓✓✓✓✓✓✓
- Close to farm & greenbelt ✓✓✓✓✓✓✓✓✓✓
- easy to walk everywhere! ✓✓✓✓✓✓✓✓✓✓
- farmer's market ✓✓✓✓✓✓✓✓✓✓

## 2. GENERAL THEMES AND KEY MESSAGES HEARD

There is significant community interest in the central Waterdown community. Residents are engaged about the future of their community and expressed many ideas about what they perceive as opportunities and challenges. **Figure 3** is a high-level synthesis prepared by the Community Engagement Facilitator on the key messages heard pertaining to each of the frequently noted general themes. Given the extensive input received, it is important that this synthesis of key messages heard be reviewed together with the verbatim detailed comments provided by the public through the public input activities found in Appendices 1 and 2. Additional written comments received are included in their entirety in Appendix 3.

**Figure 3 – General Themes and Key Messages Frequently Noted**

	Key Messages Heard
<b>1. Key existing strengths</b>	<p>Small town feel.</p> <p>Heritage buildings (e.g. the Pickwick, the Coachman, former library)</p> <p>Small independent stores.</p> <p>Walkability of the core with storefronts close to the street, easy to walk everywhere.</p> <p>Parkland, parks and community gathering spaces in the core.</p> <p>Urban and rural connect with proximity to rural areas from core.</p> <p>Proximity to Bruce Trail and Greenbelt.</p> <p>Rental housing for seniors.</p>
<b>2. Issues and challenges in the central Waterdown area today</b>	<p>Transportation issues, namely:</p> <ul style="list-style-type: none"> <li>• Truck traffic through the heritage village which is seen as dangerous.</li> <li>• Too much traffic along Dundas Street and speeding concerns</li> <li>• Traffic congestion which impacts and lessens desire for people to go to the core to shop and dine</li> <li>• Pedestrian safety</li> <li>• Bike safety and desire for off-road bike paths and trail connections</li> <li>• Condition of bridge over CP Rail</li> <li>• Parking issues (lack of)</li> </ul> <p>Development issues, namely:</p> <ul style="list-style-type: none"> <li>• Too much development</li> <li>• View that infrastructure is not keeping pace with development</li> <li>• Impact to heritage buildings and need for coordinated urban design and building character to match existing heritage buildings</li> <li>• Concerns about high-rise development</li> <li>• Loss of open space feeling as development occurs</li> <li>• Lack of community feel along Hamilton Street</li> <li>• Lack of community recreational facilities, community centre and pool</li> </ul> <p>Concerns about greenspace in the core:</p> <ul style="list-style-type: none"> <li>• Lack of green space in the core</li> <li>• Aging trees</li> </ul>

	Key Messages Heard
<b>3. What needs to be preserved and maintained over time as change occurs</b>	<p>Retain the heritage and quaint village character and charm.</p> <p>Retain and support small local independent businesses.</p> <p>Contain the speed of urban growth and preserve green space, protect Greenbelt and trees.</p> <p>Address transportation issues while maintaining community character, safety and pedestrian focused built form.</p> <p>Implement more traffic calming measures.</p> <p>Support for more festivals and community activities in the core.</p> <p>Maintain community connections and accessibility.</p>
<b>4. What changes would really improve the community</b>	<p>Keeping the heritage of Waterdown intact.</p> <p>Having new developments match the human scale and existing heritage character.</p> <p>Eliminating heavy trucks through the village.</p> <p>Improving transportation including pedestrian connections, traffic calming, transit links with Burlington and Hamilton core.</p> <p>Having more bike lanes/paths.</p> <p>Creating a pedestrian walking route from Main and Dundas to the Waterfall and Bruce Trail to support tourism, dining and accommodations for hikers.</p> <p>Re-emphasizing the character of Grindstone Creek as origin of the village.</p> <p>Establishing new community uses – youth centre, community centre, etc.</p>
<b>5. Future vision</b>	<p>Preservation of heritage character:</p> <ul style="list-style-type: none"> <li>• Preserve heritage resources and character of buildings</li> <li>• New buildings that fit with the “Victorian style” of neighbouring properties</li> <li>• Well thought out development that integrates into the existing character of central Waterdown</li> <li>• Avoid having too much density</li> </ul> <p>Successful small businesses and attractions within the core:</p> <ul style="list-style-type: none"> <li>• Create a Victorian themed destination between Mill Street and Hamilton Street with buildings, pedestrian connections, restaurants, theatres and shops. Include heritage properties as part of walk.</li> <li>• Arts community co-op for local artists</li> <li>• Community Centre with community pool</li> <li>• Utilize/redevelop sites that have been vacant for a long time to create uses that fit within the context of the existing core</li> </ul> <p>Safer transportation with more active modes of travel and reduction in truck traffic and congestion:</p> <ul style="list-style-type: none"> <li>• Truck traffic reduced through village</li> <li>• Safer intersections</li> <li>• Less speeding</li> <li>• Less congestion</li> <li>• Safer pedestrian environment with good network of walking and cycling facilities</li> <li>• Utilization of by-pass for trips passing through</li> </ul>

Key Messages Heard	
<b>Future vision (continued)</b>	<p>Attractive Building design:</p> <ul style="list-style-type: none"> <li>• More green buildings</li> <li>• Sustainable urban design and climate resistant buildings</li> <li>• Beautiful new buildings that enhance the heritage of the core with a new generation of style and quality</li> <li>• Victorian style buildings</li> <li>• Modern apartments/condominiums that fit with existing character</li> <li>• Mix of uses with more opportunities for smaller residential units for retirees</li> <li>• Intensification and infill that are sensitive and maintain open spaces and incorporate parks and community gathering spots</li> </ul> <p>Safe pedestrian-oriented streets with inviting public spaces and good connections to natural features:</p> <ul style="list-style-type: none"> <li>• Green spaces with lots of opportunity within the core to encourage pedestrian traffic</li> <li>• Improved public realm with sidewalks, parkettes, streetscaping, lighting</li> <li>• Safe streets and public spaces</li> <li>• Public realm incorporated into new developments</li> <li>• A new park with a small pavilion and seating</li> <li>• Improved network of walking and pedestrian connections</li> <li>• Enhanced connections to natural area and features including Grindstone Creek, Bruce Trail and Escarpment</li> <li>• Off road bike paths/connections from core to core similar to rail trail from Dundas, Hamilton and Brantford</li> <li>• Active lifestyle zones</li> <li>• More trees</li> </ul>
<b>6. Other</b>	<p>Concerns about use of Memorial Park for Ribfest:</p> <ul style="list-style-type: none"> <li>• Too noisy during Ribfest</li> <li>• Too much overflow parking into surrounding residential streets</li> </ul>

### 3. NEXT STEPS

The comments received through community meeting are being considered for phase one of the Waterdown Community Node Secondary Plan by City Staff together with other public input received through the Urban Design Workshop held on November 9, 2019, through an online survey, at pop-up workshops and stakeholder meetings, and through meetings of a Focus Group. Public input is being used to develop the future vision, principles and objectives for the Secondary Plan, and to identify opportunities and challenges to address through policy.

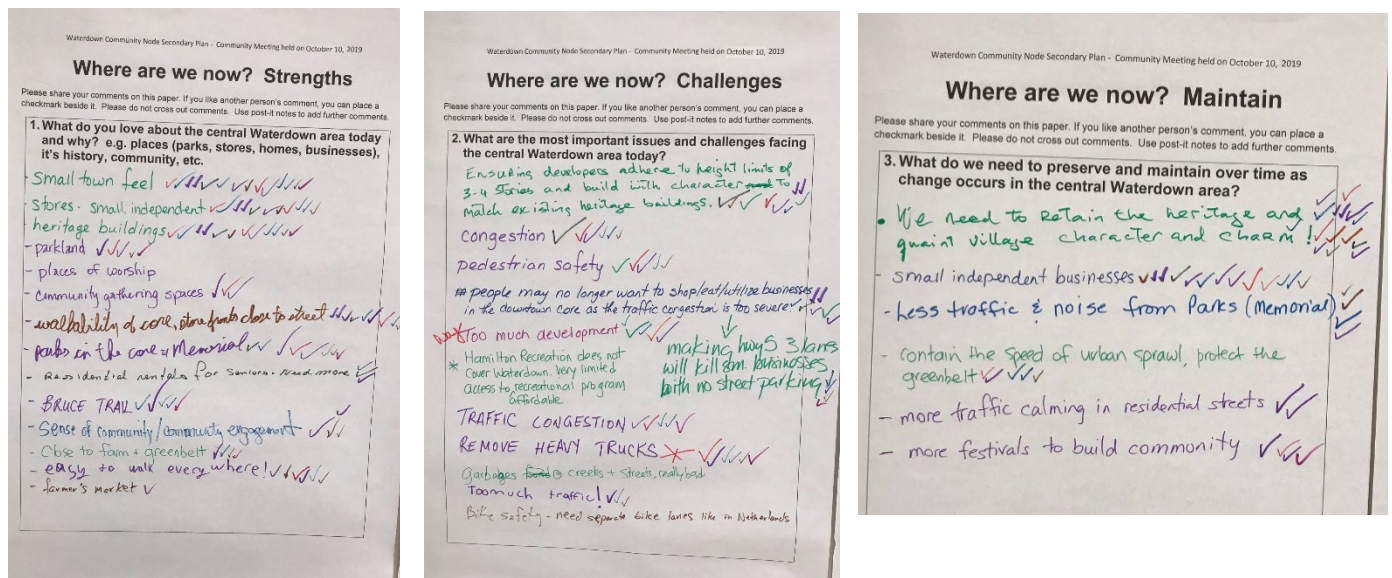
In the next phase of the study a detailed analysis of Phase 1 input will be completed and various options for land uses, heights and densities will be developed, along with preliminary policy directions.



## Appendix 1

### Detailed Public Input on the Future Vision Wall Charts and Displays

Placed around the room on the walls were large poster charts which asked key questions about the future vision for the central Waterdown area. Attendees were asked to write their ideas directly on the paper and responded to the questions noted on **Figure 4**. The photos below are representative of the different worksheets that were completed. Each comment is one individual's perspective. The checkmarks signal agreement of the idea noted.



**Figure 4 – Wall Chart Themes and Questions**

#### WHERE ARE WE NOW?

#### QUESTIONS

<b>STRENGTHS</b>	What do you love about the central Waterdown area today and why? e.g. places (parks, stores, homes, businesses) it's history, community etc.?
<b>CHALLENGES</b>	What are the most important issues and challenges the central Waterdown are today?
<b>MAINTAIN</b>	What do we need to preserve and maintain over time as change occurs in the central Waterdown area?
<b>WAYS TO IMPROVE</b>	What changes would really improve the community? What do we need to improve over time as change occurs in the central Waterdown area?
<b>WHAT COULD THE FUTURE LOOK LIKE?</b>	In looking ahead, what kind of community would you like to have in the central Waterdown area in 10 years, 20 years (key words/phrases)? e.g. The central Waterdown area will be....



FEEDBACK REPORT FROM OCTOBER 10, 2019 COMMUNITY WORKSHOP  
WATERDOWN COMMUNITY NODE SECONDARY PLAN

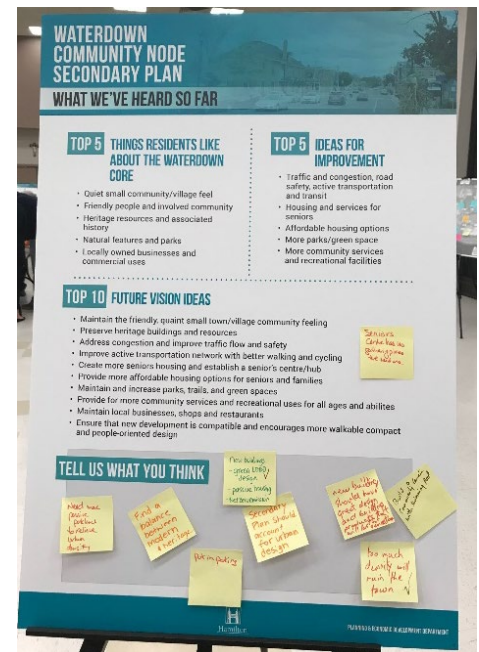
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The following are the verbatim written comments provided for these questions.

1) On the “What we’ve heard so far” display:

- Need more passive parkland to relieve urban density.
- Find a balance between modern and heritage.
- Put in parking.
- Secondary Plan should account for urban design.
- Seniors Centre has no gathering place – we need one.
- Build a Community Centre with swimming pool.
- New buildings: green LEED design, passive housing, net zero emissions. (\*)
- Too much density will ruin the town. (\*)

Note: The asterisks indicate the number of people who agreed with the comment that was noted on the wall chart or display.



2) On the Wall Chart and Displays for Strengths

What do you love about the central Waterdown area today and why? e.g. places (parks, stores, homes, businesses) it’s history, community etc.?

Figure 5 – Verbatim Comments on Strengths of central Waterdown today

Where we are now? Strengths	Verbatim comments noted
What people love about the central Waterdown area today?	<ul style="list-style-type: none"> <li>• Small town feel *****</li> <li>• Stores – small, independent *****</li> <li>• Heritage buildings *****</li> <li>• Parkland *****</li> <li>• Places of worship ***</li> <li>• Community gathering spaces ***</li> <li>• Walkability of core, store fronts close to street *****</li> <li>• Parks in the core w/memorial *****</li> <li>• Residential rentals for seniors – need more ***</li> <li>• Bruce trail *****</li> <li>• Sense of community/community engagement ****</li> <li>• Close to farm and greenbelt ****</li> <li>• Easy to walk everywhere! *****</li> <li>• Farmer’s market *</li> <li>• The buildings: Pickwick, the Coachman, the former library.</li> <li>• It’s walkable (although Dundas is getting rather noisy)</li> <li>• Visibility – line of sight over buildings</li> <li>• Trees</li> </ul>

Where we are now? Strengths	Verbatim comments noted
What people love about the central Waterdown area today? (continued)	<ul style="list-style-type: none"> <li>• More festivals</li> <li>• Niagara Escarpment</li> <li>• Urban – rural connection</li> <li>• Very decent local shops</li> <li>• Surrounded by escarpment and Greenbelt – could create amazing connected trail system</li> </ul>

### 3) On the Wall Chart and Displays for Challenges

What are the most important issues and challenges the central Waterdown are today?

**Figure 6 – Verbatim Comments on Challenges of central Waterdown today**

Where we are now - Challenges	Verbatim comments noted
What are the most important issues and challenges the central Waterdown area today?	<ul style="list-style-type: none"> <li>• Ensuring developers adhere to height limits of 3-4 stories and build with character to match existing heritage buildings *****</li> <li>• Congestion *****</li> <li>• Pedestrian safety *****</li> <li>• People may no longer want to shop/eat/utilize businesses in the downtown core as the traffic congestion is too severe *****</li> <li>• Way too much development *****</li> <li>• Hamilton recreation does not cover Waterdown. Very little access to recreational program affordable *</li> <li>• Making Hwy 5 3 lanes will kill small businesses with no street parking ****</li> <li>• Traffic congestion *****</li> <li>• Too much traffic! ****</li> <li>• Remove heavy trucks *****</li> <li>• Garbage @creeks and streets, really bad</li> <li>• Bike safety – need separate bike lanes like in Netherlands</li> <li>• Traffic through the heritage village has to be urgently addressed – reroute heavy trucks *****</li> <li>• The bridge over CP rail tracks needs repair due to the above heavy 2-way traffic in and out of village on Hwy #5 ****</li> <li>• Make traffic on Dundas through Waterdown unappealing to motorists using it as an alternative to further destinations e.g. speed limit ****</li> <li>• Memorial Park too noisy during Ribfest (park surrounded by homes and senior residences) ****</li> <li>• (Response to previous comment) Too much overflow parking on residential streets nearby!</li> <li>• (Response to previous comment) It's only 1 weekend a year = building community</li> <li>• Lower allowed height of building in the core – should be 3, not 6 *****</li> <li>• We have been betrayed – promised a bypass and has downgraded to east/west road - should have no development on that road *</li> <li>• Infill of open spaces with monstrous buildings</li> <li>• Keep the height down – it's a village</li> </ul>

Where we are now - Challenges	Verbatim comments noted
What are the most important issues and challenges the central Waterdown area today? (continued)	<ul style="list-style-type: none"> <li>• Not much green space in the core (parkette)</li> <li>• Aging trees on Mill Street</li> <li>• Hamilton Street is cold and not engaging as a pedestrian route</li> <li>• More parking</li> <li>• More trails that connect for biking</li> <li>• No high-rise buildings. Apply design standards to look like heritage</li> <li>• Development should be paused until infrastructure catches up</li> <li>• Need to encourage small business in the core</li> <li>• Transit system is not serving Waterdown especially those that work in town</li> <li>• Old village feel – no chain stores (examples – Ridgeway and Faunt Hill)</li> <li>• Infrastructure doesn't match residential intensification</li> </ul>

#### 4) On the Wall Chart and Displays for Maintain

What do we need to preserve and maintain over time as change occurs in the central Waterdown area?

**Figure 7 – Verbatim Comments on what should be Maintained in central Waterdown**

Where are we now? Maintain	Verbatim comments noted
What do we need to preserve and maintain over time as change occurs in the central Waterdown area?	<ul style="list-style-type: none"> <li>• We need to retain the heritage and quaint village character and charm! *****</li> <li>• Small independent businesses *****</li> <li>• Less traffic and noise from parks (Memorial) ****</li> <li>• Contain the speed of urban sprawl, protect the greenbelt *****</li> <li>• More traffic calming in residential streets **</li> <li>• More festivals to build community ****</li> <li>• Stronger bylaws to protect heritage buildings ***</li> <li>• Sense of community/accessibility ****</li> <li>• Preserve green space</li> <li>• The “feel” of the area.</li> <li>• Small local businesses</li> <li>• Residential homes</li> <li>• Ways to improve</li> <li>• Walking route from the core to the falls (fixes parking issues).</li> <li>• Add some green spaces – small parks.</li> <li>• Plant trees.</li> <li>• Maintain built form of heritage core.</li> <li>• “soft” intensification – very small infill.</li> </ul>

## 5) On the Wall Chart and Displays for Ways to Improve

What changes would really improve the community? What do we need to improve over time as change occurs in the central Waterdown area?

**Figure 8 – Verbatim Comments on what changes would really Improve the community?**

Where are we now? Improve	Verbatim comments noted
What changes would really improve the community? What do we need to improve over time as change occurs in the central Waterdown area?	<ul style="list-style-type: none"> <li>• More traffic calming measures through the village centre ***</li> <li>• No heavy trucks through village centre – install signs for trucks to follow bypass *****</li> <li>• Build park North-West of Parkside and Centre Rd. There is no park for kids except Memorial Park, which is some distance away **</li> <li>• Allow for store fronts closer to street along Hamilton and Dundas streets – improved sociability</li> <li>• Youth centre</li> <li>• More bike lanes/bike paths</li> <li>• We need a bicycle trail or walking trail to the rec centre. Future plans at 5 and 6 will make getting to the rec centre only available by car. **</li> <li>• More bike lanes in new housing developments</li> <li>• Safer intersections for pedestrians *</li> <li>• Pedestrian route to Smokey Hollow waterfall and Bruce trail from centre of Waterdown (Main and Dundas) - helps bring tourism/accommodations/refreshments for hikers *****</li> <li>• Keeping the heritage of Waterdown intact *****</li> <li>• New developments need to match heritage character and human scale ***</li> <li>• Re-emphasize the importance of Grindstone creek as the origin of the village - draw emphasis to Grindstone creek by the design of bridge (must have character and focus) *****</li> <li>• Community pool, community centre - gym, community rooms etc. **</li> <li>• Improved transit links with Burlington and Hamilton core ***</li> <li>• Sidewalk to Grindstone creek and more parking. It is a well-used entrance and should be promoted. ****</li> <li>• Creative ways to encourage less car traffic: Better transit and connections to Mac, Hamilton, Burlington*</li> <li>• Bike and walking opportunities **</li> <li>• Traffic calming measures/divert traffic***</li> <li>• Mixed use intensification to bring more generations to Waterdown</li> <li>• Move Ribfest to Joe Sam's Park or elsewhere instead of Memorial Park **</li> <li>• (Response to previous comment) No!! Can't walk to Joe Sam's! *</li> <li>• Shuttle bus</li> <li>• Walking route from the core to the falls (fixes parking issues)</li> <li>• Add some green spaces – small parks</li> <li>• Plant trees</li> <li>• Need to carry thematic character from north of Dundas to south</li> </ul>

## 6) On the Wall Chart and Displays for What could the future look like?

In looking ahead, what kind of community would you like to have in the central Waterdown area in 10 years, 20 years (key words/phrases)? e.g. The central Waterdown area will be....

**Figure 9 – Verbatim Comments on what the future could look like in central Waterdown**

Future Vision	Verbatim comments noted
<p>In looking ahead, what kind of community would you like to have in the central Waterdown area in 10 years, 20 years (key words/phrases)? e.g. The central Waterdown area will be....</p>	<ul style="list-style-type: none"> <li>• Ensure utilization of vacant land (commercial or private) e.g. gas station that sat vacant for many years at corner of #5 and Main ****</li> <li>• Need modern apartment/condo living - see Bjarke Ingels - Copenhagen</li> <li>• Community pool, community centre ***</li> <li>• Safe for pedestrians and bikes ***</li> <li>• Inclusion of public realm space in new developments, intensification within limits of infrastructure **</li> <li>• Protect the greenbelt, use sustainable urban design ****</li> <li>• Create bike paths from core-core, not using roads - similar to rail trail in Hamilton-Dundas-Brantford *****</li> <li>• Beautiful new buildings that enhance the heritage of the core with a new generation of style and quality to last for future generations ****</li> <li>• More green business and buildings ***</li> <li>• Leave it as residential and put in bungalow and one floor townhouses to allow retirees to leave houses and stay in town</li> <li>• No more boom developments, no more buildings over 3 stories except at Clappisons.</li> <li>• Enhanced parks and connections to natural areas</li> <li>• Safe street and public spaces</li> <li>• Preservation of heritage resources and heritage character</li> <li>• Good network for walking and cycling</li> <li>• No to infill and intensification in strategic places</li> <li>• New buildings that respect existing land uses and buildings</li> <li>• Attractive building design</li> <li>• Between Mill Street foot traffic to Hamilton Street Victorian Village theme, all buildings part of theme. Destination for many to enjoy. "if you build it, they will come". Restaurants, theatre, delightful shops, village themed. Have historic properties be part of the walk.</li> <li>• Improve roads, sidewalks, attractive lighting, etc</li> <li>• Stop patching problems in downtown core e.g. blobs of asphalt in concrete or brick work. Do it right to maintain appearance and character of area</li> <li>• Mix of uses (as long as commercial use is small footprint and low height)</li> <li>• Have any new builds fit the "Victorian style" of neighbours</li> <li>• Definitely green spaces and any opportunity within the core to encourage pedestrian traffic</li> <li>• A park with a small pavilion and seating</li> <li>• Connections to other areas, walking to the falls</li> <li>• Bike routes so they stay off the sidewalks</li> <li>• A developing arts community with a co-op in the core for local artists</li> <li>• With respect to the potential for new bus routes through the core – not in favour as it will be too crowded</li> </ul>

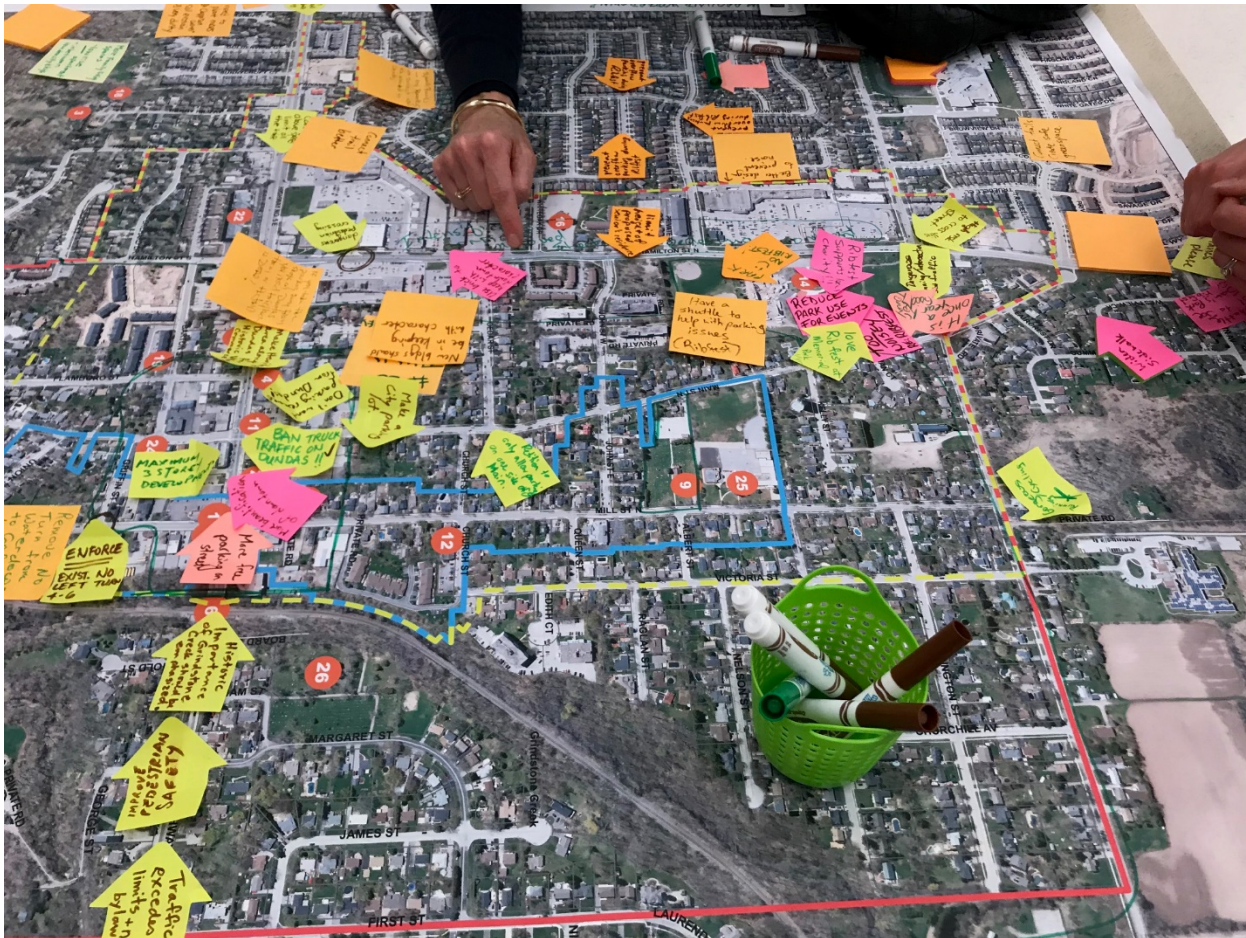


Future Vision	Verbatim comments noted
<p>In looking ahead, what kind of community would you like to have in the central Waterdown area in 10 years, 20 years (key words/phrases)? e.g. The central Waterdown area will be....</p>	<ul style="list-style-type: none"> <li>• No to increased density and intensification – it is dense enough</li> <li>• Quality of architecture and climate resistant buildings</li> <li>• Stop speeding trucks. Widen Highway #5 and bridge – but how. Bridge construction will create destruction of parking with no replacement.</li> <li>• Surrounded by Greenbelt and Escarpment. Connect trail systems off city streets (dangerous). Create active lifestyle zones.</li> <li>• More trees at Clappisons Corners. All the bare patches create lots of dust in the air.</li> <li>• Emphasize Grindstone Creek as origin of village in 1820's. Make it visible and beautiful e.g. feature bridge</li> <li>• Connect Bruce trail to centre of village for hikers to stop for meals and accommodation</li> <li>• Curb bumps to slow down traffic</li> </ul>

## Appendix 2

### Detailed Public Input on the Waterdown Places on Interest Map.

A Waterdown Places of Interest Map was placed on a table at the Open House and attendees were asked to write directly on or place post-it notes onto the large map of the study area to identify specific areas of concern or ideas for more general consideration. This map was very popular and there was much interest in looking at the aerial plan and noting ideas for improvement in central Waterdown. The customized comments including post-it notes and comments on the Waterdown Places of Interest Map are shown on the photo below and are included in **Figure 10**. These are verbatim.



Participants were asked to use green markers to mark/circle specific locations where there is something they like, something that is important to them, or something that works well. Participants were asked to use brown markers to mark/circle specific locations where they had a concern or suggestion for improvement.

**Figure 10 – Input on the Waterdown Places of Interest Map**

<b>Cross-street reference</b>	<b>Comment/ Ideas</b>
Parkside Dr / Private Rd	<ul style="list-style-type: none"> <li>• Gorgeous running / cycling</li> </ul>
Centre Rd / Northlawn Ave	<ul style="list-style-type: none"> <li>• Shuttle people to Joe Sam's Park for Ribfest</li> <li>• Bike lanes please</li> </ul>
Nisbet Blvd / Brownview Dr	<ul style="list-style-type: none"> <li>• Connect trails create safe greenspace</li> </ul>
Parkside Dr / Hamilton St N	<ul style="list-style-type: none"> <li>• High risk to cross this street</li> </ul>
Parkside Dr between Hamilton St N & Main St N	<ul style="list-style-type: none"> <li>• Dangerous running/ intersection just traffic</li> </ul>
Memorial Park	<ul style="list-style-type: none"> <li>• Circled in green marker</li> <li>• Love Ribfest at Memorial Park 1/yr.</li> <li>• Reduce park use for events</li> <li>• Too noisy RE: Ribfest</li> <li>• Ribfest supports local charity</li> <li>• It is once a year / good for town</li> <li>• Park – No Ribfest</li> <li>• Have a shuttle to help with parking issues (Ribfest)</li> </ul>
Hamilton St N / Rockhaven Ln	<ul style="list-style-type: none"> <li>• Dangerous crossover, not well marked</li> </ul>
Fortinos Plaza	<ul style="list-style-type: none"> <li>• Better design to prevent noise</li> </ul>
Rockhaven Ln / Segwun Rd	<ul style="list-style-type: none"> <li>• Prevent overflow parking during Ribfest</li> </ul>
Segwun Rd / Chudleigh St	<ul style="list-style-type: none"> <li>• Prevent overflow parking during Ribfest</li> </ul>
Hamilton St N / John St W	<ul style="list-style-type: none"> <li>• Limit height of proposed senior's residence</li> <li>• Widen sidewalks</li> </ul>
Hamilton St N	<ul style="list-style-type: none"> <li>• Intensification corridor improved streetscape pedestrian environment</li> </ul>
Hamilton St N / Cedar St	<ul style="list-style-type: none"> <li>• Dangerous crossover not well marked</li> <li>• Use brick to keep with downtown character</li> </ul>
Main St / Cedar St	<ul style="list-style-type: none"> <li>• Petition to only allow parking on one side of Main</li> </ul>
Hamilton St N / Shopper's	<ul style="list-style-type: none"> <li>• Dangerous pedestrian crossing</li> <li>• Circled in brown marker</li> </ul>
Trails north of Chudleigh St	<ul style="list-style-type: none"> <li>• Circled in green marker</li> </ul>
Chudleigh St / Culo St	<ul style="list-style-type: none"> <li>• Speed bumps to stop speeders on Chudleigh, used as alternative to Dundas</li> </ul>
Neighbourhood east of Hamilton St S between Parkside and Mountain Brow Rd	<ul style="list-style-type: none"> <li>• Circled in green marker</li> </ul>
Grace Anglican Church	<ul style="list-style-type: none"> <li>• Circled in green marker</li> </ul>
50 Main St N	<ul style="list-style-type: none"> <li>• Circled in green marker</li> <li>• Make a City parking lot</li> </ul>
49 Main St N (#20)	<ul style="list-style-type: none"> <li>• This is not The Clunes</li> </ul>
Cedar St / Fern Ave	<ul style="list-style-type: none"> <li>• New buildings should be in keeping with character</li> </ul>
Culotta Dr / Perrelli St	<ul style="list-style-type: none"> <li>• Connect trail better</li> </ul>
Dundas St E/ Howard Blvd	<ul style="list-style-type: none"> <li>• Cars go above speed limit all the time</li> </ul>
Plaza at the North-East corner of Dundas St E and Hamilton St N	<ul style="list-style-type: none"> <li>• If you take the parking away from shops on Dundas you need to replace them, or the town is dead</li> </ul>
Dundas St E / Hamilton St N	<ul style="list-style-type: none"> <li>• Improve crossovers</li> </ul>

Cross-street reference	Comment/ Ideas
Dundas St E/ Flamboro St	<ul style="list-style-type: none"> <li>• Make heritage area along Dundas for Historic Village commerce</li> </ul>
Dundas St E between Main St S and Mill St S	<ul style="list-style-type: none"> <li>• Don't want parking removed from Dundas</li> <li>• Ban truck traffic on Dundas (one check)</li> <li>• Maximum three storey development</li> <li>• More beautification of downtown</li> <li>• More free parking on street</li> </ul>
Griffin St / Mill St S	<ul style="list-style-type: none"> <li>• Circled in brown marker</li> <li>• Enforce existing no left turn between 4-6</li> <li>• Remove no turn from Waterdown to Griffin during 4-6pm</li> </ul>
Dundas St E/ Railway (#6)	<ul style="list-style-type: none"> <li>• Historic importance of Grindstone Creek should be emphasized</li> </ul>
Dundas St E/ George St	<ul style="list-style-type: none"> <li>• Improve pedestrian safety</li> <li>• Traffic exceeds speed limits and noise bylaws</li> <li>• Dundas Hwy 5 Congestion</li> </ul>
Greenspace north of Mountain Brow Rd (Smokey Hollow Park)	<ul style="list-style-type: none"> <li>• Great trail system (2 checks)</li> <li>• Parking is not adequate anymore</li> <li>• Get a walking trail to avoid cars</li> </ul>
Dundas St E/ Goldenview Ct	<ul style="list-style-type: none"> <li>• Buses are empty while people are walking to work</li> <li>• No truck traffic right turns off of Clappison Corner</li> <li>• Widen Dundas w/o losing parking spots you will kill retail on Dundas</li> <li>• Need to plant trees at Clappison Corner – soil erosion and very dusty</li> </ul>
General comments	<ul style="list-style-type: none"> <li>• More family living spaces</li> <li>• Low rise apartments – in between low density and high</li> <li>• Account for snow removal and green space especially new development</li> <li>• More public transit</li> </ul>

## Appendix 3

### Comment Forms returned at the Open House / Emails received

Comment forms were provided to the public at the welcome table and were available at each of the information stations. Three (3) comment forms were returned. Additional comments were provided on the Open House materials via email. For the following, the specific name and address provided has been omitted from this report. Each represents an individual's comments. The following comments are verbatim.

1. Change Memorial Park to no longer have disruptive events like Ribfest. The Park is surrounded by homes and seniors' residences and the nighttime noise from the industrial generators and bands make for an unbearable time. Before, during and after there is lots of garbage left behind. Move Ribfest to Joe Sam's park instead. It is a bigger park, has less homes in the vicinity and more parking which would be less disruptive to the homes.
2. Really unhappy with the higher density ideas in the core of Waterdown. Call it heritage but sounds like heritage doesn't mean much. Lots being divided and neighbourhoods being made higher density is wrong. Pedestrian neighbourhoods are not made better with greater traffic loads. Highway 5 – 3 lanes? No parking?
3. We live in the new subdivision on Nisbet and Babcock Streets. There is no park for kids to play in this community. The only park close to us is Memorial Park which is quite a distance for the kids. Can a park be built in the community please?

There is a big mountain of dirt near water tank on Nisbet and Cole. Also, the grass is so high we saw smoke there a couple of times which is scary as we have small kids. Can this area be maintained? It is a good spot for a park as well.

4. Waterdown badly needs a right turning lane at the bypass. Presently it is the number one complaint from all of us who commute and live in and around downtown Waterdown.

In addition, could you please ensure that new developments fit in. All new buildings should be reflective of the towns culture and small village vibe.

If you allow modern and tall buildings to be built that do not blend with the towns aesthetic, you wipe out its character and in turn its people feel you are wiping them out.

Please do not butcher the town by over crowding downtown with tall condos and ignoring the resident's cries for more well thought out development and integration that reflects the character of Waterdown.

Thank You. Concerned Resident



5. Heritage setbacks should be considered along the main stretch of Dundas Street.
6. Unfortunately, the meeting was cancelled tonight. (*Referring to Schedule February Community Meeting that was cancelled due snowstorm and rescheduled to October 10, 2019*)

A couple general questions, if I am looking at the comment map you have a solid yellow line surrounding Waterdown...is that the current urban boundaries?

What is the dotted purple line that is the outermost boundary of everything?

In regard to the Greater Golden Horseshoe plan and requirements of intensification, where are the area's that are being targeted for intensification?

Has any consideration been given to coach houses as detached accessory dwellings...I see they will be coming to Halton and we have some very large lots in Waterdown that would easily support a secondary detached dwelling?

Thank you!



**WATERDOWN COMMUNITY NODE SECONDARY PLAN  
URBAN DESIGN WORKSHOP  
HELD SATURDAY, NOVEMBER 9, 2019  
FEEDBACK REPORT**



## **WATERDOWN COMMUNITY NODE SECONDARY PLAN**

### **URBAN DESIGN WORKSHOP HELD NOVEMBER 9, 2019 PUBLIC FEEDBACK REPORT**

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This report provides a description of the Urban Design Workshop held on November 9, 2019 and the written public feedback received. The comments noted herein are verbatim. The report was prepared by Community Consultation Facilitator, Sue Cumming, MCIP RPP, Cumming+Company (cumming1@total.net) with input from Brook McIlroy, the City's Urban Design Consultant.

## 1. ABOUT THE URBAN DESIGN WORKSHOP: LET'S TALK WATERDOWN

On November 9, 2019, the City of Hamilton hosted a design workshop to get input on what the design of new development and public street areas should look like in the Waterdown core. The event was held as part of the Waterdown Community Node Secondary Plan Study. The workshop was held from 9 to 11:30 a.m. at Waterdown Memorial Hall (317 Dundas Street East). Over 50 people participated. There is significant interest in the Waterdown core, and the workshop discussion was engaging and lively with lots of ideas and views. This input is being reviewed and used by the City to develop urban design guidelines for the area.

The goal of the workshop was to provide a forum for discussing important ideas and concepts and to apply these ideas to key geographic areas within the Waterdown core. The event was organized to maximize public input opportunities through interactive discussions. The event began with a short presentation provided by Brook McIlroy, the City's Urban Design Consultant for the Waterdown Study. It included the project scope and timeline, how the urban design guidelines fit within the secondary plan process, and key urban design concepts to be considered as part of the project. Workshop tools included photo displays of urban design concepts, visual preference boards, a 3D model of Waterdown and table sized worksheets with lead off questions. These are described in **Figure 1**.

**Figure 1: Urban Design Workshop Discussion Topics**

Topics	Workshop Questions
Building Design	<p>What building design features are important? (e.g. building massing, setbacks, stepbacks, architectural details, materials)</p> <p>Areas 1 and 2 - What should medium height buildings look like (4 – 6 storeys)?</p> <p>Areas 1 and 2 - Are there locations where taller buildings (6 – 8 storeys) might be appropriate?</p> <p>Area 3 – What should the maximum height be in this area? What should the minimum height be in this area?</p>
Public Realm Design	<p>What public amenities would you like to see? (e.g. seating, landscaping, wide sidewalks, waste bins, pedestrian pathways and connections, gateway features, public art, trees).</p>
Site Design	<p>What elements of site design are important? (e.g. landscaping, building orientation and location, access and circulation, parking location and design, pedestrian and cyclist pathways).</p>

Three geographic opportunity areas were identified for the workshop discussion as follows:

Opportunity Area 1: Hamilton Street, between Parkside Drive and Silver Court

Opportunity Area 2: Dundas Street, west of Hamilton Street

Opportunity Area 3: Dundas Street, east of Hamilton Street, and parts of Main Street, Mill Street and Flamboro St.

The corresponding maps show each area:

Opportunity Area 1: Hamilton Street, between Parkside Drive and Silver Court





Opportunity Area 2: Dundas Street, west of Hamilton Street



Opportunity Area 3: Dundas Street, east of Hamilton Street, and parts of Main Street, Mill Street and Flamboro St.



Upon arrival at the workshop, participants were organized in three groups and rotated around the three opportunity areas providing ideas on the vision for these areas. Each workshop group provided input through the following:

1. A visual preference exercise which involved placing coloured dots on a board of images, under images that participants felt reflected their desired vision for each of the three opportunity areas.
2. Group brainstorming of vision ideas for built form, public realm and site design which involved responding to the lead off questions and writing comments on table sized worksheets.

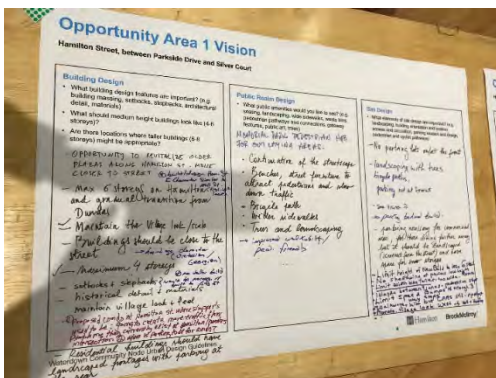
The public input from these two activities is included in Appendix 1 and Appendix 2 of this report. Participants were also provided with a general comment form for additional input and twenty-one (21) comment forms were returned at the workshop. These are included in Appendix 3. Appendices 1, 2 and 3 are verbatim.

The photos shown in **Figure 2** depict some of the workshop activities.

**Figure 2: Photos of Workshop Activities**







## 2. COMMON THEMES AND KEY MESSAGES HEARD

There is significant community interest in the Waterdown community core. Residents are engaged about the future of their community and expressed many ideas about what they perceive as opportunities and challenges. **Figure 3** is a high-level synthesis prepared by Brook McIlroy, the City's Urban Design Consultant on the common themes that were noted in multiple opportunity areas (Areas 1, 2 and 3). Frequently noted themes specific to each of the three Opportunity areas are noted in **Figure 4**. Given the extensive input received, it is important that this synthesis of key messages heard be reviewed together with the

verbatim detailed workshop input found in Appendices 1 and 2. Additional written comments received are included in Appendix 3.

**Figure 3 – Common Themes and Key Messages Frequently Noted**

<b>Common Theme</b>	<b>Key Messages Heard</b>
<b>1. Mobility</b>	<ul style="list-style-type: none"> <li>• Wider sidewalks and improved walkability and connectivity for a variety of users.</li> <li>• Mid-block connections and segregated, safe bike lanes and paths.</li> <li>• Reduction and calming of traffic speed for pedestrian safety and comfort.</li> <li>• Better buffers between pedestrians and vehicles.</li> <li>• Locating of parking away from the street frontage or below grade.</li> <li>• Strategic street parking that serves local businesses.</li> <li>• Ensuring increases in density and traffic volumes can be absorbed by the street network.</li> </ul>
<b>2. Landscapes</b>	<ul style="list-style-type: none"> <li>• New street trees, seating, weather protection, lighting, planters, and hanging planters.</li> <li>• New public spaces (parks, parkettes, plazas) for community gathering and events.</li> <li>• Landscaped boulevards and areas to protect pedestrians and “green” the public realm.</li> <li>• Enhancement of existing parks and open spaces.</li> <li>• Preservation of mature trees.</li> <li>• Landscaped courtyards and green areas that break up hard surfaces and parking lots.</li> </ul>
<b>3. New Development Interface with the Public Realm</b>	<ul style="list-style-type: none"> <li>• Locate new buildings along the street frontage (limit setbacks).</li> <li>• Locate servicing, loading, and parking at the rear of the buildings (not along the street).</li> <li>• Use building frontages and shared amenity space to activate the pedestrian realm and for landscaping.</li> <li>• Encourage mixed-use developments with retail/commercial at grade, and residential above.</li> </ul>



Common Theme	Key Messages Heard
<b>4. Design and Character</b>	<ul style="list-style-type: none"> <li>• Desire for new buildings to reflect traditional heritage characteristics and materiality.</li> <li>• Desire for contemporary buildings that respect and preserve the heritage character.</li> <li>• Revitalization and adaptive use of underused areas with new buildings and open spaces that reinforce a historical village feel.</li> <li>• Focus on sustainability for new building designs.</li> <li>• Incorporation of public art.</li> <li>• Buildings in a variety of styles that differentiate from each other.</li> <li>• New buildings with interesting character and fit with existing / planned / heritage context.</li> </ul>
<b>5. Land Use and Housing</b>	<ul style="list-style-type: none"> <li>• A mix of uses (commercial, retail, residential) in the area, including mixed-use buildings.</li> <li>• More commercial uses to provide employment opportunities.</li> <li>• Diversity in housing unit types, including affordable units and those suitable for downsizing.</li> <li>• More rental units.</li> <li>• Increased consistency and formality in land use, density, and architecture.</li> </ul>
<b>6. Building Heights and Massing</b>	<ul style="list-style-type: none"> <li>• New buildings that face the street and transition gradually in height to neighbourhood areas.</li> <li>• Buildings that incorporate step-backs in the front and rear to mitigate perception of height, shadowing on adjacent properties, streets and sidewalks, and to preserve sky views.</li> <li>• Utilization of step-back areas as amenity spaces, green roofs, etc.</li> </ul>

**Figure 4 - Themes specific to each of the three Opportunity Areas**

Opportunity Area	Common Themes Heard
<b>Opportunity Area 1:</b>  <b>Hamilton Street between Parkside Drive and Silver Court</b>	<ul style="list-style-type: none"> <li>• Promote natural pedestrian connections/linkages to natural heritage areas.</li> <li>• Improve Memorial Park and make it a pedestrian hub with more trees, seating, programming, bike trails.</li> <li>• Building setbacks of 5 to 10 metres from road edges for softscapes, hardscapes, pathways, and bike paths.</li> <li>• Appropriate heights (varying opinions): <ul style="list-style-type: none"> <li>– 3 to 4 storeys / 5 to 6 storeys / 8 storeys if sufficient setbacks and step-backs are provided</li> </ul> </li> <li>• Taller buildings located along Hamilton St.</li> <li>• Consistent 3-storey street wall with step-backs above for sunlight and pedestrian experience.</li> </ul>

<p><b>Opportunity Area 2:</b></p> <p><b>Dundas St west of Hamilton St</b></p>	<ul style="list-style-type: none"> <li>• Introduce pedestrian-only concepts (certain days vehicular traffic is prohibited)</li> <li>• Landscaped buffers to mitigate privacy and overlook</li> <li>• Facades blend into context, with modern and contemporary façade and balconies above</li> <li>• Appropriate heights (varying opinions): <ul style="list-style-type: none"> <li>– 4 to 6 storeys / Tall building height appropriate in retail/commercial zones and transition down to 3 storeys</li> </ul> </li> <li>• 2 to 3 metre step-backs above first storey</li> <li>• Respect the traditional scale, built form and architecture of the core.</li> </ul>
<p><b>Opportunity Area 3:</b></p> <p><b>Dundas St east of Hamilton St, and parts of Main, Mill and Flamboro Sts</b></p>	<ul style="list-style-type: none"> <li>• Central boulevard with landscaping elements (planters / crosswalks) for safe and signalized pedestrian connection</li> <li>• Connection between the core and the Bruce Trail so visitors can access refreshments and accommodations</li> <li>• Opportunities for views of the Escarpment</li> <li>• Appropriate Heights (varying opinions) <ul style="list-style-type: none"> <li>– 3 to 4 storeys / Maximum of 6 storeys / Minimum of 2 storeys</li> </ul> </li> <li>• Maintain heritage façade treatments in new building design.</li> </ul>

### 3. NEXT STEPS

The comments received through the Urban Design Workshop will be used to complete Phase 1 of the Waterdown Community Node Secondary Plan Study, and to start Phase 2 of the study, which focuses on the development of options for the Plan. The input will be used together with other public input received through the Community Workshop held on October 10, 2019, through an online survey, at pop-up consultations and stakeholder meetings, and through meetings of a focus group.

The feedback from the Urban Design Workshop will also be instrumental in developing Urban Design Guidelines for the Waterdown Community Node, to support the Secondary Plan.

## Appendix 1 Visual Preference Exercise Feedback

For each Opportunity Area a vision board of images was displayed. Workshop participants were asked to place coloured dots on the boards under the images that they felt reflected their desired vision for the particular area. The following are the photographs of the resulting vision board input for each Opportunity Area.



## Area 2: Visual Preference Exercise

Dundas St., west of Hamilton St.

Place coloured dots in the boxes below images that you like as inspiration for Area 2!

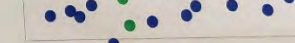
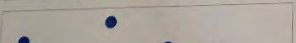
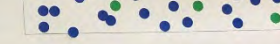
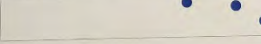
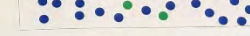
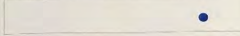




### Area 3: Visual Preference Exercise

Dundas St., east of Hamilton St., and parts of  
Main St., Mill St., and Flamboro St.

Place coloured dots in the boxes below images that you like as inspiration for Area 3!





## Appendix 2 – Verbatim input from Worksheets for each Opportunity Area

The following verbatim input was noted on the table-sized worksheets used at the workshop. Workshop participants wrote their ideas on the paper responding to questions for each of the key elements shown. The asterisks indicate where a comment was check marked as something other group participants liked.

### Opportunity Area 1 Vision - Hamilton Street, between Parkside Drive and Silver Court

Opportunity Area 1	Building Design
<p><b>Workshop Questions about Building Design</b></p> <ul style="list-style-type: none"> <li>What building design features are important (e.g. building massing, setbacks, stepbacks, architectural details, materials)</li> <li>What should medium height buildings look like (4 – 6 storeys)?</li> <li>Are there locations where taller buildings (6 – 8 storeys) might be appropriate?</li> </ul>	<ul style="list-style-type: none"> <li>Taller buildings are okay outside the core (**).</li> <li>Traditional façades on buildings.</li> <li>Heights above 3 – 4 storeys should be stepped back.</li> <li>Something to pull all 3 areas together.</li> <li>Designs can be more contemporary but should still be character.</li> <li>Distinct, not like every other community. (*)</li> <li>More mixed use – commercial retail street facing – residential (diversified, affordable, down-sizing spaces) above.</li> <li>Stepbacks with larger balconies, terraces, patios, on roof of first floor.</li> <li>Create upper greenspace, landscape opportunities – vertical.</li> <li>Taller buildings (6 storey) are okay for Hamilton Street. Not okay on Dundas, Mill and Main.</li> <li>Preserve the existing Park.</li> <li>Maximum 4 storeys.</li> <li>Maximum 3 storeys.</li> <li>Street massing stepback.</li> <li>More District organization.</li> <li>Street presence.</li> <li>Reduction in asphalt.</li> <li>More pedestrian friendly.</li> <li>5 to 6 storeys.</li> <li>Commercial areas.</li> <li>Maximum height of 60 feet.</li> <li>Buildings much closer to the street with animation to create a pedestrian realm.</li> <li>Up to 8 stories with terracing.</li> <li>Commercial at grade – need a range of commercial and more community services.</li> <li>Opportunity to revitalize older plazas along Hamilton Street. Move closer to street.</li> <li>Build/design Hamilton Street with character like Mill Street –</li> </ul>

Opportunity Area 1	Building Design
	<p>Historical village look.</p> <ul style="list-style-type: none"> <li>• Maximum 6 storeys on Hamilton Street and gradual transition from Dundas.</li> <li>• Maintain the village look/scale. (*)</li> <li>• Buildings should be closer to the street.</li> <li>• Heritage character – Victorian/Georgian.</li> <li>• Maximum 4 storeys. (*)</li> <li>• Setbacks and stepbacks - No taller buildings would be necessary if built 6 to 8 storeys. (*)</li> <li>• Historical detail and materials – maintain village look and feel.</li> <li>• Proposed condo at Hamilton Street where Shoppers used to be – going to create more traffic flow problems than currently exist at Hamilton/Dundas intersection. Where is the parking for the condo?</li> <li>• Residential buildings should have landscaped frontages with parking at the rear.</li> <li>• Hamilton Street should be maximum 3 storeys.</li> <li>• No glass or modern materials. Should be brick and stone.</li> <li>• Stop monster house building – maintain smaller houses (should be noted as a comment for residential areas).</li> </ul>

Opportunity Area 1	Public Realm Design
<p><b>Workshop Questions about Public Realm Design</b></p> <p>What public amenities would you like to see? (e.g. seating, landscaping, wide sidewalks, waste bins, pedestrian pathways and connections, gateway features, public art, trees).</p>	<ul style="list-style-type: none"> <li>• Barren street</li> <li>• Need trees, sidewalks, “colour”.</li> <li>• Space and greenery, hanging baskets.</li> <li>• Lay-by parking.</li> <li>• Wider sidewalks on Hamilton Street.</li> <li>• Illumination on Hamilton Street north of Rockhaven (*).</li> <li>• Courtyards – public realm spaces to break-up parking lots/hard surfaces.</li> <li>• Create spaces for community gathering, interaction.</li> <li>• Dog park/space.</li> <li>• Naturalized stormwater management.</li> <li>• Keep the Park – or enhance/enlarge.</li> <li>• More earth bins.</li> <li>• More trees/streetscapes.</li> <li>• All features.</li> <li>• Connection to natural linkages.</li> <li>• Seamless integration of foot paths from Joe Sams to downtown core.</li> <li>• Softening of public realm – landscaping standard to create continuity.</li> </ul>

Opportunity Area 1	Public Realm Design
	<ul style="list-style-type: none"> <li>• Create a public performance space – outdoor for theatre arts.</li> <li>• Memorial Park pedestrian hub for outlaying areas.</li> <li>• Continuation of the streetscape.</li> <li>• Benches, street furniture to attract pedestrians and slow down traffic.</li> <li>• Bicycle path.</li> <li>• Wider sidewalks.</li> <li>• Trees and landscaping.</li> <li>• Improve walkability /pedestrian friendly.</li> <li>• Bike paths need barriers from traffic.</li> <li>• Crosswalks are in the wrong places. There should be one at Memorial Park.</li> <li>• Bike paths should not be on main streets – should be on side/local streets.</li> <li>• City-owned parking structure that doesn't look like a parking structure.</li> <li>• More trees and benches along the street.</li> <li>• Memorial Park is not the only place for public art.</li> <li>• Memorial Park should stay a park – don't build anything on it.</li> <li>• Landscaping and stone along streets.</li> </ul>

Opportunity Area 1	Site Design
<p><b>Workshop Questions about Site Design</b></p> <p>What elements of site design are important? (e.g. landscaping, building orientation and location, access and circulation, parking location and design, pedestrian and cyclist pathways).</p>	<ul style="list-style-type: none"> <li>• Parking at the back.</li> <li>• Smaller blocks of parking.</li> <li>• Fortinos site is not appealing now.</li> <li>• Break up strip mall feel (*).</li> <li>• Need to have sufficient parking (**).</li> <li>• Should be shops on main level – residential above is okay.</li> <li>• Mix of commercial opportunities is important for interest.</li> <li>• Consistency is needed.</li> <li>• Outdoor patios would be good i.e. like Royal Coachman patio.</li> <li>• Waterdown is still very dependent on cars (*).</li> <li>• Better pedestrian circulation within Fortinos Plaza – current lots of asphalt - few sidewalks.</li> <li>• Connections between blocks, areas that encourage walking from one end to other. Public art along the route. Give reason to not take car.</li> <li>• Plant trees and landscaping (*).</li> <li>• Need re-do – too 1970's.</li> <li>• Site design.</li> <li>• Parking options for area.</li> <li>• Full cyclists' pathways – connected (*).</li> </ul>

Opportunity Area 1	Site Design
	<ul style="list-style-type: none"> <li>• Pedestrian footpaths fully connected from Parkside to Smoky Hollow Falls.</li> <li>• Centralized parking for entire core (e.g. underground parking then walks throughout core).</li> <li>• Buildings moved to street terracing to existing homes at rear (*).</li> <li>• Continuous commercial frontage.</li> <li>• Height needs podium element with standards for signage.</li> <li>• Separated (family friendly) bike paths on Hamilton Street.</li> <li>• Pedestrian/bike walkways.</li> <li>• No parking lots on/at front (*).</li> <li>• Landscaping with trees.</li> <li>• Bicycle paths.</li> <li>• Parking behind building.</li> <li>• Parking necessary for commercial uses, for those driving further away but it should be landscaped, screened from the street and have space for snow storage.</li> <li>• Limit height of new builds to less than 6 storeys.</li> <li>• No shadowing of previous low height homes.</li> <li>• Limit width of bike lanes – too wide.</li> <li>• Island between 4 lanes – pedestrian stops.</li> <li>• Limit speed bumps if enough 3 way stops.</li> <li>• Walkways and bike but cars are still important.</li> <li>• Promote village look west of Hwy 5 and Hamilton Street.</li> <li>• Need to have parking.</li> <li>• Storefronts need street connectivity.</li> <li>• Hamilton Street should be 4 lanes and bike path.</li> <li>• Parking behind buildings.</li> <li>• Lack of parking for restaurants is an issue.</li> <li>• 5 to 10 metres setbacks to allow for softscapes, hardscapes, accessible paths of travel and safe bicycle paths with physical barrier from vehicular traffic.</li> <li>• Transit needed.</li> <li>• Housing developments require more than 1.25 parking.</li> <li>• Buildings should be recessed back to allow for safe sidewalks – setback from road and landscaping.</li> </ul>



## Opportunity Area 2 Vision – Dundas Street, west of Hamilton Street

(\*) indicates if the comment was check marked as something other group participants liked

Opportunity Area 2	Building Design
<p><b>Workshop Questions about Building Design</b></p> <ul style="list-style-type: none"> <li>What building design features are important (e.g. building massing, setbacks, stepbacks, architectural details, materials)</li> <li>What should medium height buildings look like (4 – 6 storeys)?</li> <li>Are there locations where taller buildings (6 – 8 storeys) might be appropriate?</li> </ul>	<ul style="list-style-type: none"> <li>Old Historical look – like tannery style.</li> <li>Materials should be old style including textures and detail.</li> <li>Stepbacks are important – sunlight/not as tall looking.</li> <li>Architecture is important.</li> <li>Not all buildings on sidewalk – stepback is important.</li> <li>Not to look like a hallway.</li> <li>Height is high – push taller buildings farther back.</li> <li>Would prefer 4 storeys rather than 6 storeys.</li> <li>The Canary building.</li> <li>Mill town architecture.</li> <li>Taller buildings – maximum of 6 storeys.</li> <li>Access to sunlight.</li> <li>Higher buildings must match village heritage.</li> <li>All buildings that match heritage.</li> <li>Architectural design is important – differentiate style of buildings.</li> <li>Sustainable design elements.</li> <li>Setback is important – more space between street and buildings.</li> <li>Retail/commercial frontage.</li> <li>Taller buildings should have stepback.</li> <li>Frontage design should be pedestrian oriented.</li> <li>Points of access to the building needs to be increased.</li> <li>Maintain Victorian and Georgian character of buildings.</li> <li>Respect traditional scale/form/setbacks and architecture of the core (plus character).</li> <li>Ensure gradual transitions.</li> <li>Some participants are okay with 4 to 6 storeys where in commercial or a good transition zone, others only support 3 storeys.</li> <li>More rentals.</li> <li>Stone and brick as primary façade materials.</li> <li>Lack of consistency and charm.</li> <li>4 to 6 storeys with 2 to 3 metre stepback at the first or second storey.</li> <li>Some think that 8 storeys could be okay (here only).</li> <li>Sympathetic to character and tie into older part.</li> <li>No problem with mixed use.</li> <li>Front façade should blend in (parking/balconies) so front façade</li> </ul>

Opportunity Area 2	Building Design
	<p>can be clean and simple and match the character.</p> <ul style="list-style-type: none"> <li>• Have buildings close to street and hide other stuff at the back.</li> <li>• Brick and stone and some stucco.</li> <li>• High quality and durable.</li> <li>• Want high quality community.</li> <li>• Don't want siding.</li> <li>• Copper Kettle is a good example.</li> <li>• Sobeys site can have more height on parking lot.</li> <li>• Lower scale south side of Dukes due to residential interface.</li> <li>• Preserve sky view and sunlight.</li> </ul>

Opportunity Area 2	Public Realm Design
<p><b>Workshop Questions about Public Realm Design</b></p> <p>What public amenities would you like to see? (e.g. seating, landscaping, wide sidewalks, waste bins, pedestrian pathways and connections, gateway features, public art, trees).</p>	<ul style="list-style-type: none"> <li>• Trees along the street.</li> <li>• Ensure that truck traffic is re-routed onto the By-passes. Need signage for no trucks and truck routing.</li> <li>• Separate road from sidewalk – boulevard with trees and seating built into the landscape (*).</li> <li>• Make Dundas less wide, truck traffic and thru traffic will go/must go on By-Pass.</li> <li>• Slow down the traffic so that Area 3 /Village Centre is safe, quiet and pedestrian oriented.</li> <li>• Distinct gateways to Waterdown – boulevards or islands (*).</li> <li>• Planter baskets, seasonal décor, Christmas lights and lamp posts to accommodate banners (*).</li> <li>• Wide sidewalks and benches – include walkability for people.</li> <li>• Concern about traffic speed and congestion.</li> <li>• Mutli-use path for bicycles that is separated from traffic.</li> <li>• Tree cover as traffic calming – e.g. Main Street Orangeville.</li> <li>• More public art.</li> <li>• Need a Welcome to Village of Waterdown monument like one on the east side of town.</li> <li>• Better access for pedestrians to library.</li> <li>• Waste bins.</li> <li>• Public walkways from residential to commercial.</li> <li>• Quality of sidewalks.</li> <li>• Buffer between traffic and pedestrian with good landscaping (*).</li> <li>• More crossings for pedestrians (*).</li> <li>• Traffic speed must be reduced.</li> <li>• Traffic calming measures for safety of pedestrians and landscaping.</li> <li>• Slow down the traffic.</li> </ul>

Opportunity Area 2	Public Realm Design
	<ul style="list-style-type: none"> <li>• Wider sidewalks.</li> <li>• Centralized public space.</li> <li>• Two lanes with on-street parking and bike lanes.</li> <li>• Divert traffic out of downtown.</li> <li>• Current on-street parking is a buffer. Maintain a buffer.</li> <li>• Keep 2 lanes! Not 4.</li> <li>• Wider sidewalks (AODA).</li> <li>• More parkettes.</li> <li>• How bike lane is implemented – safe.</li> <li>• Street trees (to attract starlings). Maintain them well. Plantings /sod/ greening.</li> <li>• Encourage walkability and connectivity.</li> <li>• Block of traffic sometimes for pedestrian only – make it more pedestrian friendly.</li> <li>• Soften the look of the amount of hardware with flowers, planters, etc.</li> <li>• Lighting is important.</li> <li>• Area for dogs – leash free.</li> <li>• Don't pave boulevards.</li> <li>• A lot of dead newly planted trees – why? Are they not being watered?</li> <li>• East of Tim Hortons, west of Husky Gas – roundabout that could be landscaped or upgraded (in the plaza).</li> <li>• Full integrated foot/bike paths from Highway 6 (Howell Arena) to Waterfalls to Parkside – Joe Sam's Park.</li> <li>• Greater sidewalk buffer.</li> <li>• Increased public realm spaces – public squares.</li> <li>• Internal connections to other commercial areas – alternatives to the sidewalks. Stronger internal pathways i.e. Sobeys Plaza to Library.</li> <li>• Highway 5 wind draft. Highway 5/6 view?</li> <li>• Slowing down traffic which leads to other areas.</li> <li>• A gateway.</li> <li>• Parking hubs to foot/bike/stroller/pathway at perimeter of community i.e. Harry Howell Arena / Joe Sams Park.</li> </ul>

Opportunity Area 2	Site Design
<p><b>Workshop Questions about Site Design</b></p> <p>What elements of site design are important? (e.g. landscaping, building orientation and location, access and circulation, parking location and design, pedestrian and cyclist pathways).</p>	<ul style="list-style-type: none"> <li>• Greenery.</li> <li>• Shoppers Drug Mart is a good example of good street frontage/setback. Need new similar buildings along Dundas Street – keep parking behind.</li> <li>• Turn unused space into park with seating.</li> <li>• In Sobey's lot – there is empty space near gas station. More green space in commercial areas. Places to enjoy green space.</li> <li>• Cyclist pathways away from traffic (**).</li> <li>• Replace parking lots with street level business, cafes, parkettes and pedestrian interest amenities.</li> <li>• More uniformity in land use, architecture and density. There is currently lots of variation.</li> <li>• Underground parking to preserve streetscape.</li> <li>• Internal pedestrian circulation in plazas.</li> <li>• Parking behind and/or under building.</li> <li>• Maintain character of village.</li> <li>• Pedestrian access to parking lots.</li> <li>• Safe pedestrian pathways through parking areas/lots.</li> <li>• Lots of access for pedestrians.</li> <li>• Parking lots acting as hubs for pedestrian/stroller/bike pathways to natural/public features i.e. waterfalls /Joe Sams.</li> <li>• Careful about setbacks from Dundas Street (3 to 5 metres) comfortable for pedestrians.</li> <li>• No parking in the front.</li> <li>• Courtyards.</li> <li>• Scale of village.</li> <li>• Dundas is busy street – should be easy to get in and out for drivers.</li> <li>• Courtyard parking.</li> <li>• Buildings must be supported by infrastructure – flooding concerns.</li> <li>• Landscaping and trees are very important on the private development.</li> <li>• Landscaped buffers.</li> <li>• Either screening of or paving bike/foot paths through community with lighting.</li> <li>• Consideration of underground parking feasibility.</li> <li>• Storm infrastructure improvements.</li> <li>• Stronger internal pathways and internal pedestrian corridors i.e. Longos Plaza, Highway 6 Plaza.</li> <li>• Commercial that is outward and inward.</li> <li>• Dollarama site has mixed use potential.</li> </ul>

## Opportunity Area 3 Vision - Dundas Street, east of Hamilton Street, and parts of Main Street, Mill Street and Flamboro Street.

(\*) indicates if the comment was check marked as something other group participants liked

Opportunity Area 3	Building Design
<p><b>Workshop Questions about Building Design</b></p> <ul style="list-style-type: none"> <li>What building design features are important (e.g. building massing, setbacks, stepbacks, architectural details, materials)</li> <li>What should the maximum height be in this area?</li> <li>What should the minimum height be in this area?</li> </ul>	<ul style="list-style-type: none"> <li>Materials and shape of mixed brick, stone siding, etc. complementary to context.</li> <li>Buildings close to street.</li> <li>3 storeys, 2 storeys, 3 to 4 storeys.</li> <li>Copper Kettle building style, complementary to context.</li> <li>Bike shop next door too modern – 1 storey building next to old stone building not complementary.</li> <li>Charm of mixed architecture, upscale renovation.</li> <li>Keep the heritage features.</li> <li>Any new developments- blend into the neighbourhood.</li> <li>2 ½ stories in height for buildings in this area.</li> <li>No setbacks for sidewalks – draw for downtown core in the area.</li> <li>Architectural designs – that are interesting, have character, fit in the context of heritage area. Details. Avoid “geography nowhere”.</li> <li>Where increased density is required (to create more diversified residential spaces) ensure stepbacks. Interesting low level commercial/retail at street level – stepbacks to higher level at back.</li> <li>Maximum 3 storeys.</li> <li>More stone buildings.</li> <li>Infrastructure must fit the area.</li> <li>Stonework – related to quarry used to be Memorial Park.</li> <li>No flat architecture – walkable, awnings.</li> <li>Water towers – make them like one on Kelly Street. Architecturally pleasing. Not your regular tin pot on stilts! Replace lights at Kelly Street Water Tower between Pines at night. It looked gorgeous.</li> <li>Maintain existing architectural styles.</li> <li>More rental opportunities to downsize in Waterdown – potentially up to five storeys.</li> <li>Stepbacks with height – 3 then step up to 6.</li> <li>Building details – cornices, brackets.</li> <li>Brick, wood.</li> <li>6 storeys maximum.</li> <li>2 storeys minimum.</li> <li>Pedestrian realm and patios, glass front, heritage design elements.</li> </ul>



Opportunity Area 3	Building Design
	<ul style="list-style-type: none"> <li>• Building close to street but enhanced sidewalk, streetscape plantings, sitting areas, village signage.</li> <li>• Sidewalks can be used much better.</li> <li>• 3 storeys maximum (****).</li> <li>• 2 ½ to 3 storeys maximum (*).</li> <li>• Heritage preservation (**).</li> <li>• Reduce traffic from Dundas and Mill Street.</li> <li>• 5 storeys with mechanical – stepback.</li> <li>• Maintain heritage look/ feel.</li> <li>• Historical themes/use – brick. (*).</li> <li>• Maximum height – 6 storeys.</li> <li>• Stepbacks.</li> <li>• Maximum height 2 to 3 storeys.</li> <li>• Modern but classic design (glass/windows/open/inviting designs/rustic/village feel.</li> <li>• Maximum height 90 to 120 feet.</li> <li>• Density needs to match ability of road network to accommodate traffic generated by land use.</li> <li>• Minimum height 2 ½ storeys.</li> <li>• Any new buildings need adequate parking.</li> <li>• Same as Area 2.</li> <li>• Low rise residential – less than 3 storeys.</li> <li>• Maintain Victorian/Heritage aesthetic.</li> </ul>

Opportunity Area 3	Public Realm Design
<p><b>Workshop Questions about Public Realm Design</b></p> <p>What public amenities would you like to see? (e.g. seating, landscaping, wide sidewalks, waste bins, pedestrian pathways and connections, gateway features, public art, trees).</p>	<ul style="list-style-type: none"> <li>• Public square missing – in front/of or next to theatre building with seating, tables and chairs, greenery, clock, gazebo, trees, café areas and bike parking.</li> <li>• Crosswalk should be added at Flamboro Street.</li> <li>• Wider sidewalks are important.</li> <li>• No to 4 lanes.</li> <li>• Traffic – check the Caledonia By-Pass.</li> <li>• Pedestrianized intersection.</li> <li>• Keep village feel – pedestrianized, 2 lane street.</li> <li>• Add more trees, lighting with flowers.</li> <li>• Add central boulevard with plantings and crosswalks. Don't add more lanes.</li> <li>• Seek opportunities for views of the escarpment.</li> <li>• Walkable, safe, connected village,</li> <li>• Control traffic.</li> <li>• More green space.</li> <li>• Encourage to sit down and relax. Enjoy the area a little more.</li> </ul>

Opportunity Area 3	Public Realm Design
	<ul style="list-style-type: none"> <li>• Pedestrian plaza. Close a street for pedestrian like events. Examples like Artsfest, music fest, etc.</li> <li>• Community gardening.</li> <li>• Landscaping – greener in the core.</li> <li>• Safe, wider pedestrian pathways where possible.</li> <li>• Create more public realm space that allows for increased use (street buskers, patios, interactive public art).</li> <li>• Public art builds character.</li> <li>• Focus points – historic downtown – Mill/Dundas, Main/Dundas.</li> <li>• Water hole – a place to stop, water fountain and benches. A gathering place.</li> <li>• Grindstone Creek – public art, pathways to showcase connection. Bruce Trail to downtown. Bridge design and emphasize history.</li> <li>• Featured parkette at Margaret Street (south end) previous waterfall area.</li> <li>• Access from Bruce Trail into Village of Waterdown for hikers’ “tourists” lunch, accommodation, etc.</li> <li>• Wider sidewalks – accessible pedestrian orienteered.</li> <li>• Replace trees.</li> <li>• No traffic zones – pedestrian streets.</li> <li>• Creative way to slow traffic without speed bumps.</li> <li>• Less sidewalk, more variation of material i.e. stone.</li> <li>• Patio areas extended onto Dundas Street – e.g. Port Credit.</li> <li>• Softening and connectivity with public realm so visually old commercial area connects from one property to the next.</li> <li>• Especially where there are properties to be redeveloped streetscape is critical to connect.</li> <li>• Preserve old trees.</li> <li>• Plant new trees.</li> <li>• Create a ‘civic’ square.</li> <li>• Bicycle paths linking Memorial Park with this area.</li> <li>• Benches, pedestrian walkways, green.</li> <li>• AODA compliant paths of travel.</li> <li>• More pedestrian friendly.</li> <li>• Street connectivity.</li> <li>• Pedestrian/alternate commute friendly.</li> <li>• Keep 2 lane Dundas.</li> <li>• Safe bicycle paths, with physical barriers to vehicular traffic.</li> <li>• Spaces for car share/bike share.</li> <li>• Public art with focus on heritage.</li> </ul>

Opportunity Area 3	Site Design
<p><b>Workshop Questions about Site Design</b></p> <p>What elements of site design are important? (e.g. landscaping, building orientation and location, access and circulation, parking location and design, pedestrian and cyclist pathways).</p>	<ul style="list-style-type: none"> <li>• On-street parking crucial to help businesses thrive – better understanding needed as to whether they have enough already.</li> <li>• Cycling would be nice if it was protected from traffic – how to accommodate this with current street width.</li> <li>• Parking behind or under building – parking spaces on the side of the road be converted to something else – cyclist?</li> <li>• Destination retail. No one is going to drive and shop. Have a unique feel to the area for people to come and visit.</li> <li>• Have a design like Dundas that is perfectly planned Ontario little town.</li> <li>• Buildings – open, glass, visual – approachable. Not closed off – what goes on behind these doors?</li> <li>• Landscaping – flow, organic, colour.</li> <li>• Pop ups.</li> <li>• Building at corner of Main and Dundas (South East corner with Copper Kettle) excellent design and well built. More like this.</li> <li>• Building orientation – large condos block light of previous townhomes.</li> <li>• Limit setbacks to be consistent with existing.</li> <li>• No parking lots – should be well landscaped.</li> <li>• Rear parking.</li> <li>• Commercial at grade.</li> <li>• Residential above.</li> <li>• Accommodating parking while retaining heritage character – especially with adaptive reuse/ of use on historic lots.</li> <li>• Rear parking.</li> <li>• Buildings must meet existing context.</li> <li>• Use of awnings projections, lighting, articulated building fronts.</li> <li>• Awnings, front patios, street presence.</li> <li>• Underground parking – sufficient parking spaces.</li> <li>• Mimic older designs with new construction.</li> <li>• Traditional material – brick, stone.</li> <li>• Design elements – Victoria, Edwardian with modern materials e.g. Copper Kettle is okay example.</li> <li>• Parking – not sure how you accommodate it. Consolidate into multi-storey, municipal lots. Main Street N/S at Dundas the biggest issue.</li> <li>• Ease of access – ability to cross major streets.</li> <li>• Sidewalks set back from traffic.</li> <li>• Business ease of access for pedestrian and vehicle modes of travel.</li> <li>• Cyclists pathways – full connection.</li> <li>• Focus on downtown parking.</li> </ul>

Opportunity Area 3	Site Design
	<ul style="list-style-type: none"><li>• Buried parking – like Waterfront Toronto.</li><li>• Shuttle areas.</li><li>• Cut through areas.</li></ul>

### Appendix 3 - Comment Forms received at the Workshop

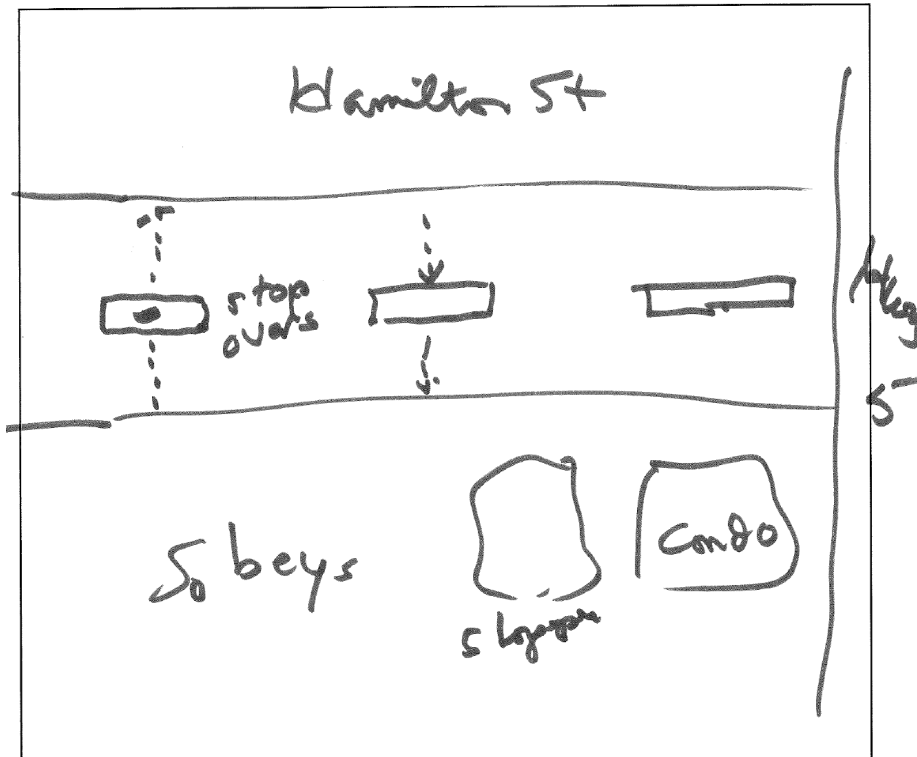
Comment forms were provided to the public at the welcome table. Twenty-one (21) comment forms were returned. For the following, the specific name and address provided has been omitted from this report. Each represents an individual's comments. The following comments are verbatim.

1. In lieu of heritage district for heritage area - Buildings allow soft intensification accessory or secondary units offices / commercial as of right. But require site plan approval for building permits so you have the opportunity to implement urban design guidelines.
2. Thanks for providing an interactive opportunity to discuss & consider my community. Thoughtful ideas!
3. Connect the village core with the Bruce Trail so that hikers (tourists) can easily access the Village Centre for refreshments, and accommodation.  
Focus on historic Grindstone Creek as origin & purpose of the village location  
Slow down traffic through village on Dundas St.  
Dundas Street has huge history, 1793 survey, previous Indian Trail, top of escarpment
  - Recognize this with special paving, light posts etc.
4. Thank you for allowing us input! We need to find a happy medium of preserving the past with the future growth.
5. Loved the session, great info and opportunity to provide input. Thank you! Waterdown Core can be amazing for many generations if we reduce 'non-destination' traffic and improve the feel for pedestrians and bicyclists.
6. Encouraging that public consult is part of the process. Hope that public input is of high value to development of future of Waterdown. Hope that political might is strong and does not succumb to unreasonable pressures. That thought process is for generations to come and example of planned development not evolutionary planning.
7. Thank you for hosting this feedback session. I encourage you to entertain partnerships with local service clubs (Rotary, Lions, Optimist) with your planning and execution. Designs that encourage community members of all ages (Children, youth, parents, seniors) to be integrated.
8. Maintain the look of Victorian village.

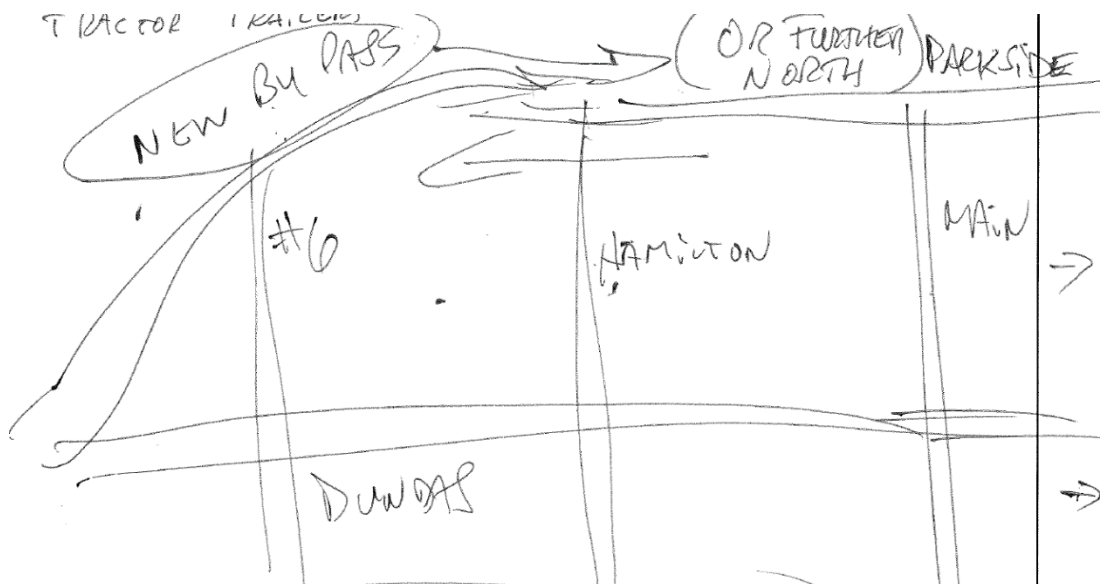


9. Good feedback from participants. Hope it is not in vain. This is important to maintain the village feel.
10. Please pay some attention to design guidelines on Main St. N. between Dundas and Parkside. R5 zoning is good but heritage aesthetic is important.
11. Really liked the #1 - #8 easels with background/ analysis/ principles.
12. No to 4 lanes in the Downtown.
13. Good that you are doing these sessions, questions are relevant – but every person in room is far more concerned about infrastructure, specifically transport. In an ideal world, pedestrianize the area 3 and build proper bypasses around.
14. What does the new Waterdown bridge design look like? Can I get a copy of Dundas and Ancaster Secondary Plans?
15. Unless traffic heading through the core node is dealt with first it is still going to be a traffic nightmare with huge commercial tractor trailers zooming through the core node. Check the Caledonia By-pass model. (See drawing 2 – shows west portion of by-pass dropping southerly as it travels west, connecting to Parkside Drive before continuing on to Highway 6).
16. Thank you very instructive, learned a lot.
17. We'd like to follow up with this meeting.
18. Add me to the project contact and notification list.
19. Add me to the project contact and notification list.
20. Would like to know what work the presenters have done in Hamilton. If the work being done provincially and municipally legal, approved or not? How much does resident input count? Do any of the presenters live in Waterdown? Does this control developers? Why no questions? Do heritage buildings remain? How to reduce automobile speeds?
21. See Drawing 1 – On Hamilton Street just north of Hwy 5, pedestrian islands are proposed in the centre of the road to help people cross Hamilton Street. One participant provided the drawing (shown below):

Drawing 1



Drawing 2



## FLAMBOROUGH COMMUNITY COUNCIL

### MINUTES

November 21, 2019

3:00 pm – 5:00 pm

Harry Howell Arena, Upper Board Room

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**Present:** Councillor Judi Partridge, Penny Deathe, Christina Birmingham, Maureen VanderMarel, Donna Czukar, Bryan Marks, Cindy Mayor, Stephanie Card, Paula Thompson, Wilf Arndt, Veronica McMullen

**Absent:** Robert Pasuta (sent regrets), Pam MacDonald (sent regrets), Nathan Tidridge (sent regrets)

**Presenters:** Steve Molloy, Robert Clackett, Miranda Brunton

#### 1. INTRODUCTIONS

#### 2. AGENDA: Reviewed and Approved

#### 3. TERMS OF REFERENCE: Reviewed and Approved

#### 4. PRESENTATION #1: **Steve Molloy** *Waterdown Community Transportation Management Study*

- a. Wilf – asked measurement details/strategy used for transportation existing conditions and data
- b. Councillor Partridge noted that residents often comment that main street should never have been “cul de sac’d”
- c. Christina – asked if interchange has been escalated to MTO. Councillor Partridge reiterates that it is at Province and MTO. Bypass has to be done first (slated 2021).
- d. Cindy – commented that downtown parking challenge for businesses and clients.
- e. Councillor Partridge addressed false rumours that Dundas will become 4 lanes through centre of Waterdown
- f. Penny – commented that we should keep the community feel, important to youth. Concerned for safety around pedestrian traffic for everyone, especially seniors
- g. Penny – questions:
  - i. Congestion during peak hours at main street and Dundas traffic lights. Opportunity to keep the light green during peak times to prevent congestion? Steve will look into

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November 21, 2019

- ii. Youth perspective: kids aren't used to buses. Free ridership for kids under a certain age? Similar to other municipalities? Steve: HSR and direct to Council to look at financial impact. Christina added that London did a similar summer program. Councillor Partridge adds number of teenagers using the bus has increased
  - iii. Youth strategy – have you had conversations with students directly on transportation? Through schools? Steve advised that staff will be reaching out to schools in next steps of study
  - iv. Councillor encourages comments to be sent to her office to be forwarded to Steve
- h. Cindy – street lighting and pedestrian signals at Mill and Main along Dundas. Is there any way that the walk signal can automatically come up without having to push the button? Steve will address
- i. Bryan – where can people send comments. Send to Councillor Partridge's office and we'll forward to Steve. Two more PIC meetings coming up Feb/Mar and June. 18-24 month process
- j. Christina – one sided street parking considered to prevent a "one-way street" effect? Some streets one-way because of two-sided parking. Cites rush hour heavy traffic
  - i. Councillor Partridge responded with history of Hollybush Drive
  - ii. Bryan commented that speed humps on Hollybush Drive may be worth revisiting (last time presented – only 52% support. Needed 70%. Said it might be worth rechecking).
  - iii. Councillor Partridge commented that parking decisions are very much the decision of the residents that live on the street.

## **5. PRESENTATION #2: Robert Clackett** *Waterdown Community Node Secondary Plan Study*

- a. Penny – will a community focus group be going to WDHS? Robert says yes. Penny cites architectural firms had elementary schools design "their perfect town/community". Great ideas and engagement
- b. Cindy – can we send email to someone with feedback and comments. Feedback can be sent to Councillor Partridge's office
- c. Penny – walkways and pathways on roads, connect into parks, that aren't on the roadway... cited Burlington's hydro corridor. Looking for trail connectivity
  - i. Christina commented on how do we promote our current trail system more?
- d. Paula – is there a requirement for residential developments to have trails that lead into town? For developers, is there a requirement that they need to connect trails?
  - i. Councillor Partridge cited that large developers do have trails in plans

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- e. Cindy – why do amenity spaces incorporate balconies (taking away from the other very small allocated amenity spaces). She would like to see implemented better

**6. PRESENTATION #3: Miranda Brunton** [Waterdown Village Built Heritage Inventory](#)

- a. Councillor Partridge cited discussion to potentially expand heritage district. Nothing set in stone. Need feedback.
- b. Penny – asked for clarification to confirm that Mary Hopkins is within the district (and therefore is designated). Verified by Miranda that yes it is designated

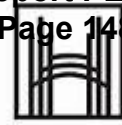
**7. GENERAL DISCUSSION:**

- a. Penny - Mary Hopkins turns 100 soon, community celebration in heritage district? Penny to follow up on that.
- b. Christina – shared that she would like to hold one last church service in 21 Mill Street North (Birmingham Consulting) to honour heritage for those who attended the church when it was still holding services
- c. Bryan – are Flamborough Community Council meetings being promoted to public?
  - i. Councillor Partridge clarified that Flamborough Community Council meetings are open to public, but they are not a public meeting. People are welcome
- d. Stephanie – question for Penny – What is the / is there a designated radius for safety rules in school zones? Speeding specified for the safety of walkers and pedestrians, drop offs, etc. Guy Brown cited as example.
  - i. Penny said that they set boundaries based on property, walking paths etc. depends on other schools and enrollment numbers.
  - ii. Stephanie said she will email City of Hamilton requesting flashing speed lights at Guy Brown
  - iii. Councillor Partridge cited liaison committee between school board and city, good working relationship with Ward 15 Trustee Penny Deathe
- e. Donna – Police Services – topic for future meeting?
  - i. Councillor Partridge comments that her Annual Police Community Meeting was held November 14 and poorly attended with 10-12 residents

**8. NEXT MEETING:** Approved for **Monday January 27, 2020, 3:00 pm – 5:00 pm Harry Howell Arena Upper Board Room**

**9. ADJOURNED 4:55 pm**





Hamilton



**WATERDOWN ONLINE SURVEY  
PUBLIC FEEDBACK REPORT**

## **WATERDOWN ONLINE SURVEY PUBLIC FEEDBACK REPORT**

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2. GENERAL THEMES AND KEY MESSAGES HEARD	4
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Appendix 1 Detailed Public Input from Online Survey	11

This report provides a description of the Online Survey posted on the City of Hamilton website from February 12 to November 8, 2019 and the public feedback received. The comments noted herein are verbatim.

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## 1. ABOUT THE ONLINE SURVEY

In February 2019, the City of Hamilton posted a joint survey online to gather comments from the public for the following ongoing projects/studies within Waterdown:

- Waterdown Community Node Secondary Plan Study – A study to create a plan to manage change and development in the Waterdown core area.
- Waterdown Transportation Management Study – A study to review the existing transportation network in Waterdown and identify areas for improvements to address existing and future transportation needs.
- Waterdown Village Built Heritage Inventory – A survey and evaluation of each property in the study area to identify what has heritage value or interest.

The purpose of the survey was to acquire public input on key values, concerns and opportunities within Waterdown to assist with these studies. The survey was advertised through postcards that were mailed to Waterdown residents, postcards that were distributed to public locations and businesses, through a newspaper notice in the Flamborough Review, and through the Councillor's monthly newsletter. A link to the survey was posted on all three project websites.

The survey was advertised as an alternative way to provide input in addition to a Public Consultation event that was scheduled for February 12, 2019. Due to inclement weather, the event was cancelled and city staff instead held multiple smaller community consultations throughout the spring and summer of 2019, before rescheduling the Public Consultation event for October 10, 2019. Information about the survey was given at all consultations. The online survey remained open from February 12 to November 8, 2019.

The survey contained six specific questions, and one open-ended question. The first two questions pertained to the Waterdown Community Node Secondary Plan Study. Questions 3 and 4 pertained to the Waterdown Village Built Heritage Inventory. Questions 5 and 6 pertained to the Waterdown Transportation Management Study. Question 7 permitted respondents to provide any additional comments they wished.

1. What is your vision for the future of the Waterdown Node?
2. What do you love about the Waterdown Node?
3. Which properties or specific buildings do you consider to be local landmarks?
4. Which street(s) in your community do you consider to be unique or special and worth conserving?
5. What are the top three transportation issues you have observed in Waterdown?

6. Do you feel there are any barriers to walking, cycling or transit within Waterdown that prevent you from using or accessing those methods of transportation?
7. Do you have any other comments you would like to provide?

Eighty individual people completed the survey. A total of 395 responses were received.

## 2. GENERAL THEMES AND KEY MESSAGES HEARD

There is significant community interest in the Waterdown community. Residents are engaged about the future of their community and expressed many ideas about what they would like for Waterdown and what they perceive as opportunities and challenges. **Figure 1** is a high-level synthesis of the key messages heard pertaining to each of the frequently noted general themes. Given the extensive input received, it is important that this synthesis of key messages heard be reviewed together with the verbatim detailed comments provided by the public through the online survey responses found in Appendix 1.

**Figure 1 – General Themes and Key Messages Frequently Noted**

Key Messages Heard	
<b>1. Vision for the future of the Waterdown Node</b>	<ul style="list-style-type: none"> <li>• A vibrant community with character, full services and resources, thriving with tourism, festivals and events.</li> <li>• A place for people to live, shop, and dine.</li> <li>• Preservation of historic character and charm.</li> <li>• Retaining the “small town” feel.</li> <li>• Provide excellent traffic flow and ease congestion with wider roads and multiple lanes for all modes of transportation.</li> <li>• Reliable and frequent transit connections to the remainder of the City.</li> <li>• Transportation network is designed to serve all modes with safe and efficient travel.</li> <li>• A bypass road to lessen vehicular traffic.</li> <li>• A place with good walkability and bikeability.</li> <li>• Safety and accessibility for children and seniors.</li> <li>• A community that focuses on people, small businesses, green space, and heritage.</li> <li>• A place to raise a family and retire.</li> <li>• Changes should reflect similar architectural details, setbacks, building materials, heights, landscaping, and historical character.</li> <li>• Small, quaint village feel, focusing on the current simplicity and charm.</li> </ul>

FEEDBACK REPORT FROM FEBRUARY TO NOVEMBER 2019 ONLINE SURVEY  
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Key Messages Heard	
	<ul style="list-style-type: none"> <li>• Limit new development.</li> <li>• Range of affordable housing.</li> <li>• Parkland, parks and community gathering spaces in the core.</li> <li>• A central community centre.</li> <li>• Wider and safer sidewalks, and better signage for pedestrian crossovers.</li> <li>• Less residential expansion.</li> <li>• Create a destination for tourists.</li> <li>• Keep big box chain stores out of the core.</li> <li>• Support small, local businesses.</li> <li>• No heavy trucks allowed.</li> <li>• A heritage-filled, village central meeting place to serve as a focal point.</li> </ul>
<b>2. What you love about the Waterdown Node</b>	<ul style="list-style-type: none"> <li>• The heritage found in buildings, sites, overall surrounding, and rich history.</li> <li>• The small town feel.</li> <li>• Victorian feel.</li> <li>• Memorial Park, Mary Hopkins Public School, and Smokey Hollow Waterfall.</li> <li>• Local coffee shops, and supporting other local businesses.</li> <li>• Personal relationships with business owners that one cannot achieve at big box stores.</li> <li>• Easy access to Bruce Trail.</li> <li>• Easy access to highways, nearby cities, and GO transit.</li> <li>• Old homes and quaint businesses.</li> <li>• Distinct focal point of the Downtown Waterdown core.</li> <li>• Walkability to shops, local restaurants, two parks, art gallery, banks, and other amenities.</li> <li>• The combination of greenspace and public spaces.</li> <li>• Distinct and has a real sense of community.</li> <li>• Tree-lined streets.</li> <li>• Clean and respectful residents, friendly and courteous services and staff, Non-metropolis looking environment.</li> <li>• Arts and crafts festivals and local summer events.</li> </ul>
<b>3. Properties/ Buildings considered as local landmarks</b>	<ul style="list-style-type: none"> <li>• The heritage area around Dundas, Main, John, and Mill Streets</li> <li>• All four buildings at the corner of Dundas and Mill St.</li> <li>• The American House Pub</li> <li>• The Old Weeks Hardware Store</li> </ul>



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Key Messages Heard	
	<ul style="list-style-type: none"> <li>• The Old Waterdown Town Hall (currently the Brown's Legal/Financial Building)</li> <li>• The Jam Factory</li> <li>• The Royal Coachman</li> <li>• Memorial Hall</li> <li>• Memorial Park</li> <li>• Pickwick's Books</li> <li>• Old Crooker House</li> <li>• Tea at the White House Building</li> <li>• About Face (now Canyon Ranch) Building</li> <li>• Second Time Around Building</li> <li>• All homes in the Heritage District</li> <li>• Old stone church on Mill St.</li> <li>• Knox Presbyterian Church</li> <li>• Mary Hopkins Elementary School</li> <li>• Chestnut Grove</li> <li>• Former bridal salon on Dundas St. (now a photography service)</li> <li>• Old Victorian house abutting the Pizza Pizza plaza</li> <li>• Union Cemetery</li> <li>• The Copper Kettle Building</li> <li>• Griffin House on Griffin St.</li> <li>• Sealey Park and former stone High School/Scout Hall</li> <li>• Hamilton Public Library Waterdown Branch</li> <li>• Waterdown District High School</li> <li>• Vinegar Hill homes</li> <li>• Magnolia House Spa</li> <li>• McGregor House on Main St.</li> <li>• Village Fish and Chips</li> </ul>
<b>4. Streets considered unique &amp; worth conserving</b>	<ul style="list-style-type: none"> <li>• John St.</li> <li>• Victoria St.</li> <li>• Church St.</li> <li>• Mill St. North and South</li> <li>• Union St.</li> <li>• Barton St.</li> <li>• Dundas St.</li> <li>• Main St. North and South</li> <li>• Griffin St.</li> <li>• Albert St.</li> <li>• Elgin St.</li> <li>• Snake Rd.</li> </ul>

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Key Messages Heard	
<b>5. Transportation issues</b>	<p><b>Roads</b></p> <ul style="list-style-type: none"> <li>• The bypass road is needed to relieve through traffic.</li> <li>• Congestion on Dundas St. where it narrows to one lane.</li> <li>• Waterdown Rd. is the only road besides Highway 6 that provides a north to south exit from the town. It is also a school route that is in poor shape and in need of reconstruction.</li> <li>• Dundas St. is a high volume traffic street overused by vehicles traveling east and west. It is difficult to make a turn into a subdivision during peak hours.</li> <li>• The speed limit is too high in the Waterdown core.</li> <li>• Some streets could be identified as one-way.</li> <li>• Lack of infrastructure to support the increased population has caused traffic congestion.</li> <li>• Area is congested and very noisy.</li> <li>• New streets are poorly planned. They are too narrow, there are no turn lanes, and a lack of proper signage and up-to-date roadway markings.</li> <li>• It has taken a considerable amount of time to create and implement a bypass route.</li> <li>• Volume of traffic moving through the Waterdown Core during rush hour.</li> <li>• Dangerous driving and excessive speeding by those utilizing residential shortcuts.</li> <li>• Too many traffic signals at locations that are not warranted (i.e. Parkside Dr.).</li> <li>• 'Bottleneck' downtown especially on Dundas St.</li> <li>• Heading southwest on Parkside Dr. and Highway 5 in the evening during the week is so congested that residents choose not to shop or eat in the Waterdown core.</li> <li>• Parkside Dr. has slow moving tractors and cyclists using the road between Main St. and Avonsyde during peak rush hour traffic, slowing down vehicular traffic to a crawl and causing further congestion on an already congested road.</li> <li>• Transport trucks cut through the village using Highway 5.</li> <li>• Hwy 5 between Hamilton St. and Burke St. cannot support large transport trucks with the current spacing between the lights, general design of parking and street layout.</li> <li>• Too much traffic on Parkside especially near the schools.</li> <li>• Congestion on Centre Rd. that will worsen due to the new townhomes north of Parkside Dr.</li> <li>• No advanced turning green lights at most intersections.</li> </ul>

Key Messages Heard	
<b>Transit, Cycling and Walking</b> <ul style="list-style-type: none"> <li>• Few travel mode alternatives (cycling in particular). Little to no bike lanes make cycling dangerous.</li> <li>• Safe methods are rare for walking and biking around town.</li> <li>• To walk along the sidewalk of Highway 5 to Clappisons is very dangerous.</li> <li>• The trail along the creek should be paved all the way to Highway 6.</li> <li>• Public transportation is lacking and poorly promoted.</li> <li>• The transportation infrastructure required to support any new development is not being built or prioritized.</li> <li>• There are gaps in the cycling infrastructure. Certain areas of the cycling network are being built. However, they are ending in areas that don't have any cycling infrastructure i.e. Avonsyde Boulevard north and south end).</li> <li>• The transit system is underused.</li> <li>• Lack of reliable, timely, and connected transit system. More bus transportation is needed.</li> <li>• No direct transit access to and from downtown Hamilton.</li> <li>• No bicycle routes between Waterdown and Carlisle. Centre Road is too narrow to allow kids to bike between the two communities. Driving becomes the only option.</li> <li>• No direct transit connection to downtown Hamilton. Waterdown needs a bus route that connects to MacNab terminal.</li> <li>• No pedestrian access to the falls.</li> </ul>	
<b>6. Barriers to walking, cycling or transit</b>	<b>Walking:</b> <ul style="list-style-type: none"> <li>• Sidewalks are narrow</li> <li>• Busy, congested roads, heavy traffic, and aggressive driving make the sidewalks unsafe.</li> <li>• Sidewalks end abruptly and do not extend all the way through, even on major streets.</li> <li>• Sidewalks are unsafe especially with children present.</li> <li>• Shops and restaurants are of walking distance but roads are busy and parking lots are full.</li> <li>• Walking on the sidewalk along Highway 5 through town to Clappisons is very dangerous. It is not safe to take a child with a stroller.</li> <li>• Hamilton St. is not a comfortable place to walk and even worse to cycle.</li> <li>• Walking to Smokey Hollow is not feasible.</li> </ul>

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Key Messages Heard	
	<ul style="list-style-type: none"> <li>• Paths and trails to shopping centres are not maintained during the winter and spring.</li> <li>• There are few crosswalks on Hamilton St.</li> <li>• Crosswalks are not clearly and visibly marked. Motorists often ignore pedestrians crossing the street.</li> <li>• It is too dusty, noisy, and windy to walk along the streets.</li> </ul> <p><b>Cycling:</b></p> <ul style="list-style-type: none"> <li>• Roads are not wide enough to accommodate bike lanes.</li> <li>• Instead of the reduction of roads and lanes to give access to cyclists, it is more practical to widen the current roads to create room for bike lanes. This prevents having a negative impact on the vast majority of citizens who drive to and from work.</li> </ul> <p><b>Transit:</b></p> <ul style="list-style-type: none"> <li>• Transit is coming along, but needs more frequent connection to the rest of the City, especially downtown.</li> <li>• There is no evening bus service.</li> <li>• The one service that runs through Waterdown only goes to Aldershot GO Station.</li> <li>• It is faster to drive to the GO Station than to take the bus.</li> </ul>
<p><b>7. Other General Comments</b></p>	<ul style="list-style-type: none"> <li>• A better transportation system is needed.</li> <li>• A Waterdown with transit and cycling is a Waterdown for the future.</li> <li>• Heritage must be protected and take precedence over the demands of developers. Save the heritage buildings, the green space, and the tree canopy.</li> <li>• The history, as well as the quaint and charming reputation of Waterdown needs to be preserved while increasing the capacity in town.</li> <li>• Parking is a major issue, especially for restaurants, shops, and other businesses that rely on street parking even for employees.</li> <li>• Large trucks should be rerouted away from the core.</li> <li>• Increased police presence is needed for residential streets.</li> <li>• Need sustainability.</li> <li>• Would like more public realm spaces within the village and increased patio spaces.</li> <li>• Road congestion needs to be solved and then the state of infrastructure before development in other areas,</li> </ul>

### **3. NEXT STEPS**

The comments received through the online survey are being considered as part of each of the three studies, together with other public input received through the Community Meeting held on October 10, 2019, the Urban Design Workshop held on November 9, 2019, at pop-up workshops and stakeholder meetings held in 2019, and through meetings of a Focus Group.

#### **Waterdown Community Node Secondary Plan Study**

Public input from this survey is being used to develop the future vision, principles and objectives for the Secondary Plan, and to identify opportunities and challenges to address through policy.

#### **Waterdown Village Built Heritage Inventory**

The public comments received as part of this survey have helped identify the historic properties and streets valued by the Waterdown community. This information will assist the Waterdown Village Built Heritage Inventory project team in evaluating and recognizing heritage properties worthy of listing on the Municipal Heritage Register, as well as significant heritage properties that may warrant long-term protection through designation.

#### **Waterdown Transportation Management Study**

The comments and suggestions received through the online survey along with the various input we received throughout the study will help the project team to identify the feasible solutions that best addresses the transportation problems in the Waterdown in the short and long term. The constraints existing in Waterdown and the long term transportation plans will also be considered in developing the feasible solutions.



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## Appendix 1

### Detailed Survey Responses

#### 1. What is your vision for the future of the Waterdown Node?

A Victorian community with character, availability of services and community resources, and the Centre of Waterdown Village. A feature of City of Hamilton Tourism, festivals and events. A hub leveraging its unique positioning between the Cities of Hamilton and Burlington, and the rural community to the north of the Centre of town.
The Waterdown Node will be a place that people will want to be in: for living, shopping, dining. It will provide EXCELLENT TRAFFIC FLOW due to wide roads and multiple lanes to allow for transit and bikes and cars.
WAS IT EVER CONSIDERED TO BLOCK HWY 5 ENTERING WATERDOWN AND USE THE BYPASS TO ENTER MAIN STEETS INTO WATERDOWN THAT IS A TRUE BYPASS
My vision includes much attention to encouraging a walkable and bike-able community center. with hopefully traffic diverted from downtown area - more emphasis could be put on safe infrastructure for all users - especially our burgeoning senior population. Also good connections via frequent and reliable transit to the rest of the City of Hamilton.
The Waterdown will be a vibrant community with a focus on people, small business, community, green space and heritage. It will be a great place to live, raise a family and retire. There will infrastructure to accommodate a growing community that has been well planned and its wonderful heritage buildings will be protected along with its green space and tree canopy.
Preserve the historic charm of the current downtown.
a renewed effort to ensure that the 'olde Waterdown' heritage is maintained throughout the complete new development phase.
a lovely historical area of Waterdown for resident to walk about and enjoy the heritage of the village and stop for a coffee, ice cream, lunch and visit some quaint shops. It will honour the origins of Waterdown and be a unique place for the resident of Waterdown and for those residents to bring their friends and family.
Cut down on volume of traffic. To maintain the charm of the older streets and buildings.
...especially sensitive to the character, beauty, history and culture of the Heritage District and beyond. The current boundaries do not include many lovely period homes and businesses and should be expanded to do so. It is imperative to maintain the streetscape with old growth trees and spacious lots. Infill should NOT be allowed. Any changes must reflect the same architectural details, setbacks, building materials, heights, landscaping and historical character. Outside of the Heritage District the major concern has to be traffic flow and infrastructure. We have been inundated with the construction of single and multiple dwellings over the past 5 years without concern for parking and traffic flow. Waterdown roads are clogged! Dundas Street for a good portion of the day is a complete bottleneck and drivers have become impatient and rude. Without more roads there must be a stop on development.
A place where everything is well connected and walkable and really touches on the small community feel it has always had.

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I would love the quaint village feel of the Historic area of Waterdown to be left as just that - a quaint village; No additional homes and or businesses. We have enough residential units in the historic area. I envision our Historic area of Waterdown being a quiet, residential pocket with beautiful old homes set in a larger community; not a hustling bustling city but a community; Like Rosedale is to Toronto, but on a smaller scale, where you knew and felt the boundaries of this distinct area. I would love if the little commercial buildings along Dundas St, Mill and Main could provide our little residential area with a bakery, a butcher, general store, a cheese shop, a farm market, and other essential stores. If the prices weren't outrageous, our neighbourhood would walk there to shop and people would come from surrounding areas to avoid the big box stores and enjoy the simplicity and quality of the "old world" charm. There is a real opportunity for the jam factory to play into that or, it could also make a great restaurant like the one in Aberfoyle; Prestigious, charming, a real attraction. Let's use the historic charm we have to keep our area historic, prestigious and attractive.....Like Niagara on the Lake. Charming. Quiet. Look at the CBC program - Escape to the Country. No further development - leave the charm.
The Waterdown Node should be an area of quaint shops and restaurants within the business district and walkable historic Village of Waterdown. Heritage Buildings should be protected and the overall height limit on buildings within this area should be 3 stories except for Hamilton Street where higher buildings could compliment this area.
Remains picturesque
-Transportation network is designed to serve all modes of travel in a safe and efficient manner -Development is phased with transportation infrastructure -Less medium/ high density development
More accessible within and out of Waterdown it self
Center for family outing.
Seamless integration with the rest of Hamilton, including all the other major BIAs. Easier-to-access Bruce Trail and Smokey Hollow Falls without dangerous pedestrian-car conflict points along Waterdown Rd
Your question comes too late. The community has been obliterated by the rampant expansion if the area
The Waterdown Node will be a Victorian Village and surrounding complete community. It will be distinct, maintain its Victorian character, agricultural neighbours, country roads and provide a complete range of goods services to its local community, including a housing stock that is affordable for all levels of income. It will be accessible from Hamilton and Burlington by transit 7 days a week, 18 hours daily. It will be a town of the future, walkable and cyclable, and major roadways will be accessible without raiding the core of town.
will be a great place for people to live work and play
The Waterdown Node should be a walk-able area with shopping, food and recreation.

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<p>...similar to status quo with additional consideration for walkers. Would love to see the addition of small green parkette along Dundas (anywhere!) with benches and gardens - a small, open, green space to stop and sit between shopping stops. Missing is a nice crossing for Hamilton Street at a point between Cedar and Dundas. Especially the corner at Hamilton and Dundas needs a 'visual, calming' point - there seems to be no reason for cars driving through along Dundas (and by driving, I mean speeding) to stop....if the greenway between the gas station and the Sobey's plaza does get developed with more buildings that will be a huge disappointment. I hope never to see anything over 3 stories built in any of the study area and certainly NOT on corner lots that will detract from views. It would be nice to see options to walk a trail/sidewalk to Joe Sams. There is no way for anyone from the core to walk down to Smokey Hollow - you are forced to drive for safe passage and yet there is never parking - providing safe cycling/walking access would also be HUGE.</p>
<p>To have a vibrant Core community, which I think it needs better road connections to alleviate traffic congestion . A central Community Centre with amenities as an indoor pool , gymnasium, Large Senior Centre, Gym would be multi use for all ages with drop in activity morning for Babies to age 5 with caregivers and a city paid supervisor Look at Oakville Third line Glen Abbey Community Centre Now that is pre planning</p>
<p>Vibrant, accessible, welcoming, diverse, charming, walkable... forward thinking with connections to our past</p>
<p>To see a reduction in vehicular traffic and pollution in the core. Also to retain the historical character of Waterdown by capturing maximum number of heritage buildings and landmarks to attract more visitors to our community and third, to restrict the building of any tall out of character residential and commercial buildings to detract from our beauty and not create a non-metropolis appearance.</p>
<p>Keep it as it is Maintain the look Avoid separating large lots into 2 or 3 narrow lots to squeeze dense semis as done recently at Hwy 5 on the South Side Not sure of street name but it is just past the Dairy Queen on the South Side of Dundas It was a lovely corner lot that now has a triplex being built which doesn't suit the village or the semis built next to it It's cheap looking and a flipper making money on 1 lot by selling: little semis with no garages So this will just add to on street parking Town planners should never have approved this building permit</p>
<p>remain a village in the old town limits</p>
<p>Our vision for the future of the Waterdown Node is that it should be kept attractive and authentic to its historic roots. This means no high-rise buildings above 5 stories. It also means that the historic buildings should maintain their appearance.</p> <p>We feel strongly that Waterdown's downtown core needs to be kept vibrant with a focus on small businesses and shops. Rents should remain reasonable enough that small business owners can continue to operate successfully from the downtown core and not be driven out by high rents. This is what has happened in Oakville and is happening in Burlington.</p> <p>We think the Ribfest should be relocated from Waterdown Memorial Park to Joe Sam's Park</p>

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due to the size, lack of parking, and noise from the event. It is disruptive and stressful to neighbourhoods close to the park. Residents are burdened with overflow parking as a result of the festival. Furthermore, the plaza with Fortinos opposite the park was completely full during the entire time the festival was held, causing traffic congestion and issues for customers wishing to use the parking to shop at the stores in the plaza. We strongly feel that the current location is no longer viable, also because it is 4 days long, which is too long.

We have some concern about the seniors' residence which is proposed for 100 Hamilton St N. We think the proposed 7 storeys are too high. We are concerned about the traffic and parking issues which will result.

We would like to see the 2 plazas along Hamilton Street, one with Sobeys, and the second with the Angel Diner and other stores, be upgraded and modernized from the current appearance. We would also like to see better security (cameras) on the buildings in these plazas. There have been reports of noise and disruption caused by young people hanging out and causing problems.

We would like to see better sidewalks along Hamilton Street. There should be better signage for pedestrian crossovers, preferably with crossing lights. We would like to see better speed control along Hamilton. We would like to see red light cameras at the corner of Dundas and Hamilton.

Small business with affordable accommodation for the entrepreneur

The Waterdown Node will be open, protected, green and traffic-calmed

A calmer and more walk -able downtown Village

Historic, Clean, family focus, accessible to walk around.

A core with a heart that is immediately noticeable as architecturally congruous, warm, inviting and vibrant. A place where people want to meet for social activities, shopping, conversation and idea exchange. A healthy mix of services, shops, restaurants and aesthetically pleasing residential. And, with inviting walkability instead of the downtown being a vehicle traffic thoroughfare. Above all lets ensure architectural integrity with the towns original heritage. Visit Creemore, downtown Galt and countless other towns to see how it's done. Port Credit and Bronte that were once disasters that are now much improved urban centres.

The Waterdown Node will have preserved our heritage and town history, there will be no buildings more than three stories, and there will still be the small town charm.

The Waterdown Node will be improved only within the current density in an effort to control the rampant and poorly planned residential expansion of Waterdown and surrounding lands that are polluting our resources and diminishing local wildlife habitat.

Accessible (both to visit and to get through during commuting hours), inviting and diverse.

Not really sure this is applicable but a community centre with a city pool would be amazing!

My vision is that highway 5 will have another road created. That another bypass would be added through out the town to allow less congestion and ease and safety for drivers and pedestrians

Please leave it alone and cease all future building. You have ruined the charm of Waterdown and the quaint village feel. It is a shame that you allowed newcomers to come into the village and demand changes when the lifetime residents are being overlooked.

The Waterdown node must have proper infrastructure to accommodate the volumes of traffic expected.

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I live in the downtown core. I would like to ensure that the core is walkable and bike friendly. I like that it contains restaurants, parks, retail space and residential. Hamilton Street is a good location for taller, more modern buildings. Try to restore Dundas Street between Hamilton and Mill Street from a Heritage perspective, and restrict this portion to maximum 2 storey buildings. Please do not increase this portion of the road to 4 lanes.
Would like to see an area where we can showcase unique and trendy restaurants, arts and foods to make Waterdown a destination for tourists. Preserve a "small town" feel. We need a police station. I don't feel safe anymore.
Dundas street needs to be the connecting piece between the heritage districts to the north and south. Need to permit soft intensification in the heritage context to encourage the preservation of the buildings and their revitalization. Truck ban thru the old town
That it is protected to have NO building on Heritage Rds. This includes EVERY road with a BROWN street sign. I live on John Street West, we have 2 seniors homes and 3 Apartments on a 300 foot stretch of road. Between Main and Hamilton. The cars gridlock our street and block our parking egress. Fire hydrants blocked, street parking from hell and snow non existent removal make the road deadly to head on collisions, danger of no access to emergency services. And you want to ADD A 7 STOREY BUILDING!!! THERE IS NO ROOM...get a wider road and boulevard parking all along John street west and fix existing SERIOUS issues. Don't add to more serious issues. Lots of room for Apartments elsewhere along Hwy 5
Maintain the village feeling and keep big box and chain stores out of the core.
More work live to add more residential properties Build up and /or on top of. Existing buildings to allow for more foot traffic into the local businesses Public transit to improve No heavy trucks allowed Need newer and better financial support from the city to maintain the older buildings
I would like see Waterdown's downtown core remain historical and not over populated by too many commercial buildings. We have plenty of space to put more stores at Clappisons corners.
A walkable and bicycle friendly community with less vehicle traffic thanks to a complete bypass.
More businesses
I am not sure what the Waterdown Node is. Please define briefly
A community
Better traffic flow and businesses in the downtown core that people want to get to
To keep a small town feel and provide visitors and residents space to park and walk around the downtown area.
It would be nice for it to be a safe space for pedestrians and bicycles, but this cannot happen until the bypass is complete. Traffic backs up on Dundas St east and west in the node, because of the drop-down to a single lane each way.
The Waterdown Core needs to be able to attract more businesses. I see way too much turnover because small businesses are unable to support themselves. Perhaps tax cuts would help to solve this issue.



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The Waterdown node will retain its 'small town outside the city' feel.
Updated with less traffic on highway 5.
More like the Historic Village of Waterdown that it used to be, like the signs say when you are coming in to town. It seems that the village has grown at such breakneck speed with what seems to be very little forethought that I hope the future studies and programs implemented will not just worry about growing the tax base but making the village more of a community.
will be... a continuation of what it could have been had it continued to grow like Dundas did in the late 1800s, and early 1900s.
A calm, heritage filled, village central meeting place like Dundas or Niagara on the Lake as a focal point for the residents.

## 2. What do you love about the Waterdown Node?

Its charm, diversity of services and walkability. Memorial Park and Mary Hopkins public school.
THE SMALL TOWN FEEL
I love the heritage aspects of this town. Both the buildings and the history. I love the green space - Memorial park. I love the easy access to the Bruce Trail. I love Smokey Hollow Waterfall. I love the coffee and tea shops. I love being able to support local business and know the owners as opposed to always shopping in "big box" stores. I love the easy access to highways, other cities and the GO. I especially love Mill Street North and its beautiful homes.
Old homes, quaint businesses
It is one of the few remaining 'olde style' communities left ...one that has a heritage, with a distinct focal point of the original Downtown Waterdown Core.
The old buildings, the small businesses, the history, the "look".
The history, houses and buildings that are still around that give a bit of sense as to what is was like back then.
The way it used to be before all the development. I love that Waterdown core is walkable. Traffic volume is ridiculous but within the core area are good restaurants, 2 parks, lots of trees, a variety of architecture, an art gallery, some shops, banks, grocery stores, summer outdoor market, post office, and other amenities. People often walk rather than drive, and many walk their dogs. Most people say hello when they pass. I like this sense of small town neighbourliness. I do NOT like how the Library was moved too far west to walk to from the core or east side. I think it's acceptable that the fast food restaurants, Wal-Mart, big box stores and gas station etc. are further west, closer to highway 6 and away from the residential areas of Rockcliffe and the core.
The small community feel. The combination of greenspace, public spaces and amenities

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I love that all of the buildings in the Historic area of Waterdown have their own distinct character. I love that no two houses are the same and all have their own story. I love that the homes are all old and elegant; no monstrosities that "out-do" the rest. Charming. I love that the big box stores are far away and that hopefully, we can preserve an older more local, quiet and appealing way of life with local shops. I love that we (the historic area) is like a little old community/village within a larger community - not a city. I love that we are a little bubble within a growing sore that is swelling out of control. I love that Mill and Main St remain, despite the uncontrollable traffic volume, are quiet areas of the larger Waterdown area. I am proud to live in a Historic Area and I value the integrity of the buildings. I love that many of the houses were built when quality was still valued, not just throwing up houses as quickly as possible to make a buck.. We don't want modern or we wouldn't have been interested in moving to this area in the first place. Please leave the historic area of Waterdown alone; we don't want anymore.
The quaint Heritage Village of Waterdown which still has that small town feel despite all the construction occurring around the original Village of Waterdown.
heritage buildings
The village area Close amenities (shopping, dinning, etc.) and access to regional transportation infrastructure
Nothing
Small-town vibe Friendly folks Mature trees and rich heritage buildings in Old Waterdown
See above
That it is distinct and has a real sense of community. It is accessible to the highway and there are alternate routes to Hamilton. It has its own cultural events (despite a couple of them being amalgamated with Hamilton's... wish they weren't). Waterdown is a gem of a small town, whether its has town status or not.
the small town feel
The small town feel of the "village" area is Waterdown's distinguishing feature.
Tree lined streets, older homes. Memorial park walking loop. Improved sidewalk width along Parkside is a huge bonus and makes the walk to the North Wetlands trail much more pleasant.
I've lived in it for 44 yrs since Waterdown had 2400 people I've seen it's changes surrounding it and love this town but it's hanging on a thread for being a great place to live
Easy walkable distances to shops, restaurants, services, parks. Sense of community. Charming character. Patios.
Nature at its best, historical character, history that is fast disappearing from Canada, clean and respectful residents, friendly and courteous services and staff, non metropolis looking environment,

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<p>If you mean the Village Core first I don't like the name Node          It' sounds like a nob          It's always been called the village          Why change this ?          Just because you learned a modern word for central town?          I've lived here 44 yrs since 2400 people made Waterdown          So it's quiet but noisier than it used to be          Many trees          Walk to everything but we all drive cars to work and play          It has nice big grassy lots          It has separation from neighbours          It has different types of architecture and home designs          It has big and little homes but are of a traditional style          We have a central post office          We get to know people all over not just our street</p>
<p>still a quaint seeing and village</p>
<p>We love that we can walk to 3 plazas with lots of convenience. We are within a 15 minute walk of the historic downtown with the small shops. We make a practice of supporting small locally-owned businesses. We love the historic character of the Waterdown core.</p>
<p>Walking distance to stores</p>
<p>Living next to the protected escarpment and Bruce Trail and it's walkability to numerous amenities and how people take care of their properties, esp on Union Street</p>
<p>Historic buildings, unique stores.</p>
<p>Shops, restaurants, bars, services and most (but not all) of its architecture.</p>
<p>The heritage and small town feel.</p>
<p>I "loved" that it was quaint, semi-rural, mainly re-sold houses with new development capped around the 1980's. So I would like to see it all kept as close to that as possible and not expanded to increase housing density. Develop in a new area AWAY from the existing core and node.</p>
<p>How we can walk to restaurants, shops and parks.</p>
<p>Nothing. It's a bottle neck, clogged artery.</p>
<p>There is little left to love. Memorial Hall is indicative of how horrible the local government has ruined a perfectly sweet and happy village Centre. Shame on them!</p>
<p>It still has a small town feel, while beginning to meet the needs of a growing community.</p>
<p>Small Community feeling although this is being lost.          There's no reason why the core can't be preserved.</p>
<p>There are small family owned businesses. Need more outdoor patios and cafes and more variety of stores and services</p>
<p>Trees...victorian homes and feel.          Now we can't stroll the streets with racing cars and gridlock</p>
<p>It is charming and unique.</p>
<p>The character - short walk to many businesses          accessibility is good could be better with more parking and less oversized vehicles</p>

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The charm, it is what brought me to Waterdown over 23 years ago. It has that small down feel. Despite our growing population, downtown let's you believe we are still "the village of Waterdown".can you imagine how our Santa Claude parade would be? Or how we feel safe with our kids here because people know each other.
It is a clear "heart" of the community.
Unique look
The events. Walking. Biking.
Cute buildings that are walking distance and can attend (such a copper kettle cafe)
Waterdown node is an area for business and pedestrian access, it has a small town appeal that needs to be preserved..
Arts festivals, crafts festivals, and interesting stores.
It feels like you're so removed from the big city, yet it still provides all the necessary amenities within a "sane" distance from the bigger adjacent cities.
The arts festival
Waterdown was unique. It has become a town that has so little planning gone into the infrastructure before the expansion and still continues to be. Not enough levies put on new homes and builders to enable proper road structure before being built. I can only see Waterdown as becoming more congested. Plans to change flow of traffic in core does not keep the beauty and community of the core and shall just become a bypass on a smaller scale for the traffic problems, which we already have to deal with. We cannot get out of our driveways now with any safety and timely manner at any rush hour.
I'd like the downtown to be a destination for people. Business is minimal on Dundas between Mill and Centre and turnover is high.
There is a tremendous potential should the right framework be put in place.
Small business, cultural centres, historic buildings. All stone buildings, Victorian or Georgian buildings. Churches.

**3. Which properties of specific buildings do you consider to be local landmarks?**

The Heritage area (Dundas/Main/John/Mill) and some older properties outside of this exact perimeter.
All four buildings at the corner of Dundas and Mill St.
the core area has some beautiful buildings
The American House, The Old Weeks Hardware Store, The Old Waterdown Town Hall (now the Brown's Legal/Financial Building), The Jam Factory, The Royal Coachman (formally the Kirk House), Memorial Hall.
American House Coachman Pickwick's building old library and town hall on Mill St N About face building Old Crooker house

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AMERICAN HOUSE, THE COACHMAN...MEMORIAL HALL....AND MANY PRIVATE HOUSES COMPRISING THE HERITAGE DISTRICT.
The American House, Memorial Hall, The Coachman, The 3 "sisters" buildings on the east side of Mill Street South and Dundas, the original Tea at the White House Building, About Face (now Canyon Ranch), the old stone building on Dundas Street on same side of the street as About Face, the orange brick house with gingerbread detail on north side of Dundas near Hamilton Street, Pickwicks !, the red brick house (now office building) on Dundas with the carriage house (now being rebuilt), Jupe building, Second Time Around building in addition to the "older" homes in the district and those century homes not currently in the district - examples: sorry don't know addresses - Main Street North way north where Main Street just passes Parkside there is a beautiful stone home, the house just east of the bridge on the south side, the salt box house on Main Street North, the "Corps" stone cottage on Main Street North and homes on the 4 corners of Church and Main.
Mainly any buildings pre 1900's. American House, the Royal Coachman, the old Week's Home hardware, Pickwick's, and many houses that are still beautiful.
<ul style="list-style-type: none"> <li>•all the homes in the Heritage District</li> <li>•the Jam Factory</li> <li>•Brown's Investment bldg (former library and town hall)</li> <li>•old stone (former)church on Mill St (beside Brown's)</li> <li>•Knox Presbyterian Church</li> <li>•Grace Anglican Church</li> <li>•Mary Hopkin's School</li> <li>•The Tea House</li> <li>•Canyon Ranch Spa building</li> <li>•The American House Pub</li> <li>•The Coachman Inn Pub</li> <li>•Chestnut Grove House on Dundas St.</li> <li>•Former bridal salon now a photography service on Dundas</li> <li>•old victorian house which abuts the Pizza Pizza plaza</li> <li>•Union Cemetery</li> <li>•The Copper Kettle bldg.</li> <li>•Griffin House on Griffin St</li> <li>•Sealey Park and former stone High School / Scout Hall</li> <li>•Memorial Park</li> <li>•numerous old homes on Main St., Union St., Albert, Mill St.,</li> </ul>
Memorial park
I love any and all buildings that were built before or around 1900. I am a fan of any stone building.
There are too many to list but buildings within the Mill Street Heritage District, The Coachman, Tea at The White house building and the Crooker House to name a few.
copper kettle
American house
<p>HPL Waterdown Branch  Waterdown District Highschool  Memorial Park (skate park, splash pad, soccer/baseball fields)  Quarry (behind Walmart)  Smokey Hollow Waterfall  Downtown Waterdown (Copper Kettle, Pickwick Books, boutique shops, local pubs, etc.)</p>



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There are no relevant landmarks
Waterdown has many buildings that were built between 1800 (I don't think there are any older than that) and 1925. All of those buildings are important to our town's identity and should be considered of special importance.
1389 Progreston Rd./ Progreston Falls
Mill St. and 5 American House Royal Coachman Memorial Hall
Royal Coachman. American House. The former library (now Brown lawyers) Memorial Hall. Pickwicks bookstore. The strip of shops on Mill St S.
The large brick house on Hwy 5 ; The old businesses on Hwy 5 and Mill and Main , some redone which draws tourists and town people alike to shop Especially the Coffee place at Hwy 5 and Main St who's architectural reflects an old village with its beautiful brick work and trim Plus the Magnolia House and Office building next to Post Office Any new rebuilds in Core should reflect a traditional look with reddish brick , stonework which old Waterdown was built from Use of wood in design as the Mills on Grindstone were well known and provided all wood birth inside and outside of homes in Node We lived in one such home on Highway 5 and Margaret St built by the Slater family from their Mill It has 12 inch wood trim throughout the house which we renovated by stripping all the 10 layers of paint on baseboards to original 12 inch splendour Also the shops on Hwy 5 from the Mill St Corner to Hamilton St I remember going to the old butcher shop which is the store next to book shop at Mill Then the bakery And luckily the old Jam factory on Mill St was beautifully restored using its stone face and keeping its heritage look I still remember walking over Grindstone bridge with my toddlers and smelling and watching the foam from the jams being made there in mid summer Vinegar Hill should have signage as it's a piece of historical significance Everyone knew Vinegar hill as one smelled the vinegar when the Jam factory used vinegar to preserve items Those homes on vinegar hill are old and built by the masons and carpenters using Waterdown materials The creek could be cleaned up and used as a park with a walking trail It used to be a famous place to sail little boats on Sunday There was a station there too Memorial Park is a landmark of our founders
Mill St. & 5 - the American The Royal Coachman Memorial Hall 5 Mill St. S. Block Memorial Park

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All of Main Street, Mill Street north and south, high street Dundas Street from the bridge up to Hamilton Street, The area behind Dundas Street to toe bridge on Flamboro St., Smokey Hollow Falls area, Upper part of Waterdown Road to Hwy 5, The American House, The Royal Coachman, Village Fish and Chips????,
<p>All the village buildings</p> <p>The city made a very poor design for Memorial Hall</p> <p>It looked a lot better before</p> <p>We had a lovely fountain at the sidewalk that we all could drink from</p> <p>The new elevator on the side is great but how much uglier a design could you have picked</p> <p>It looks all plastic and metal</p> <p>It should have been designed with brick like the Coffee Shop at Hwy 5 and Main S</p> <p>That is a beautiful building</p> <p>It looks amazing</p> <p>So does the new building at Magnolia House and the office building across the street</p> <p>I see that the old review office is being renovated</p> <p>I hope some bright design is being accepted not a design that's out of traditional look for the village</p>
<p>Mary Hopkins School</p> <p>McGregor House on Main St</p> <p>Homes on Main St and Mill</p> <p>Older homes on side streets in Village Core</p> <p>Anglican Church</p> <p>John St</p> <p>Knox Church</p> <p>All the stores on Highway 5 from First St to Past Dairy Queen</p> <p>I remember Huxleys General Store when I moved here 44 yrs ago</p> <p>It was still a store with wooden floors</p> <p>That's all the small buildings from Mill St to Main</p> <p>Then there's the hotels</p> <p>Plus the building on the corner of Mill Hwy 5 the NE corner used to be a physicians office</p> <p>Now it is a shoe store and looks nothing like the nice brick building</p> <p>Also all the buildings on Mill St N</p> <p>Vinegar Hill should have an historical sign as everyone used to call it by Vinegar Hill</p> <p>We bought the house on the corner of Hwy 5 and Margaret St - west side of Margaret</p> <p>It is a beautiful house Made with wood from the sawmills in 1919</p> <p>All the homes were built with wood from Slaters Mill</p> <p>And masons built Mary Hopkins school that lived in village</p> <p>It should be Heritage too</p>
the area is already a heritage area for Mill st and John but should be expanded to cover parts of Dundas and Main
<ul style="list-style-type: none"> <li>- Pickwick Books</li> <li>- American House</li> <li>- Royal Coachman</li> <li>- Small carriage house beside the Waterdown Tea House</li> <li>- Memorial Hall</li> </ul>
The old library on Main Street and the large building next to that one; the big Victorian house on Dundas near Hamilton, the church condos on Barton, the Mill restaurant, the Royal Coachman, Copper Kettle
Anything in the main "downtown".

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Currently recognized heritage properties, Memorial Hall (the never ending project), all Node churches and places like the Kirk and American House and many older homes with great character that many not quite fit heritage designation. Most any "stone" building considered structurally safe that hasn't suffered ugly "do it yourself" additions.
Every building in the downtown core that has a history such as Pickwick Books, The American, The Coachman, the building that houses the BIA, Village Fish and Chips/The Indian Hut, Sealy Park Hall, Mary Hopkins School, the stretch of buildings between Second Time Around and Memorial Hall, and the list goes on.
All buildings along Dundas Street from First St. to Hamilton Street N. All buildings on Mill and Main Streets from Dundas to Church Street.
The theatre
Memorial Hall. I feel the planning of this building was very poorly done. The inside is in just as bad of a state and the money and time that went into the exterior is a joke.
Every structure in the core that has not been ruined by City of Hamilton. American House, old Weeks building, Coachman, Neiks place, all the beautiful old homes,
Former Township Hall. The houses along Dundas between Hamilton and Mill should be maintained, but permitted to be commercial/retail which many are already.
Too many to mention.
Each home has unique features that compliment the era or time of build. The Houses and core roads of the Village must remain. This quaint Village will need to be renamed City
American House, Memorial Park, old Waterdown High School (converted to condos), the old library
Royal coachman Bookstore American House Library Tea House
American House, the theatre, the Victorian houses that are shops. Pick wick books.
American house Royal coachman Theatre
Downtown buildings and core (early on centre)
Down town corners
Memorial Park!
The old stone buildings off Dundas, Main and Mill streets.
Pub on 5th. Theater
Old Weeks Store, American House, The Coachman, and a few old buildings along Dundas between Mill Street and Hamilton Street. including all Churches.
American House, Original Weeks building, Coachman, Old town hall / library (that is now a law office), all churches.
The block that includes the old Weeks of Waterdown building, the American house, the Royal coachman and the other pre-1930s buildings in the core. Also, all of the stone buildings in the area.

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All stone buildings, Weeks of Waterdown, American house, Theatre and the Victorian and Georgian buildings.

**4. Which street(s) in your community do you consider to be unique or special and worth conserving?**

John St. E, Victoria, Church, Mill St N and South, Union, Barton, Dundas where it goes down to one lane
Mill Street North and South, Dundas Street, Main Street North and South, Union Street, Griffith Street.
Mill St N Main St N from Dundas to Church St John St Victoria Dundas between Mill St & Hamilton St
THE TWO STREETS IN THE CORE AREA....MILL AND MAIN....ALONG WITH A RENEWED EFFORT TO CONSERVE AND PROTECT THE CORE PORTION OF DUNDAS STREET.
Dundas Street (in the core and over the bridge up to the first street over the bridge heading east), Mill Street North to Parkside, Main Street North to Parkside, parts of Victoria Street and, Mill and Main Street South, also the street (Margaret ?) that is just over the bridge eastbound. There is a beautiful old house on the south side and there are beautiful old homes on the first street on the south side.
Mill St Main St John St Union St Griffin St Dundas St
Mill St, Main Street, Union, Griffin, Albert, Victoria, Elgin, Church, John,
Main St, Mill Street, Dundas St downtown
Mill/Main and Dundas St from Hamilton just east of Union Cemetery (Margaret/George).
Mill Street N and S, Main Street N and S, Dundas Street, Church Street and John Street
would have to give further consideration
Street located in the historic part of Waterdown (Dundas St, Mill St.)
Corner of Dundas/Mill Street
Main Street North/South, Mill Street North, Snake Road
None
Dundas between First Street and Hamilton Street. The area bordered by Union Street on the south end, Main Street on the West End, John Street on the North end and Mill Street on the East End (those streets being included in that area).
None

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Mill St. Main St
The houses lining Mill (north and south), Main and Dundas in the 'node' are all part of the village that we love.
Highway 5 older homes up Vinegar Hill, Main St Mill St Basically the village core And the homes on Highway 5 to the new builds All the big homes on Hwy 5 by Dairy Queen
Accessibility and walkability of Dundas Street through the core. maintain the green space of residential streets in core (Union to Parkside, 1st Street to Hamilton).
Mill, Main, Behind on south side of Hwy 5 to the Snake Road bridge, ,
Not just Mill St I think all the streets have merit
Main north of Dundas.
- Mill Street - Main Street - Griffin Street - Union Street - Snake Road - Waterdown Road - Church Street
Union Street, Griffin, Mill, main, Dundas downtown over to Hamilton,
All of them.
Victoria, Mill, Main, Elgin, John where they are not yet messed up.... pretty much the entire Node area. Lower Victoria is a bit of a mess and there are a few other streets that seem to have escaped regulations.
The entire downtown core of Waterdown. Main, Mill, and all the streets in between.
Mill Street, Main Street, Parkside Drive. Waterdown Road North, Old Waterdown Road, Mountain Brow Road.
I wish that we could make alternate routes available to allow our downtown core to be similar to King St in Dundas. Walkable, parking available, alternate routes for the heavy traffic flow.
The core Main and Mill.
Each and every one!!!
Current Mill Street Heritage Corridor, some of the older houses south of Dundas, Dundas (Between Hamilton and Mill),
Mill and Main. Dundas downtown. Waterdown road.
The entire district north and south should have some preservation. But with the opportunity to softly add accessory units in the main. Building or accessory building. Need more people in a short walk to support the stores



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John Street West Main street S and N Mill Street N and S Waterdown Rd. Parts of Hwy 5 from Mill St to Hamilton St. Victoria and many other streets namely from: Mill St. To Hamilton St Hwy 5 Dundas at Mill St. To Parkside and Hamilton or Centre Rd. Including the Park and Legion
Mill St, Main St, Dundas St (from the train tracks to Hamilton St) , Waterdown Road
Main Mill Dundas
Hwy 5 between Hamilton and Mill street.
Dundas from Mill to Hamilton.
Dundas downtown core
The park behind Duncan.
Main Street
Dundas Street from Mill to Hamilton St.
none
Main and Mill streets.
None
Basically every street that has had houses on it for at least 100 years. THIS IS THE VILLAGE OF WATERDOWN. Any thought to making this core area in to one way streets in my opinion is ludicrous. Mill Street, for example, would become a 2 lane racetrack past two churches and a school. During rush hour now getting out of a driveway is taking your life into your hands, not to mention the blaring of horns and flipped fingers.
Dundas, Mill Street, and Main Street, Griffin, and Union Street.
Mill, Waterdown Rd, Snake Rd, Dundas St

**5. What are the top three transportation issues you have observed in Waterdown?**

Waterdown road is the only road other than Hwy 6 that provides a north to south exit from the town. It is also a school route. It is in horrible shape and in need of redesign and rebuild as repairs or patching has been proven not a solution. Hwy 5/Dundas St in town is over used by vehicles going east-west and is over capacity. during busy hours you can hardly make a turn into a subdivision. Parkside is used as an alternative to Dundas and much like Dundas, you can not make it out of the subdivision due to high volume traffic.
Speed limit too high in the Core (should be 40 or lower) Some streets could be identified as one-way. Little facility for alternate travel modes (cycling in particular)
Unbelievably BAD planning! 1. The entire "bypass" is comical. When the north route up Waterdown Rd. cuts east to go north through the new subdivision, you will actually have to go EAST on Dundas before cutting North again to go WEST through the top of Waterdown?

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<p>2. There is no regard for people who live in west Waterdown who travel North/South to Aldershot/Burlington: a. King Rd/Mountainbrow is being closed as an access route (although when the new subdivision is completed apparently we will be able to very inconveniently stumble our way through residential streets and traffic circles before connecting with King Road again); the Waterdown Rd. expansion keeps getting watered down (needs to be FOUR lanes); and absolutely inane traffic restrictions in the south core prior to Dundas (which NO ONE adheres to because they make no sense (i.e., no left turn from 4-6pm onto Griffin St.!!)).</p> <p>3. The new "bypass" route up Avonsyde has ONE lane northbound and THREE lanes southbound at Dundas? Why? Will this change when the final bypass routes are all completed?</p>
HWY 5
<p>I live on the north side of Dundas St east between Kerns and Evans rd. When I am coming from Waterdown (towards Burlington) looking to turn left into my driveway I have nearly been rear ended. People start driving 80km/h at the light at the pioneer station and they don't pay attention. I could be waiting for oncoming traffic at a full stop and cars coming from behind me cut off outer lane traffic to get around me and then hopefully the car behind that person can get around or stop. I wish there was a centre turning lane because that would be most safe. Quite often I just drive down to brant and turn around to then turn right into my driveway instead of risking getting into an accident with my 3 and 1 year olds in the car. I feel like with all the new development in the area this problem is only going to get worse and there will be no safe way to turn left into my own driveway.</p>
<p>a safe way to walk or bike around the town. Waterdown is small enough that one could choose to leave their vehicle at home or reduce ownership (one instead of two). public transit for those who can't walk, bike or drive.</p> <p>Walking on the sidewalk along HWY 5 through town and to Clappisons is very dangerous - I would not go there with a child or a stroller. - or a mobility scooter.</p> <p>The trail following the creek through town could be paved all the way to HWY6 and then under it to connect with the Arena, plus the employment lands on the other side of HWY 5 (a stop light is coming there).</p>
<p>Lack of infrastructure to support the increased population has caused horrific traffic congestion around Waterdown which is a huge issue. Public transportation is sorely lacking and poorly promoted. Little to no bike lanes make cycling a dangerous proposition. Speed limits in town need to be reduced and more traffic calming measures need to be installed.</p>
<p>Roads are not equipped for the current volume of traffic in town</p> <p>Current bus system is under utilized-often seen driving around empty</p>
<p>1. CONGESTION</p> <p>2. POORLY PLANNED NEW STREETS....TOO NARROW, NO TURN LANES, AND AN ABYSMAL LACK OF PROPER SIGNAGE AND UP TO DATE ROADWAY MARKINGS.</p> <p>3. THE RIDICULOUS TIME IT HAS TAKEN TO CREATE AND IMPLEMENT A BY-PASS ROUTE</p>
Speed, Volume and Frustration of drivers
<p>Too much volume. Mill St</p> <p>Speeding Mill St</p> <p>Big trucks on streets that shouldn't be. Mill St</p>
<p>1. VOLUME &amp; Speed</p> <p>2.VOLUME &amp; Speed</p> <p>3. VOLUME &amp; Speed</p>
Dundas; Mill; Main; Church; John; Parkside;

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Traffic, especially on Dundas and Parkside. No crosswalk yet at Parkside and main, on Dundas going west when it drops down to one lane
<ul style="list-style-type: none"> <li>-speed of cars on residential streets</li> <li>-volume of traffic moving through the Waterdown Core at rush hour</li> <li>-dangerous driving by people flying through residential "shortcuts"</li> </ul>
Volume and speed of traffic cutting through the old core to avoid the gridlock on Dundas street. Road infrastructure is not being built to accommodate the increased traffic do to the massive construction occurring in the area.
traffic on Dundas especially heading into GTA in morning or heading out of GTA in afternoon
<ul style="list-style-type: none"> <li>-Lots of new development but the transportation infrastructure required to support the development has not been built.</li> <li>-Too many traffic signals at locations which are not warranted (i.e. Parkside Drive).</li> <li>-Gaps in the cycling infrastructure, i.e. small parts of the cycling network are being built but ending in area's that don't have any cycling infrastructure (ex. Avonsyde Boulevard north and south end)</li> </ul>
I live 2 actual minute, from my drive day to the border from Burlington by car but if I can't drive and need to bus it takes over an hour for some places
I live on Nisbet Blvd where the street length is half a kilometer with no stop signs. Cars typically speed at 50 or 60 km/h on a posted 40 zone. The street odometer reader in front of my house shows these chronic fast speeds. We need stop signs or a solution to stop the fast speeders. There was a death in Waterdown last year due to speeding and a child crossing. We need to avoid this and keep our kids safe.
<ol style="list-style-type: none"> <li>1. Empty buses</li> <li>2 jammed Dundas St and Waterdown at traffic hour.</li> <li>3. Parkside is getting worse too.</li> </ol>
<ol style="list-style-type: none"> <li>1. Lack of reliable, timely, connected transit. I would love to see a more direct route into Hamilton and a route along Hamilton street to cut the amount of time on the bus</li> <li>2.Bottleneck downtown (Dundas Street from Evans Road to the library)</li> <li>3. Conflict points at Sobey's shopping center</li> </ol>
Empty buses circling the area are a constant reminder if the ineptitude if the city
<p>No direct access to/from Downtown Hamilton</p> <p>Scheduling for access to Aldershot is very narrow (ends early, no Sunday...)</p> <p>One bus line trying to do it all - with multiple large corporations settling in the Industrial Park on the Waterdown/Dundas Border along Highway 5, this is not going to work, particularly that attracting people to work there will be difficult.</p>
A bypass is needed. It is not a viable option to considered restricting traffic without considering the through traffic. it will cause frustration and greater traffic congestion if a bypass is not completed first prior to considering local traffic calming / speed restrictions.
<ol style="list-style-type: none"> <li>1. Going south-west on Parkside Drive and Hwy 5 in the evening during the week is so backed up heading into the village that I do not bother with ever attempting to go and eat or shop in the Waterdown core or further west (Canadian Tire, etc.) after work during the week.</li> <li>2. Parkside Drive has slow moving tractors and cyclists using the road between Main Street and Avonsyde during peak rush hour traffic, slowing down car traffic to a crawl and causing further congestion on what is already a massively congested road during rush hour times.</li> <li>3. Transport trucks cut through the main "village" using Hwy 5. Hwy 5 between Hamilton Street and Burke Street clearly cannot support large transport trucks with the current spacing between the lights and general design with parking, etc. They exacerbate congestion as they</li> </ol>

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are slow moving, since they get stopped at the many lights in the core node, and take up much of the length of road.
<p>1. NOISE and speeding of traffic on Dundas and Parkside - a walk along Dundas no longer allows for a conversation due to the noise and a walk to the library usually means we use the back entrance even though the boulevard there does have a bit of a spacer from the road that is the exception.</p> <p>2. In the Braeheid survey we enjoy the walking options of trails and alleyway shortcuts that greatly encourage us to walk - however - we do NOT find the same options being incorporated anywhere else in the community and certainly NOT within the study node area.</p> <p>3. Volume of traffic (truck and vehicular) is already crazy and only going to increase with the development</p>
I feel that roundabouts should have been put on Parkside instead of traffic lights. Parkside is so busy and an arterial road that stopping traffic with so many new lights was a waste. The goal is to keep traffic flowing and studies have shown that they are safer than lights. That being said, the light at the YMCA and schools should be one.
<p>1) Lack of planning for traffic from new builds A road parallel to Hwy 5 and Parkside that went over the railway tracks and Grindstone creek should have been built prior to any new subdivisions in the east end which would eliminate the need to widen the old highway 5 through Vinegar Hill</p> <p>2) A large community Centre including a library ,multi-use gymnasium , a section for a Gymnastics Centre besides the regular gym that citizens use for Baby toddlers drop in, racquetballs , badminton, etc Plus heated warm multi use swimming pool for all ages with change rooms I'm thinking of Glen Abbey on Third Line where. I drive 3 times a week to swim as it's 90 degrees and it's great for all ages to just enjoy the water without standing in line freezing like at the present Y pool - This again was done Half-as—d in my opinion as a small library was built with 2 rooms for seniors The second room for exercise is small and after being there for 6 yrs or more they just realized there's no accessible washroom so the seniors ( myself included as I belong to the Art group , all have to drive to Clappison Arena for activities all summer</p> <p>3) Parkside Dr should be 4 lanes and it's ridiculous that it's stalled for a second time by a resident who doesn't want it improved because he'd lose his ability to the odd time park a car on shoulder All these homes have big driveways It's laziness on one resident stopping the better flow of traffic Elitist politicians—</p>
<p>Need the by-pass completed ASAP - divert traffic from downtown Waterdown to increase walkability and welcoming, vibrant business district Keep heavy trucks out of Village Address short turn lights and speed of vehicles at the Mill Street north intersection at Dundas - very unsafe corner.</p>
Too much truck traffic, lengthy delays coming back into town, pollution increases, too many driveways coming along Hamilton Street. EXCESSIVE speeders along Chudleigh Street even with 40 posted I have witnessed 60-80 on the street on a regular basis. The current stop signs do not prevent these reckless drivers. Speed bumps might work. I have lived here 30 years and the streets have become dangerous to the residents.

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Excessive use of a large bus going around Waterdown empty most of the time There should be small mini vans like DARTS have that make more sense in a community of young families and old people who depend on cars so there's not a great need for a big bus A mini bus wouldn't impact the residents at all so then you could run a mini bus up Mill St and Main St That way people in the village could access the Go easier and other parts of Waterdown
Getting to and from down town Hamilton and Burlington with pubic transit is challenging. Driving through downtown core is near impossible. Hwy 6 & Dundas dangerous with trucks
1. The bus system is designed only for commuters, 2. it doesn't connect to Hamilton (it sort of but it takes 2-3 bus ride to get to Hamilton and westdale) The absence of connectivity to Hamilton 3. It doesn't serve locals to get mobile around town without having to drive  As a result, the bus system is very underused.
Dundas St impassable at rush hr side streets are being used to avoid Dundas not enough parking supplied in for new developments (1.25 spots per unit and almost everyone has 2 cars
1. Traffic congestion on Hwy 5 and Parkside Drive is very bad between Avonsyde Drive and Hamilton Street. The Hwy 5 / Hwy 6 intersection at Clappison's Corners is also very congested. The planned bypass to the north needs to be built ASAP. A bypass to the south would also help to relieve congestion. 2. There is a lot of speeding and driving through red lights. There is only 1 red light camera to control this. There should be more red light cameras and more police presence because these do make the roads safer.
Traffic there is a huge need for more major roads for traffic to flow east and west
Slow downs on Highway 5 east in the evening, too much traffic in downtown core, backup along mill at 5 turning west,
It this small community would be so much more with prioritizing safe walking and cycling options. Most journeys within the town are close enough to leave the car at home. ONLY when it is safe and easy, will that happen.
Grid lock on Hwy 5 east eastbound when highway has issues
There is not enough parking in Waterdown Village. It is my understanding that Dundas St (Hwy 5) will be made into 4 lanes of traffic and the removal of the current parking spots. I have customers calling or commenting that they tried to get to my shop but were unable to find parking.
Too much traffic - volume, Loud big trucks.
Buses that are oversized for the current passenger loads and not making enough money to cover the cost of a driver. Who does the economics for these services that I'm paying for? Time to study ridership and cost! Uber paid for by the City would be better until Uber cost exceeds the cost of a bus and driver. Hwy 5 is a daily bottleneck during rush hours and weekends are periodic traffic nightmares. Parkside is now much, much better west of Hamilton Street but needs attention to the east. Just high traffic volume.



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<p>Congested traffic and parking (because signs were changed to take off "boulevard parking designation) on Main Street just south of Church Street. Parkside Drive rush hours now makes making left turns from side streets difficult and dangerous. Bicycle pelotons on Parkside Drive are often a cause of dangerous driving from both types of transport. Corner of Victoria Street and Elgin Street (and Victoria and Wellington Street) need 4-way Stop signs because of many accidents and near accidents because people either run the stop signs, or because they mistakenly assume they are 4-way stops.</p>
<p>Backlog between Picards Peanuts and Hamilton Street daily. I now daily need to take Dundas to Avonsyde up to Parkside, back down south on Hamilton street to access my house on Orchard Drive.</p>
<p>The core is so unsafe. Main St. Is so narrow and drivers use mill and main to forgo hwy 5. Its a disaster! Buses are empty. Hwy 5 during rush hour starts to bottle neck east of Waterdown at Pamela.</p>
<p>Far more traffic than the village can sustain. Too many speeders and too many trucks. Far too many construction vehicles because too much construction. Nothing should have been built until roads were completed. Bypass is a joke and you are planning to ruin Clappison!!</p>
<p>Getting into, and out of Waterdown during "rush hour", or at any time when there are traffic problems on the QEW. Highway 5, and Parkside are impassable between the hours of 6:30 - 9:00 am, and 3:30 - 6:30 pm. In addition, Waterdown road is extremely busy between 4:00 pm and 6:30 pm.</p>
<p>Need bus transportation between Waterdown and Carlisle. Kids from Waterdown go to school with kids in Carlisle, and City buses would be a great addition. Also bicycle routes between. Centre Road is too narrow to allow kids to bike between the two communities, so driving is the only option.</p>
<p>Traffic is ridiculous along Parkside and Hwy 5 and 6. All the new residences will make it 1000x worse and yet nothing is being done. Where is the bypass that was promised? Speeding and accidents are more frequent. Would love to see transit loop just for Waterdown for seniors between a 9am and 2pm for a \$10 monthly pass. Would encourage ridership.</p>
<p>Truck traffic through core is awful. Need a truck ban. Traffic calming south of the core does not work. Should expand the core to include the south side of griffin and turn that road into a two way road with full access to mill if it is all commercial then the traffic there would then be a good thing</p>
<p>..Hwy 5 bottleneck ..Waterdown Rd. 1 lane only ..Parkside half completed dangerous straight toward west drive. You can't construct half of a roundabout and expect safe turns onto roadway. I don't drive a truck and someone clipped my car head on rounding turn and hit and run. I was NOT on the wrong side of the line. Poor engineering and construction. Make it straight....and build your roundabout later. This is dangerous. John street being used as cut thru blocking building entrance and exit. Paint road lines to NOT BLOCK leaving people trapped and late for work causes serious issues for me.</p>
<ol style="list-style-type: none"> <li>1) Congestion on Dundas Street where it narrows to one lane.</li> <li>2) Too much traffic on Parkside (especially near the schools).</li> <li>3) Congestion on Centre Road, which will get even worse with all the new townhomes going in just north of Parkside.</li> </ol>
<p>Downtown Waterdown is so congested especially at rush hours. Highway 5 is the only main artery in and out. The past 6 months Barton street has been a by pass and causes a lot of traffic in a small area not to mention the new building construction in same area. With a growing population Waterdown's infrastructure is not equipped to handle all the traffic.</p>

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The big transport trucks barrelling through the core on Dundas
The high excessive speed at which vehicles drive through the Core. On Dundas
The lack of parking in the downtown core which affects the independent businesses
Lack of reasonable bussing. Anyone working in Hamilton has to go to Burlington first to go to Hamilton. This is ridiculous since we are part of Hamilton.
1) Not pedestrian friendly. Particularly in the retail area in the west end. 2) Bike lanes don't connect to the core or other retail area Red light runners
Too many cars on Dundas and Parkside (congestion in city as a whole)
Stop light and alternative route issues Waterdown Road and Dundas
Road conditions Waterdown Road specifically
Too many traffic lights in succession on Parkside.
Too many stop signs which create a community of law-breakers with disdain for the law. Not enough yield signs in place of stop signs. No electric charging stations I am aware of. Now is the time to improve this - not after all electric vehicles become the mainstay. Lack of public transit options to commute to work. Taking public transit to work is almost totally impractical for the majority of people.
Clappison corners. South on Hwy 8.
Rock chapel. Turning on to Dundas. Too many people turning left.
Traffic is dense - should include advance turning greens all the time at Waterdown road and mill street south bound.
There should be a turning lane on Dundas to Avonsyde to help with the flow of traffic.
Congestion in the core, we need a bypass to alleviate the traffic issues, widening Hwy5 in the core is not the solution as it removes much needed parking and brings vehicles closer to the sidewalks ultimately risking pedestrian safety.
My top transportation issue is that there is NO direct connection to the City of Hamilton. Waterdown should have a bus route connecting it to the main MacNab terminal. I'm sure just as many people drive to Hamilton each day as drive to Aldershot GO terminal.
Highway 5 is incredibly congested and I do not see an end in sight. We're told that the passthrough will be built eventually but that there are lots of hurdles still in the way. I think it's a crime to allow the housing to continue to be built up around the area and yet not have a way for people to quickly and safely get from Hamilton, Oakville or Burlington. The life lost on Evans road is tragic and one that could have easily been prevented. We shouldn't forget that and let it be one of the reasons we fight harder to get the pass through implemented asap. We've lived close to the downtown core for almost 15 years now and sadly I'm worried that we might have to leave due to the congestion. I also think it's important to have transportation directly from Waterdown to Hamilton especially given the number of people that commute for work or for University/High School.
significant congestion on Dundas during peak hours; traffic on Dundas during peak hours affects Parkside and Avonsyde; need east-west transit improvements.

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<p>Bussing to downtown Hamilton needs to be implemented. Having buses to Aldershot only is not acceptable.</p> <p>Single lane east of Hamilton street on Highway 5 needs to be 2 lanes each direction.</p> <p>Bypass needs to be completed.</p>
<p>Amount of truck traffic through village on Highway 5 adding to an already congested downtown. Sometimes 6 trucks at a time going in one direction and blocking up core traffic. Proposal to make Mill Street a one way north and Main a one way south is a very bad idea in the main village core. It will become</p> <p>a total traffic road for traffic north and south and cause extreme traffic diverting on side roads to enable people to go north and south from side streets to access these roads. We will lose our feeling of community and will feel like more like an expressway.</p>
<p>Volume of large trucks, stone haulers, concrete, delivery vehicles primarily on Dundas. Usually 4 or 5 at the same time using both lanes. Volume of traffic up core streets, Mill and Main particularly, trying to avoid Dundas and Parkside or using these two streets as shortcuts.</p>
<p>The bottleneck on Dundas through the downtown.</p> <p>The new lack of an alternative to Waterdown Road (with King road being closed).</p> <p>The lack of bicycle lanes, especially getting down Waterdown road into Burlington. The loss of King road for cyclists has made things more dangerous.</p>
<p>Mainly w3st bound congestion at Hwy 5 in the late afternoon.</p> <p>Speeding vehicle on Waterdown Rd and Snake Rd.</p> <p>No pedestrian access to the Falls.</p>

**6. Do you feel there are any barriers to walking, cycling or transit within Waterdown that prevent you from using or accessing those methods of transportation?**

<p>Yes. Parkside is very dangerous for cycling as is not wide enough and also does not have sidewalks across it's length. Dundas is very busy at all times and Waterdown road is dangerous, not enough width and no sidewalks.</p>
<p>Yes. Tremendously.</p>
<p>No. What we have now is more than adequate and caters well enough to cyclists and transit riders. Rather than reducing roads and lanes to have more access for cyclists, why not WIDEN current roads to make bike lanes so that it does not negatively impact the VAST MAJORITY of citizens in this town who DRIVE to and from work.</p>
<p>Walking on the sidewalk along HWY 5 through town and to Clappisons shopping areas (and through out that area) is very dangerous - I would not go there with a child or a stroller. - or a mobility scooter. Hamilton street is also not a comfortable place to walk and even less for cycling.</p> <p>Transit is coming along but more frequent connections to CITY center will be very helpful. The trail following the creek through town could be paved all the way to HWY6 and then under it to connect with the Arena, plus the employment lands on the other side of HWY 5 (a stop light is coming there).</p>
<p>I used to cycle all the time. I never do now. Too much traffic moving way to fast with no courtesy shown to cyclists, make it a very dangerous journey. Public transit requires to long a wait for a bus (up to a 1/2 hour in bad weather). Lack of police enforcement for drivers ignoring stop signs etc. can make pedestrian traffic risky.</p>

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Transit system has limited destinations. It is more convenient to drive into Burlington or Hamilton vs taking the bus to the Aldershot Go station and transferring there.
I CRINGE WITH FEAR EVERYTIME I AM FORCED TO WATCH PEDESTRIANS, SMALL CHILDREN, AND THE ELDERLY ATTEMPT TO WALK ALONG DUNDAS HIGHWAY SPECIFICALLY ON THE NORTH SIDE EAST AND WEST OF THE NEW LIBRARY...LITERALLY INCHES AND FEET FROM 100,000 LB GRAVEL AND TRANSPORT TRUCKS ...THE THOUGHT PROCESS OF PUTTING THIS STRUCTURE AND FACILITY IN THE PRESENT LOCATION JUST DEFIES LOGIC....AND SUBSEQUENTLY THE SAME MISTAKE SHOULD NOT BE MADE AGAIN FOR THE NEWER DEVELOPMENTS AND PEDESTRIAN/BICYCLING AMENITIES.
Walking to Smokey Hollow is not feasible, cycling on Dundas is too dangerous
Corner of Mill Street/ Waterdown Road and Highway 5/Dundas Street is a pedestrian accident waiting to happen. Too dangerous to walk or cycle across. Dundas Street is NEVER pleasant to walk. The trucks barrel along and often go through amber lights turning red, especially at the Main St. intersection.
There is no public transportation to the Mississauga Area. I would love to commute via public transportation but don't have the opportunity.
Yes. Roads are very dangerous due to aggressive driving, speed and volume of traffic because of the lack of road infrastructure to accommodate the increased traffic from people moving to the new subdivisions being built around the original Village of Waterdown.
yes, I live in east Waterdown and would like to take stroller to downtown Waterdown but only crossing of grindstone creek at Dundas or Parkside which are high traffic areas
-There are gaps in both the cycling and pedestrian infrastructure, i.e. sidewalk and cycling facilities ending with no infrastructure provided to serve these modes (again Avonsyde Boulevard north and south end the Multi-use trail ends abruptly, sidewalk ends west of Hollybush Dr. abruptly). There should also be more thought put into connecting local cycling facilities to regional routes such as Dundas St. (and providing facilities that are safe on the regional routes)
Yes, I live at spring creek and everything is quite far from where I like but buses are quite accessible and useful so it's not so bad
Yes, on Parkside going towards kern road. Also, we need the street opened beside Stryker to ease the traffic to those plazas and throughout Waterdown.
No point for me to take the bus since I am working in Hamilton and the only bus goes in town is to Aldershot.
No evening bus service Not enough separated bike lanes along major arterial roads (Parkside, Hamilton, Dundas, etc.) The paths to shopping centers (Clappison's Corners) are not maintained during the winter or even spring (flooding) which prevents me from biking to shop.
Traffic congestion due to insufficient infrastructure for the development
We have zero bicycle paths that are protected from vehicles - even the most recent path on Parkside is simply painted; there are no barriers to vehicles. It could have easily been a path adjacent to the sidewalk, and those paths could easily be built throughout town to encourage cycling. We need some crosswalk flashers where pedestrian traffic is light but likely (John and Hamilton, John and Mill, Queen and Mill for example). Recent improvements along Parkside make it much better for pedestrian traffic.

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as a driver I find the roads to narrow to accommodate both a vehicle and cyclist without potential safety concerns like going into on coming traffic in order to give the necessary space which is impossible sometime considering the hilly roads. Especially when the cyclist ride in large groups. if the road is widened cyclist can be accommodated or just like we have no truck allowed roads that are too narrow may need no cyclist groups allowed.

1. On Parkside Drive, sidewalks should extend past Boulding and connect with the sidewalk along Avonsyde.
2. Parkside Drive is heavily cycled, the bike lane ending at Main Street should extend all the way down the length of Parkside.
3. HSR has never been very useful. Taking the bus to the Aldershot station is a good idea, but it takes too long compared to just driving and parking there. Perhaps it can be more "express" by skipping some stops for the morning and evening commute. In addition, there is no way to take HSR to hubs like downtown or McMaster University (no way that any sane person would do). With Waterdown growing by adding young families who will one day have children going to McMaster, it would be important to have a reasonable way to take HSR there.

Volume of traffic with few crosswalks on Hamilton street is a definite detractor. Pedestrian shortcuts are missing in the study node.  
Lack of sidewalks on Centre Road to Joe Sams (and the Catholic church/school where blood drives and voting are held) is annoying. We are forced to drive when we would walk.  
There is no way for anyone from the core to walk down to Smokey Hollow (which is a lovely area) - you are forced to drive for safe passage and yet there is never parking (the overflow situation always looks hazardous); providing safe cycling/walking access would be HUGE.  
Need more of the

No- the only thing anyone that I talk with about traffic everywhere in Hamilton especially in Waterdown is the overuse of speed bumps and No Left Turns installed to slow traffic  
This idea that a speed bump 50 metres from a 4 way slows traffic is a waste of money  
No car can speed between these two installations  
It's purely for the residents on Mill St who want to deter cars taking this road to get from Waterdown Rd to Parkside Dr and home  
There's another 2 bumps in front of Mary Hopkins school within 15 m of each other and then a couple metres is a 3 way  
Kids take buses here  
They can cross at the 3 way  
There's no speeding here and I drive up and down it every day  
You get dirty looks from any resident on their yard just because you're driving your car on this road  
They've become power maniacs and use Judi and her elitist politics because she has friends on this street from the Lions club which her husband is a longtime member  
As well this happen Griffin St 2 speed bumps and only 6 houses  
Union St No Left Turns off Waterdown Rd  
As well as no Left Turns onto Griffin at rush hour  
This causes long snaking lines of disgruntled drivers just trying to get home They won't use the bypass at Mountain Brow as many are going to the new condos at Barton St  
Judi herself told me she met with residents of these two streets before the condos and towns were built on Barton where the old Catholic elementary school was  
They of course all voted to install No Left Turns  
They are not a Gated Community nor is Mill St  
Cars should have the rich to drive down any street  
It's always been a busy cross traffic street



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If anyone bought on these streets they should know that It lasts 2 hrs
Absolutely the speed and volume on Dundas Street - need the By-pass!
No
No The excessive installation of bike lanes is ridiculous Maybe in Hamilton but I drive to work and see few bikes on Cannon And York Blvd where car lanes have been displaced at the expense of bike lanes In the core where I live and have for 4 decades , I see little use of bikes You get athletic types on Saturday or Sunday going on bike runs and they disobey the rules of the road ( unless you're now going to change these rules ) wherein anyone riding a bike is to ride in single file and follow the road rules These bike riders ride in packs of 5-6 or more and use up the whole lane I think they feel that cars will hit them so better to act like a mass of a car Unfortunately that's not safe I used to ride miles to swim and school when young in all kinds of traffic If you stay to the shoulder then cars have space to pass Bikers- bicyclists - feel like they can do whatever they want and ride 2 abreast We don't need bike lanes on every street in the Core This will ruin our village Kidd ride on the sidewalk or road and we haven't had any accidents Cars are respectful of a biker if they are also respectful of road rules The Core has no room for wide boulevards with wide sidewalks and bike lanes It just going to take away the lovely trees to make way for sidewalks that presently are not a problem Why change it You could put on new sidewalks to replace the old but leave speed bumps 3 way stops at every little side street There's no barriers We live in Canada remember It's freezing cold or hot and humid and raining or snowing People use cars We built a big parking lot at Memorial Park It was supposed to keep cars from parking on Main St It's crazy but cars still park on Main and unload little kids onto the street because it's closer to the playground than the parking lot by maybe 20 m So you can have all these lanes for bikes etc and people still will drive their cars
Generally yes. Most roads are deteriorating. Embarrassing and dangerous!!
The traffic on main route Dundas street is heavy, and vehicles are over speed. It doesn't feel safe to walk especially with children. The bus fare system is not working for local residents who wants to get around town. I know people who works in town earning minimum wage walks to work. Usually the distance is 2-3 bus stops away, but paying 3.50 for that make people rather to walk, even in winter time. While the bus is empty most of the time.
traffic calming is just a pain for all parties

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1. There are not enough sidewalks and they are not safe enough for pedestrians. Crossovers are not clearly marked and motorists are ignoring pedestrians crossing the street. They are also driving too fast.
2. There are not enough bicycle lanes. Given the volume of traffic and the speed motorists are driving, it is not safe to ride a bike along the major streets.
No
Barriers to safe walking along Waterdown Rd approaching Smokey Hollow Falls- needs sidewalks as on weekends lots of people park on Union and walk to the Falls
Safe infrastructure for cycling and walking. Inadequate transit. Transit needs better connectivity to downtown, GO services, Burlington.
Yes the volume of traffic is too much don't feel safe.
Traffic speed and volume along Hwy 5 makes it a very uninviting breezy/windy, noisy, dusty walk route. The sidewalks that were added are very nice but the roadway kills the experience. Hamilton Street and Parkside have similar issues but to a far lesser degree due to lower speeds and space between the road and pedestrians. The City should be demanding that developers and the City itself install boulevards, berms, vegetation/trees/bushes between residential and Hwy's like 5 for aesthetics, noise and dust reduction. And, where possible have those barriers between the road and sidewalks.
Not overly.
You can not walk safely to the Grind Stone Falls because of the train bridge. Cycling on Parkside needs their own lanes to be safe.
We don't need transit. Bus is always empty. Newcomers should have moved here knowing it is country living. Cyclists need to follow rules of the road or stay off. Families are not safe walking our streets anymore because we have no police presence. We need decent representation of our community to save it!
Highway 5 is not a safe road to cycle on. There are far too many dump trucks, and transport trucks. And even though there are now bike lanes on Parkside, the high rate of speed used by dump trucks makes it extremely dangerous.
See above. We don't have good bike routes to get from A to B. For example downtown core to Starbucks/Walmart.
Transit use can be encouraged for seniors. Would be a "first"?
The bus only goes to the go station. There is no other transit into Hamilton. Need a better walking connection to the falls
Yes
Serious issues here with all our roads.
There is no bus directly to the downtown core of Hamilton. Waterdown is very pedestrian friendly. There is no way you can add bike lanes without making traffic horrendous.
Yes not enough buses Not enough parking. Spots No bicycle lanes Walking is loud and having to dodge huge oversized trucks does not make for an enjoyable walk to shops or restaurants therefore having. To drive to feel safe and then to find not enough parking
Lack of bus routes, and how long it takes to actually use the bus.

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Trails not maintained and do not connect to retail. Dundas is unwalkable at times do to snow cleared from the road. Bike lanes don't connect to retail areas
Selfish and aggressive drivers in many communities create a disproportionate amount of risk. Driving instruction should be expanded to include the safety and moral implications of driving aggressively. Russian and other dashcam videos should be analyzed in a group setting for new drivers to understand how quickly events can unfold and the long term health and financial implications of an accident on victims.
Dundas is too loud and busy to walk or bike on
The core neighborhood has the snow plow we delayed and only and sidewalks are slow as well - I would recommend having these be city cleared in the core heritage outline you're looking at (so Victoria Street over to Hamilton street ideally). This allows more walking opportunities.
School zones need more crossing guards and even bus-only road closures during drop-off times. I encourage my children to walk to school in Waterdown, but they have many stories of cars driving quickly around schools and through stop signs (particularly at Hollybush Dr and Longyear Dr, and at Longyear Dr and Brian Blvd.) When I hear these stories it makes me feel like I need to drive them to school for their safety, which does not help to make school drop-off times any less congested or more safe.
There needs to be a red light camera installed at the intersection of Burke and Highway 5. I cannot allow my daughter to cross that street alone to get to the school as people do not observe the traffic light.
no.
Transit is inadequate. Coverage is poor. Frequency is poor. Having buses go to Aldershot and not downtown terminal in Hamilton is not acceptable.
Traffic and the speed that people travel at, along with their sense of self entitlement to the way they treat walkers, cyclist's and other motorists.
Cycling can be a big problem given the lack of lanes, and a safe route down the escarpment into Burlington. Snake Road is a great cycling route for enjoyment/training, but a terrible route for commuting to Burlington. Reopening ridge road and King Road to cycling would give safe access to the bicycle lanes in Burlington.
The main routes are too busy with speeding vehicles. Dundas is too wide especially for seniors and toddlers.

**7. Do you have any other comments you would like to provide?**

Waterdown is a beautiful town that is growing. Considering the high property taxes we pay, we deserve a better transportation system. Adding another 15,000 people to the town with only one road going north-south out of town is not acceptable. Critical and high risk road that needs immediate redesign and rebuild is Waterdown road.
We need to think of a future Waterdown in a historical context. Building for cars and trucks will keep us 20 years behind the times. A Waterdown with transit and cycling is a Waterdown for the future. Community Car and Bicycle Share is a gap in our town that needs filling. Treating Waterdown as "other" to Hamilton is a mistake. The issues are the same and should be addressed somewhat similarly.
Please ensure that whatever changes occur throughout the new vision include and support DRIVERS in this community.

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Please, please please make the Multi use path that starts along Avonsyde and follows the bypass all the way to HWY6 a continuous off road route for ALL ages to enjoy both for recreation and transportation. If there is any break in continuity, you immediately make it unsafe for the 8 and 80 and users are lost. A signalled pedestrian crossing point to access Sams park will make the park a walk and bike-able destination, reducing congestion and pollution.

The trail following Grindstone creek through town could be paved all the way to HWY6 and then continue under it to connect with the Arena, plus the employment lands on the other side of HWY 5 (a stop light is coming there).

Waterdown is growing too quickly. It needs to slow down. Infrastructure needs to be in place before growth happens. Heritage needs to be protected and take priority over the demands of developers. Heritage districts need to remain just that - Heritage districts! Please save these buildings, the green space and the tree canopy.  
Thank you!!

The history of the "core" of Waterdown needs to be preserved while increasing capacity in town. If higher story buildings are built, more of the older homes being rezoned and commercial properties being erected or multiple dwellings built on the land, or homes in the core that are not currently considered in the "heritage district" are allowed to be demolished and the land re-built on will greatly impact on what residents feel the "quaint" town should look like. Although transportation and roads in town are being looked at and re-designed there is nothing that can be done in the main part of the core. Increasing commercial capacity will only add to the current traffic issues. My home is in the core of town but not in the heritage designated area and if more business are able to creep up the street, multiple dwellings allowed to be built on empty lots adjacent to me, or the older buildings along Dundas st that are not heritage protected are taken down to build "newer" buildings I will likely choose to move out of Waterdown.

ONE OF THE MOST DISCUSSED AND CONTROVERSIAL ISSUES, THAT MANY OF US RESIDENTS HAVE HERE IN THE CORE AREA IS THE 'PARKING', THE RECENT INFLUX OF NEW PERMITS ALLOWING NEW BUSINESS TO BE APPROVED AND OR BUILT WITH A COMPLETE DISREGARD FOR OVERFLOW PARKING IS A SHAME...GRANTING A PERMIT FOR A RESTAURANT OR A BUSINESS THAT RELIES TOTALLY ON STREET PARKING, EVEN FOR IT'S OWN EMPLOYEES, AND THE RESULTANT IMPACT IT HAS ON NEARBY RESIDENTIAL PROPERTIES, IS A RECIPE FOR ANGER AND TOTAL FRUSTRATION FOR THE MANY LOCAL RESIDENTS.

My husband and I are "heritage" people. We moved to Waterdown as it had a lot of history and that history was visible. We loved the fact that everyone could walk to the downtown core. Notwithstanding that development is a natural process, we strongly want to try to preserve that tiny bit of the core and heritage areas such that the resident of Waterdown have a place that is unique and personal to them.

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The residential areas - especially the Heritage District - needs stronger, written, legislated protection from development to preserve its charm and character. A freeze should be placed on development until roads and infrastructure can catch up.  
More electrical outlets should be installed in the business/ commercial sectors for hybrid and electric vehicles.  
More trees should be planted on all boulevards and public spaces.  
More land should be designated for green spaces.  
Large trucks should be re-routed away from the core (especially the gravel trucks).  
Listen to the people who live and work here - not the developers who only want to make a buck and move on.  
Embrace and protect our historical homes and buildings.  
Mimic the architectural character of our historical buildings in all new builds.  
Protect our farmland from development. We want to be able to locally source our food.  
Waterdown is at maximum development now. Please stop building!!!

There are unmaintained fitness stations on the Waterdown North/ John MacLennan wetland Trails. They are at the point where they are almost unsafe.

Protect our historic village. Protect the integrity of the community of Waterdown. Calm the traffic before another child is killed. Reduce/stop vehicles speeding through traffic on residential streets; particularly Mill and Main. Stop ignoring Mill and Main; start ticketing vehicles, city of Hamilton could make a lot of money on Mill. Make it impossible for cars to speed through residential streets. Increase police presence for residential streets, especially Mill and Main.

The rezoning of downtown Waterdown from 3 storeys to 6 storeys should have an exemption 570 put in place, similar to Ancaster's, within the entire Mill Street Heritage District, Dundas Street and Main Street.

Can we get better buses or other means of transportation from Waterdown to Burlington and Burlington to Waterdown as well, I like on spring creek, go to school in Dundas and work in Burlington, transportation is quite awful

Please don't widen streets, I would like to see better investments in cycling and transit

There are developers who own very old commercial buildings and are waiting for allowances to be made, so they can sell to developers, demolish the buildings and build anew, along Main Street in particular. I hope the City will not allow this to happen.  
Downtown Waterdown can be as attractive to tourists as promoted areas of Hamilton if the resources and efforts are provided to promote it and include it in Hamilton's promotional materials and messaging. The City should not expect to have great initiatives (free bus up the mountain for cyclists, for example) and not implement them City-Wide (we have a mountain too), and then expect Waterdowners to feel as though they are part of a City. We are distinct, for sure, and are geographically isolated, but can share in being a historic town that is part of the vision of the future.

I hope the strategy looks at the

1. solving congestion first
  2. State of Infrastructure second (sustainability concept as well)
- prior to considering spending money on bike lanes and transit.

The charm of Waterdown is its small town feel. The growth it is seeing is eroding some of this feel due to poor planning to coordinate growth with transportation accommodations. The core "village" is becoming little more than a cut through for people trying to avoid Hwy 403. All these plans for East-West bypass, North-South bypass, Waterdown Road expansion, Hwy5/6 interchange sound great, but without actual action it is becoming too little too late as massive



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surveys and high density town houses are quickly going up along Hwy 5 without the infrastructure to support it.

We (family of 3) live in the Braeheid survey and recently moved from two cars to one because of the number of shops and services we can reach right here in our community on foot (we walk to doctor, dentist, library, pub, lawyer, grocery/food stores). We walk to the Sobey's plaza for groceries (via sidewalk OR tree lined trails along running water if we desire); we can also walk trails (or sidewalk) to the 'outer fringes' such as Canadian Tire - keep those side trails OPEN - we shouldn't have to walk out to Dundas and that noisy, too-fast flow - keep your pedestrians motivated and encouraged.

We walk weekly to dance class on Mill Street, and almost as often to the pub or optometrist. We can't walk to the waterfalls, we can't walk "downtown" and stop to sit in a park near the shops on Dundas - that would be ideal.

We are also concerned that the plan seems to be looking at the same streets for truck and bicycle traffic and it sounds as though there will be considerations to build/develop within the study area that might significantly degrade the look of the "village" and the atmosphere that we would rather see expanded!

It would have REALLY been nice if residents had been officially informed of this and not had to stumble across this request for input. It appears the deadline is past and yet I have only just learned of this.

Lack of public realm space within old Village. It would be nice to see increased sidewalk / patio space built into any new developments. Would be great to have more public gathering places where walkers, cyclists could rest, enjoy the Village

We have seen over the 30 years that traffic and pollution has increased to an uncomfortable level. Also that the character of Waterdown is being lost to larger buildings that detract from the historical/Victorian character of Waterdown that would attract more tourism and visitor revenue for what is considered a beautiful part of the GTA. We must not let politics over rule what residents need to get away from their daily work grind. Thank you.

Need to get bypass and hwy 6&5 intersection complete.

There has to be bus to Hamilton, the demand and voices have been there for more than a decade but have never been taken seriously.

Family passes and monthly passes for local residents, let say a certain fare for unlimited rides or 30 rides or so. These will be extra income to HSR, and also really benefit who needs transportation.

Builders take priority over any plans to make living in Waterdown enjoyable

Commuting is terrible and getting worse

You cannot shop between 3-7 in the plazas because of trading Hwy 5 and Parkside

Judi is only one Councillor and obviously gets overturned no matter how she may want to control developers

Now 2000 units at Clappison Corner and Hwy 5

She can say it's in the other end but you cannot stop people going to Grindstone Creek trail or to Shoppers or Florist on Parkside or visit people in Burlington

Perhaps they'll go to Shoppers then down Waterdown Rd

So this concrete thinking is the basis of our gridlock , poor air quality, increased temperatures in Waterdown

Also there's a large bus driving around town all day that's empty or 4 people on it

Why??

Use an electric van or mini bus, I'm sure they are easily purchased to use on the village routes

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Perhaps they could then go into subdivisions or the Core to pick up people wanting better transport  
Switch the big bus to downtown Hamilton and give us one of the really nice Darts vans that I see at the General  
Perhaps a bus that goes to the General Hospital every hour so many people use that hospital  
Look at what people's needs are not just - let's drive a big bus around Waterdown to show we do have transit  
It's ridiculous planning  
Put some one on that bus for a week and do a survey  
Then perhaps a more appropriate transit vehicle could be used and not polluting us  
I've lived here a long time and I'm not opposed to developing Waterdown  
But get nice designed townhouses along the highway , not placed close to the highway and perhaps a nice buffer planned before approving the build so that instead of walking out the front door and facing zooming traffic there'd be budged and trees on a boulevard  
That's poor planning and money from fast developers just throwing up a unit  
I also want to comment on how citizens don't find out about any planning unless you happen to catch it on your phone or review  
It should be repeated a few times  
We're not home every day or have a chance to read paper or articles once  
Waterdown needs set meetings with everyone before things such as speed bumps are installed  
The idea that slow traffic is safe Travis not in the highway acin fact slo driving by the use oh impediments such as bumps and parking cars on both sides of Main St N contribute to accidents and car damage and constant replacement of bumps from snowplough damage  
We are concerned that road infrastructure is taking a back seat to development. This is doing things backwards and will just lead to more congestion.

Don't make the mistakes that Oakville and Burlington have done with their downtowns. They have grown too quickly and small business and shops have been driven out by high rents, lack of parking and traffic congestion. Residents in the core are burdened with noise and lack of parking. It is not too late to prevent this from happening in Waterdown.

Looking forward to the bypass MUPath. If it stays on the town side of bypass road 100 percent of the time, it will be a well used route for travel, and exercise by ALL users.

Waterdown used to be a beautiful village- now its starting to look like Mississauga/Brampton. Stop being greedy Hamilton.

Parkside west is a great improvement however I'm very concerned that within 3 years this road will become a rumble strip due to various road excavations (hookups, etc.) and very poor road repair to restore to new status. This problem is rampant throughout all of Hamilton and our Waterdown area. As a tax payers it burns me that road surfaces can't be restored properly. I'm hopeful that won't be the case on Parkside but, I'm not betting on it. Hire contractors or train city workers to repair things right "first time, ONE time".

Expansion of Waterdown Core and Node has always been a poorly planned effort with the soul purpose of expanding development without first providing the infrastructure or consulting with local residents (who moved here because the area WASN'T expanding and it was a quaint semi-rural "Village."

I moved here from Toronto and was used to traffic, congestion and driver and pedestrian concerns. I have to say that I feel Waterdown had been terribly neglected and have never seen a town so far behind with road planning. It will be much more difficult now with all the residential growth to rectify the infrastructure.

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Police! Every road outside of core has skid marks and racing. Thefts are crazy. Speeding on Hwy 6 needs to be looked at. Maybe if we took care of our residents and made people follow the law, less folks would be breaking them. Our reputation is that you never get caught in Waterdown! Its very sad.
Hamilton is being far too reactive, and not proactive enough, in bringing Waterdown's transportation infrastructure up to the level that is already required. Considering the disproportionately high property tax rate in this area, this is infuriating.
Police station needed. Encourage more unique stores vs big box ones to preserve small community feel. More running and walking trails incorporated to encourage wellness. Build one story homes for seniors
Wonderful that these studies are underway. This is a special place that could be made so much better
Why are we not being heard and our roads can't even be paved or filled in? Waterdown Rd dangerously wavey with Dundas is serious pot holes and rip ups everywhere. All our roads and thefts and burglarized homes are leaving us scared and not wanting to run into beggars in our Village now
Need a better option to head East. Dundas St is way too congested. It forces people to take Parkside which is residential and resulted in the death of a child a couple of years ago. We need another option before even more commuters move here. Perhaps a car pool lot with a go bus to the Aldershot station or an HSR bus that goes to the Hamilton downtown with a stop at the Hamilton GO station would help alleviate traffic from the TO commuters.
They development outside of the core isn't helping the core in support of small businesses it will fend people off and away from visiting a crowded inaccessible downtown core and businesses will suffer While developing is important we need to use the core space better more parking More residential units while keeping the "look of downtown Waterdown"
Stop over building, it shouldn't be about trying to fit as many people you can into the community when some of us still don't even have city water or sewer but are forced to pay taxes as though we have those services. In the event of a fire I know I'll have to watch my house burn because you don't have a hydrant near by and I will have to wait for tanker trucks to fill up as my house burns down, yet the new developments have these services. Take care of the people already here if you want our support.
Stop building residential developments without adding addition transportation routes. It is moving beyond an inconvenience to a safety issue
We need to have a visionary approach to community transit and use more predictive, proactive and preventative planning methodologies.
Parking in the downtown core has become a real issue, as a owner of property in the core that has parking for my clients I see many other using this parking and going elsewhere, if the plan is to remove street parking along Hwy5 I cant see how anyone will be able to find parking for shops and services without using private spots creating potential backlash.
Waterdown is a quickly-growing community. It's sad that we don't have a City of Hamilton Recreation Centre, for those who cannot afford monthly YMCA memberships plus class fees (e.g. for music lessons).

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Would like to get involved with local planning committees and reviews of planning applications where possible.

Lack of community center with regular public programs needs to be addressed.

It seems that handling the congestion in the village has come as somewhat of an afterthought. All of these issues should have been looked at before building permits were issued to developers to build hundreds and hundreds of homes. What did the city think would happen when all of these new people arrived. As a resident of Waterdown for over 35 years It disappoints me greatly to see the way that things are being done.

I would like to see a vision crated to guide the development in the core of Waterdown. In particular, to see it develop like other small Ontario cores did, like Dundas. So no strip malls, and keep any new buildings right up the sidewalk to promote walkability.

Closing Kern and King Rd was short sighted. They need to reopen. The chevron by Sign one need to be removed so two lane traffic can proceed. Waterdown Road and Smokey Hollow are charming and tourist draws. Parking should be added to the hub on Dundas cobblestone core roadway with no curbs like Sums of north of Queen in TO and Holland would help all forms of traffic. Wildlife tunnels and bridges would be a help. The garden medians should be removed on the east side of the bridge so two lanes of uninterrupted vehicles can go into town. This would resolve a lot of slow down and improve flow.

## APPENDIX B

### Phase 2 Public Consultation Records



## Consultation Summary Waterdown Node Secondary Plan

**Event:** Focus Group Meeting #3  
**Location:** Virtual Meeting held via Webex  
**Date:** July 6, 2020  
**Time:** 7:00 pm to 8:30 pm  
**Participants:** 14 (7 Stakeholder/Residents and 7 Staff/Consultants)

### Event Description

The Focus Group meeting consisted of two presentations. The first was a Staff presentation on the draft vision, principles, objectives, and land use options for the Secondary Plan Study. This was followed by a presentation on urban design guidelines by the City's Urban Design Consultant, Brook McIlroy Urban Design Consultants. A copy of the presentation material was provided to participants by email in advance of the meeting. A feedback form was also provided to ensure the opportunity for participants to share any additional comments following the meeting. The presentations were followed by a Q&A and discussion period.

### What We Heard

#### Secondary Plan Discussion

Following the presentation, the facilitator led a discussion on the following questions:

1. Does the vision capture the themes that we've discussed in previous meetings?
2. Do you think that there should be any changes to the principles and objectives that have been outlined?
3. Do you think the Node Boundary shows that lands that should be in the node?
4. Which option for pedestrian focus streets do you prefer and why?
5. Which option for height requirements do you prefer and why?
6. Do you have any comments on the land use plan?

Comments noted through the discussion:

Vision as presented is very good. Quite like it. It touches on most of the things that we've discussed in the previous meetings.

Think that most of it is there. Going back to October meeting people want the core to be 3 storeys and to be rejuvenated as a historic place. Understand that buildings have to work.

Agree with vision. It did state all the items that were in the previous meetings. The principles also hit all the right points: supporting businesses, improving transportation, making sure that heritage is protected.

Draft vision and principles capture and are consistent with the spirit of previous consultation sessions.

The vision is good. There are so many options and choices, nothing is cut in stone yet, but some parts look really good. The big challenge is trying to create a nice streetscape when you have big trucks travelling through the downtown at 60km per hour. Don't know how you can create a nice atmosphere without a by-pass to move that truck traffic somewhere else.

With some of these, staff are not far off track. The problem is with the Brandon House in Ancaster situation where the historic building got torn down. That is a serious issue we have to look at here.

Pedestrian focus along Dundas is essential. Height restrictions are imperative in that same area. There are a lot of heritage buildings in that area. The C5 zoning promotes building up, so that would result in demolitions. Need to try to preserve the old core as it is with respectful infill.

Along Hamilton Street, there are bigger lots. Building up there is fine. But for the core from Hamilton Street to Mill Street along Dundas it is imperative to keep to the 2-3 storey limit.

Having walked the area and done activities in the core, I can attest that walking Hamilton Street, especially with children is exhausting. Would definitely pick option 2 for the pedestrian focus street area. That is probably the maximum if you want people to stay within that area. Wouldn't be against going bigger than that, but if you want to keep people in that area and make it more of a community feeling, wouldn't go much further.

Agree with height restrictions in certain area. Don't want very tall buildings.

People want a historic core and a place where they can walk around, and it becomes the centre of the community. The C5 zoning doesn't take that into consideration.

Think that most of the objectives are achievable. Planning staff are moving in the right direction.

You have to remember that Waterdown doesn't have public transit. Places downtown need parking until you have a really good public transit system.

If you look at downtown Oakville, it is one of the most beautiful communities. There are all kinds of beautiful historic buildings in the downtown there and there are buildings that are 4 or 5 storeys there and they are very nice. You need people as well to make an area work, you don't have vibrant businesses if you don't have people in walking distance. Three, four or five storeys could be integrated into a historic façade at the back.

Don't like the look of large buildings going into a historical area unless they are historical looking.

Have walked in that area. I can't walk with children along Dundas. Unless we plan for the calming of that Dundas area first, don't see that area working as a pedestrian focus area. Would love to see it though. Agree that pedestrian focus area should be at least option 2.

We have a real disconnect in the two areas of the core. We have the convenience-based businesses on one side and the historic district on the other side. Trying to connect them there is a real void or disconnect in the middle, and no clear pedestrian pattern to get from one area to another. It feels like 2 distinct characters. Dundas Street/Hamilton Street corner is the centre of the core, but right now it is a void in the core. It is not necessarily a reasonable walk from one end to the other.

The park is also a centre of the community. If we are talking about trying to align a path to encourage people to be able to walk to park and businesses, then I would go with option 3.

There are smart ways to develop and places where it doesn't make sense to increase the density, but our businesses depend on people. 60-65% of our businesses are service businesses. We need people to support those. I think that the height on Hamilton Street is necessary to support the business community. Also think that trying to have guidelines for development on both parts (of the core), so that even though Hamilton Street is a distinct character, it would be nice to see some elements carry through so there is some more continuity between the 2 sides. Needs to be some context of the core there, even if we are developing larger buildings.

With increasing height, need to focus on affordability. This is missing from the principles/objectives and it needs to be captured there. If all you are putting in is expensive condos, then you are still not bringing young people and diversified populations into the community.

### Urban Design Guideline Discussion

Following the presentation, the facilitator led a discussion on the following questions:

1. Do you think it is appropriate that we've moved to distinguishing between the 2 areas (the Hamilton-Dundas area and the Waterdown Village area)? Does that capture the 2 defining character areas in the node?
2. Have we missed anything in the vision or the document structure or the key directions that we should be capturing in the guidelines?

Comments noted through the discussion:

The challenges that we face on the Hamilton Street corridor are extreme. In the Dundas village, we are not doing too badly. We have excellent examples of heritage buildings on Dundas that anchor the Village and these set the stage for what we do.

The theoretical part of the presentation I agree with 100%. The biggest concern is over time, as the individual problems are presented, what compromises will be made that deviate from the conceptual plan. This question can't be answered right now. On the Hamilton corridor, I am thinking of the development proposal for the seniors building beside the park – they had some big problems with their initial design. We need to continue with discussions and community involvement to make sure we end up with something terrific instead of something we regret later.

The concept is marvelous. Need to be guidelines set that we adhere to. Residence built on Main Street is an abomination for the streetscape on Main Street. If we don't have concrete plans that mitigate those kinds of developments, I fear what will occur.

I agree with the direction that these concepts are going. I also agree that we have two different character areas but would like to see them blend seamlessly. Even though we are treating them differently, would still like to see some continuity. Even though heights and lot uses are different, should still feel like one village.

I love the treescapes and like having trees when walking downtown. When you come around the corner should not be something totally different. The Area has to have a flow when you are coming around the corner. Walking and biking connections should be the same between the two areas.

Streetscapes and photos and conceptual ideas are fantastic. Just cautious about how many compromises get made down the road.

You have to allow for modern building materials. You can't say everything has to be old. Have to have some degree of modernism allowed. Have to be open-minded. There is a way to integrate these things appropriately.

I love the 2 different looks but are they seamless. Hamilton side drawings have sort of a high traffic feel which is realistic. Dundas looks like there is still traffic but lesser.

I think that we don't have to say that everything needs to be made of brick, or everything has to have modern glass doors. We don't need to be that specific and need to allow flexibility in materials.

I do agree with what has been presented so far. It is going in the right direction. In general, the concept is pretty good. The pictures don't really reflect Hamilton Street, but it is on the right track.

People want to see the Village look like a village and greater range of materials is acceptable on Hamilton Street.

Appreciate the work that has been done with community involvement. I am an advocate of heritage. With the core, would need to consolidate lots or go into residential area to get the larger 6 storey development which would demolish the heritage. Hamilton Street is a

different version of the downtown, with massive lots. Could put massive developments all along there.

I think that the focus on lower key and trying to keep heritage along Dundas Street is fantastic. There is always an issue about traffic. It is hard to feel like a heritage community when you have so much traffic going through, but the overall feel of this is a huge step in the right direction. Keep Dundas to a small-town, heritage feel. There are lots of opportunities to develop properties on Hamilton Street. Most of them have large parking lots.

#### **Other Comments and Feedback Noted**

Additional comments noted include the following:

The C5 Zoning conflicts with the heritage district. Mill Street Heritage Plan says there is a 3 storey limit, but the zoning says you can go to 6 to 8. This is contradictory, and the city needs to look at changing this.

A question was raised about expanding the Heritage District to Main St. Will this be discussed at the next meeting on heritage?

Response by Staff: ASI is evaluating the Main Street area as a potential Cultural Heritage Landscape. The expansion of the Heritage District is outside of our scope. We are doing the built inventory and cultural heritage review which will provide for different options for how to protect these resources.

Question about the density in the node. Presentation says that the density is higher than surrounding areas but it appears to be quite low.

Response by Staff: The density is a two-part calculation of both residents and jobs in the area. The jobs generated by the area are greater than the number of people living in the area and this number takes that into account.

Have been told that all residential zoning is going to be reassessed in residential areas. We want to preserve that area. There were some lots purchased and massive single-detached development put in that is not compatible. Lots being purchased for larger developments is a big concern.

#### **Upcoming Consultation**

The next Focus Group Meeting is planned for July 16, 2020 to provide an update on the Cultural Heritage Review. A further meeting will also be scheduled to present the recommendations for the Transportation Management Study when these are available. Public information meetings would likely be held fall 2020 and would be conducted virtually.

## Consultation Summary Waterdown Node Secondary Plan

**Event:** Focus Group Meeting #4  
**Location:** Virtual Meeting held via Webex (due to Covid-19)  
**Date:** July 16, 2020  
**Time:** 7:00 pm to 8:30 pm  
**Participants:** 11 (5 Stakeholder/Residents and 6 Staff/Consultants)

### Event Description

The Focus Group meeting consisted of two presentations. The first was a Staff presentation on the work undertaken for the Waterdown Village Built Heritage Inventory. This was followed by a presentation by Archaeological Services Inc. (ASI) on the Cultural Heritage Review. A copy of the presentation material was provided by email to participants in advance of the meeting. A feedback form was also provided to ensure the opportunity for participants to share any additional comments following the meeting. The presentations were followed by a Q&A and discussion period.

### What We Heard

#### Waterdown Village Built Heritage Inventory

Following the presentation, the facilitator led a discussion on the built inventory work.

Comments noted:

Are we getting a heritage zone on Dundas Street? Having heard and talked about this at the very beginning of the process, would like to know what the status of consideration is for this?

Response by Staff: The work being completed for the Waterdown Village Built Heritage Inventory is reviewing individual sites and does not include the scope to look at a Heritage District. However, the inventories and research can help inform future studies. ASI's work is reviewing the cultural heritage landscapes and how to protect these. This includes consideration of different approaches, which can include a heritage district or other tools.

Concerns were noted about the demolition of the Brandon House in Ancaster and not wanting to have that situation occur with properties in Waterdown.

Response by Staff: The work being done in Waterdown is unique in that the inventory is being completed while the secondary plan process is occurring. The Brandon House didn't have any heritage status and it was not protected. The approach being taken for Waterdown seeks to avoid this situation by doing the inventory work to prevent this type of situation from occurring. Importantly the goal is to get the 11 identified significant properties designated and the inventory research is necessary for this to happen.



What are your thoughts on the expansion of the Mill Street Heritage District? We are experiencing significant development pressure at Main Street and Dundas Street. Our thought is that there needs to be some type of protection that goes up Main Street as well. I thought that this was going to be part of the process. Haven't heard too much about that. Whether we add onto Mill Street and change the by-law or keep Mill Street as is and start another heritage district there are different ways to approach this. There are concerns about both residential and commercial properties in the core.

Staff are doing a lot of tremendous work to protect these properties. There is pressure for redevelopment and we have seen two large lots developed with larger homes that are out of character with the area. I think that we can build up, that is fine and there are lots of development projects in the area, but Mill Street to Hamilton to Dundas to Market Street should be included in some way. It was further noted that every tree on a property on Church Street was removed yesterday.

Would like to know if City is looking at expansion of the Heritage District?

Response by Staff: Work on a district expansion is outside the scope of the work that we are doing right now. It is important to complete the assessment of the individual properties and then look at options for what is the best approach for protecting these. ASI will be presenting further information that is important to consider.

Staff were asked if the photos and maps shown in the presentation could be used for the Mill Street Heritage District website. Staff indicated yes to the photos as long as they were sourced. For the maps, there are higher resolution ones coming soon which would be better for viewing on the website. It was agreed that it would be best to wait to post the higher resolution versions when they are available. Staff are willing to assist and suggested a follow-up on this.

For the 11 properties recommended for designation, we know how much work has been undertaken and by an understaffed department. If these go ahead, how many years are we looking at until designation – 5 years from now, 10 years?

Response from Staff: The work is being done in house with the funding for an intern and full draft cultural heritage reports have been completed for these properties. The intent is to bring this forward for designation at the end of this process.

### **Cultural Heritage Review**

Following the presentation, the facilitator led a discussion on the approaches and tools outlined and on feedback for the identified six Cultural Heritage Landscapes.

Comments noted:

Listening to the presentation, I was awestruck, and I was pleased to learn that there are so many mechanisms in place to help us stop the bad things from happening in our neighbourhoods. It seems that there are so many good things that can be done. Being realistic, however, it seems that the tools that can be used by municipalities are broad. What we are doing with this whole Secondary Plan process is important. It is important to have the details on what we can and cannot do. Unless it is specified, we may not have the protections

Wondering if the Mill Street Heritage District is being reviewed as a cultural landscape?

Response from ASI: The Mill Street HCD already has protection in place and has not been re-evaluated as part of this process.

Is there a reason why the Village of Waterdown wasn't reviewed as part of this process?

Response by ASI: As part of inventory project we looked at the broader heritage of village and distilled that into character areas and landscapes. Didn't see the need to do the entire village itself and felt that it was important to be more specific with these cultural heritage landscapes.

The local committee put a proposal in to expand the District which would have included Memorial Park. As ASI went through the presentation you talked about the value of parks and this seems like a good approach. We have also talked with Staff about Sealey Park which we understand would be designated by itself.

Presentation on the Cultural Heritage Landscapes is wonderful. These are wonderful places that need to be protected. You have done a really good job of highlighting these.

So, we talk about the potential tools and other best practices. If I understand this, then what we are saying is that we are identifying the desire for some of this but then what happens to put this in place? If designating Main Street corridor, would these residents have to be involved in that process? How do we actually move forward? What happens with those recommendations? What is the process? Would City Council enact some regulations, and would residents be part of this?

Response by ASI: Most of the tools can be enabled through the Secondary Plan and that is why we are doing these processes in tandem. This provides a good approach for putting policies in place to protect the cultural heritage landscapes. In addition to the Secondary Plan policies, any individual parcels where we see and where the community sees a best fit for Part 4 Designation would be addressed through the Staff processes. That could also be done at the same time as any of the built heritage resources that are queued up for Part 4 Designation. If through this process something broader is identified then a Part 5 Designation would be undertaken which involves a two-part process. This would involve a more detailed study. The ideal situation is that most of the pieces get protected through the Secondary Plan so that those protections are in place. This would not affect the consideration for an expanded District but would ensure that there is something in place in between.

Response by Staff:

Some of the tools are directly related to the Secondary Plan i.e. putting policies in place, identifying these landscapes in the plan, creating things like special policy areas or conservation plan statements. Other things we can do is look at things like what zoning changes may need to be done.

The City will be embarking on a review of low density areas very soon and due to the timing, we can ensure that the vision and direction for the Secondary Plan can inform the low density review. The Secondary Plan policy needs to be put in place to deal with these things.

Question posed as to whether the city is planning on redoing the R3 Zoning for Waterdown through this new city-wide study?

Response by Staff: We are looking through the Secondary Plan process at policies for residential areas. As mentioned we can provide input on the city-wide review of residential low density areas based on what we are hearing from the community and what policies need to be in place in the Secondary Plan to bring about the vision for the Waterdown Community Node.

Could you clarify what it means where some parts of Main Street align with an area where the zoning could be increased to allow more density.

Response by Staff: The zoning along Main Street is still recommended to be a low density zoning but, we do have a patchwork of two different zones along there. Some are zoned for single detached and others also allow semis and duplexes. There is a mix and we are looking at applying the zoning that also allows semis and duplexes along parts of it. This would be considered in conjunction with the recommendation especially around building sizes and how it fits in with the area. There is also mixed use zoning where it intersects with Dundas and we had some options for heights as well. We are looking at lowering the heights to 3 storeys in that area.

This is not all new stuff. There has to be some zoning maybe in this city or other cities that we can look at to see how it works. What has been around for 10 years or so and is working? Looking at communities that have been able to get that small-town character. Or is this all brand new?

Response by ASI: Some municipalities who have provided guidelines for specific directions for built form or building heights for conserving cultural heritage landscapes or complex of features are doing this through Secondary Plans or Official Plans. There are varying degrees of details in different approaches being taken. Some provide broad guidelines and others are more prescriptive about height, setbacks, building entrances, how buildings face, etc.

It is all going to come down to zoning. It would be nice to see some zoning that works well, and we can take a look at it.

Response by Staff: We are looking at existing examples across Hamilton where identified landscapes have been tied into zoning and applicable law for building permits.

With respect to the six identified six Cultural Heritage Landscapes, the following comments were noted:

All the information that Staff and ASI have been put together show tremendous reasons why all of these should be protected.

Agree that all of these areas have great significance and are worth protecting.

Because they are so scattered or spread out over a large geographic area, agree that they need to be protected individually. Was the intention to have specific policies for each of these areas?

Response by ASI: Would not take them all together. Would look at each for their unique character and policies that protect them. There may be some overarching policies, but we wanted to ensure that each area is protected for its own specific values.

For the Waterdown Heights Subdivision (Slide 11), there are unique heritage attributes. The houses built at the northeast corner are all 75 feet wide. If I wanted to build a monster home or apartment building, I could buy these. In your process what restrictions are you putting in place to maintain some semblance of what is there today?

Response by ASI: There would be a number of different policies. These could include maintaining lot size and frontage, not allowing severances, setting restrictions for building to lot coverage, etc. We have seen examples of such policies in Toronto, Mississauga and Brampton. It is about preserving setbacks, lot size and the ratio of building to lot coverage so that you don't have a huge building floor plate overhanging the lot. These are the kind of things that we have identified as important to protect.

This is all good stuff. We are seeing good things to protect the Heritage District and buildings within the core of Waterdown but before this process even started it was all rezoned to 6 to 8 storeys. We have raised this before and have big concerns about how the C5 zoning applies to all of Waterdown including the heritage properties. Two examples of where this is concerning is with the Coachmen and the American House. Regarding the rezoning, we already have a Mill Street Heritage District which is in place, but the other city departments rezoned this heritage district up to 8 storeys and there is no talk of reversing this. So, it is supposed to be protected up to 3 storeys but different departments are giving out different information which is very frustrating. When real estate or property developers look into properties, they get conflicting information. the HCD says 3 storeys. Who is going to win when this goes to court? Is that zoning going to be changed and removed from the Heritage District, for the properties along Dundas and for the Mill Street HCD? This zoning is a bullseye on these properties.

Response by Staff: We are looking at that as part of this process. We do understand that it presents a conflict between the zoning heights permissions and the heritage district and that was one of the reasons why the Councillor had passed the interim control by-law so while we are carrying out this study no new development can take place. I don't want to say that every property would see a zoning change, but we are looking at this as part of the process. We have heard loud and clear from the community. There will be an analysis of all of the properties in the district as well as all of the other properties in the C5 zoning that may need to be looked at and heights changed. We can do this through this process and intend to do this.

There are areas on Main Street and along Dundas that are much newer and modern. Along the way it would be interesting to see how these things would be applied.

I know that there is a lot of work that has gone into this. The community appreciates this work. Regardless of the work being done, what will happen if staff change? I like the approach of putting this in firm language and having the protections in place as well as the zoning in place to see the community grow and to have the heritage protections in place.

Like what you are proposing but I still would like to find a place where they have done a good job of protecting heritage – 10 years ago or more. What about Downtown Oakville. It seems to be a good example. What did they do? Can we learn something from the planners in Oakville? I would feel more comfortable if we could see how others have done this successfully.

Response by ASI: We are always looking at examples and approaches used in different communities and look at best practices and tools. It is important to note that since 2005, there has been lots of discussion in municipalities about how the Planning Act and Heritage Act can work together. Ten years ago, the policies that were used were very general and didn't include characteristics about quality of place. The challenge is that not a lot of secondary plans were created 15 years ago with this level of detail so we can't measure this. What we have seen in last five years is more detail. The approach being taken in Waterdown for the Secondary Plan is very detailed.

### **Next Steps**

The Built Inventory work will be provided to the public for information and the City is looking at ways to provide the information virtually. There will be a virtual public meeting on the Secondary Plan in the next few months.

Focus group members were encouraged to provide other examples or comments through the feedback from.



## **WATERDOWN COMMUNITY NODE SECONDARY PLAN STUDY**

**PHASE TWO VIRTUAL CONSULTATION  
OCTOBER 2020**

**PUBLIC FEEDBACK REPORT**



## **WATERDOWN COMMUNITY NODE SECONDARY PLAN STUDY PHASE TWO VIRTUAL CONSULTATION - OCTOBER 2020 PUBLIC FEEDBACK REPORT**

### **ABOUT THIS REPORT**

The purpose of the Waterdown Community Node Secondary Plan Study is to develop a long term land use plan for the central area of Waterdown. In Phase 2 of this study, the City outlined a draft vision and set of principles for the Secondary Plan based on previous public input and explored a number of different options for land use policy. Preliminary information for the supporting Cultural Heritage Review and Urban Design Guidelines were also made available for discussion and public input.

Virtual consultations for the Waterdown Community Node Secondary Plan Phase 2 were held in October 2020 and included the opportunity to review online materials and participate in an online survey from October 1 to October 31 and to participate in a live information meeting held on October 15th from 7:00 pm to 8:30 pm.

This report, prepared by the Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company, provides a summary of the verbatim public input from the virtual consultation. All feedback is being considered by City Staff in the development of the preferred land use plan, policies, and guidelines. Future consultations for the recommended plan and guidelines will occur in 2021.

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

## WATERDOWN COMMUNITY NODE SECONDARY PLAN STUDY PHASE TWO VIRTUAL CONSULTATION PUBLIC FEEDBACK REPORT

### 1. VIRTUAL CONSULTATION DETAILS

The Phase Two consultation was held virtually, and individuals were able to participate:

By reviewing the Phase 2 information online on the project website from October 1 to October 31, 2020. Materials were available at [engage.hamilton.ca/waterdownnode](https://engage.hamilton.ca/waterdownnode) twenty-four hours a day, seven days a week. A Let's Talk Waterdown Phase 2 Survey was available until October 31, 2020. Individuals could also submit questions and comments through the website.

By joining and participating in a live Information meeting which was held on Thursday, October 15, 2020 from 7:00 pm to 8:30 pm. The project team provided an overview presentation of Phase 2 and answered questions from the public.

Presentations at the live Information Meeting were provided by City Staff, Brook McIlroy Urban Design Consultants (BMI) and Archeological Services Inc (ASI). The meeting was facilitated by Sue Cumming, Cumming+Company. The presentations were followed by a live discussion period where individuals were able to ask questions orally or by typing using the meeting question function. A total of 28 individuals participated in the meeting. The presentation portion was recorded and posted on the project website for viewing a few days after the meeting.

The Phase 2 consultation materials included information about the Waterdown Community Node Secondary Plan Study as well as information about the supporting Urban Design Guidelines and Cultural Heritage Review. The online information was organized by key topics as shown in **Figure 1**.

**Figure 1: Online Consultation Materials Topics**

Waterdown Community Node Secondary Plan Study: Story Map	Participants could read about the study, see the draft vision and principles which were developed for the Secondary Plan based on previous public input, and review several different options for land use policy.
Waterdown Community Node Urban Design Guidelines: Video	Urban Design Guidelines are being developed to support the Waterdown Community Node Secondary Plan. The video provided an overview of the guidelines, summarized the feedback received through the previous community workshop, and outlined the proposed structure, principles, and vision for the guidelines.
Waterdown Cultural Heritage Review: Video	The Waterdown Cultural Heritage Review is being undertaken to support the Waterdown Community Node Secondary Plan Study. The video provided an overview of the study, reviewed landscapes with cultural heritage value that have been identified and discussed the various tools and techniques that can be used to protect heritage buildings and landscapes.

From October 1 to October 31, the website was visited 481 times and 7 individuals completed the online comment survey form.

## 2. GENERAL THEMES AND KEY MESSAGES HEARD

There continues to be significant community interest in the central Waterdown community. Residents are engaged about the future of their community and there has been a high degree of public engagement through the first Community Workshop (October 2019), the Urban Design Workshop (November 2019) and successive community focus group meetings including meetings in July 2020. Feedback reports and meeting notes from these consultations are available on the project website.

The City is committed to ensuring that there is full transparency in reporting on what was heard to ensure that the public feedback received is widely known and considered in the development of the preferred land use plan, policies, and guidelines for the Waterdown Community Node. All feedback is being considered by City Staff. Future consultations on the proposed Secondary Plan, the Urban Design Guidelines and the Cultural Heritage Review will occur in 2021.

**Figure 2** is a high-level synthesis prepared by the Community Engagement Facilitator on the key messages heard through the Phase 2 virtual consultations pertaining to each of the frequently noted general themes. The verbatim input from the virtual consultations is included in the report appendices as follows:

- Appendix 1: Comments and questions together with responses given at the live Information Meeting on October 15, 2020.
- Appendix 2: Input from the online survey.
- Appendix 3: Additional emailed comments received by City staff.

It is important that this synthesis of key messages heard be read in conjunction with the verbatim detailed comments found in Appendices 1 to 3.

**Figure 2 – High-level Overview of Feedback**

Topic	Key Themes
<b>Overall direction for the study</b>	Generally, there seems to be agreement on the direction for the study including support for the draft vision and principles.
<b>Pedestrian Focused Areas</b>	<p>There is consensus that pedestrian safety and improved walkability are important issues that need to be addressed through a combination of traffic management and urban design initiatives.</p> <p>With respect to the options for pedestrian focused areas, it appears that there is no clear preference between the options presented. There is strong interest in creating policies and urban design guidelines for pedestrian focused areas.</p>
<b>Building Heights</b>	<p>On the issue of building heights, both Options 2 and 3 as referenced below were noted with equal support.</p> <p><u>Option 2:</u> Apply a 3 storey height limit to all of the historic core. Allow 4 storeys on select residential sites in the node. Maintain existing permitted heights in other areas.</p>

Topic	Key Themes
<b>Building Heights (continued)</b>	<p><u>Option 3:</u> Apply a 3 storey height limit to all of the historic core and some areas west of Hamilton Street. Allow 4 storeys on select sites. Maintain existing permitted heights in other areas.</p> <p>For four storey buildings, comments were noted about ensuring that light studies and shadow studies are required.</p>
<b>Structure of Urban Design Guidelines</b>	<p>With respect to the urban design guidelines, there is agreement that the proposed document structure and key directions capture the elements that should be in the guidelines. There is also agreement that the character areas identified reflect the defining character of the node.</p>
<b>Characteristics and boundaries of six cultural heritage landscape areas</b>	<p>With respect to the characteristics noted for each of the six cultural heritage landscape areas, there is agreement that the characteristics are well defined and include the features that should be recognized.</p> <p>There were specific questions about how Sealy Park would be recognized going forward.</p> <p>With respect to whether there should be any changes to the preliminary boundaries of the identified cultural heritage landscapes, several individuals noted that it is important to ensure that no heritage homes or buildings are lost and that they need to ensure that the core of Waterdown is protected. It was noted that there may be some important properties outside of the study area boundaries with the example of Berry Hill Manor be provided.</p>
<b>Concerns about traffic flow and safety along Dundas Street and Hamilton Street and implications from the Waterdown Transportation Management Study</b>	<p>Concerns were noted about traffic flow and safety along Dundas Street including truck traffic and pedestrian safety, and traffic along Hamilton Street. There is concern that the flow of traffic along Dundas Street will impede the vision for the village core and concern about how a four lane road widening would impact the downtown core if recommended.</p> <p>Concerns were also noted about pedestrian safety and traffic along Hamilton Street. There is a desire for Hamilton Street to be much more walkable and safer.</p> <p>A key theme noted is the importance of addressing transportation problems being experienced in Waterdown. Staff from the City's Transportation Division addressed these questions on a preliminary basis indicating that recommendations would be presented at a live Information meeting for the Waterdown Transportation Management Study which occurred a week later on October 21, 2020.</p>

Topic	Key Themes
<b>Protection of the heritage of the Waterdown Core is important. There continue to be concerns about site specific development pressure occurring in the core.</b>	<p>The protection of the heritage of the Waterdown Core is important to residents. There was also discussion about the Mill Street Heritage District and redevelopment pressure that is being experienced on larger lots in the area and on several specific properties. There are concerns about demolitions that are occurring.</p> <p>Further concerns were noted about impacts to heritage properties outside of the core and how these are being protected. There is a desire to ensure that there are provisions that address how new buildings are designed to compliment existing heritage properties.</p>
<b>Clarification on how secondary plan policies would be used.</b>	During the live Information Meeting, questions and comments were noted which sought to clarify how the secondary plan policies would be applied with specific reference about how any residential additions or alterations would be considered.

### 3. NEXT STEPS

Following the virtual consultation, City Staff are moving into the third and last phase of the study which includes:

- Reviewing Phase 2 public feedback and feedback from staff, agencies, and other stakeholders.
- Developing a preferred Land Use Plan, policies for the Plan and Urban Design Guidelines with further consultation planned for 2021.
- Finalizing the recommended Plan and Guidelines and presenting to Planning Committee and Council for approval.

## Appendix 1

### Questions/Comments Noted at the October 15 live Information Meeting

Following the presentations, individuals could ask questions orally and the facilitator read aloud the questions and comments noted in the meeting's question box. **Figure 3** includes the verbatim input received and responses provided at the meeting by City Staff and Consultants. These are numbered for reference purpose only and each number represents a different individuals' comments.

**Figure 3 – Live Information Meeting Questions/ Comments and Responses Noted**

Live Information Meeting Questions/ Comments and Responses Noted	
1.	<p><b><i>Will the Secondary Plan result in restrictions on residential property owners, planning home facades, or front yard enhancement, even if they are not a heritage property?</i></b></p> <p><i>Response from City Staff:</i> The Secondary Plan typically has more high-level policies and would not restrict specific things like front façade changes, or landscaping that is being done for a residential dwelling. There are some things that could be regulated through zoning like building size or lot coverage, and specific requirements for that. In terms of changes to the look of the front of your house, those types of things are not regulated by the secondary plan.</p>
2.	<p><b><i>While this is under consideration, what are the regulations on residential additions or alterations in the expanded Heritage area?</i></b></p> <p><i>Response by City Staff:</i> While we are doing the study there are no changes to regulations at this time. After the cultural heritage review has been completed, we will look at the tools that are being recommended, and at that time there may be changes to regulations. But while it is under consideration, there are no changes.</p> <p><i>Response from Archaeological Services Inc. (ASI):</i> There are six different areas that have been identified as cultural heritage landscapes. The regulations that will be applied to these areas will vary based on what has been identified as being of significance for each area.</p>
3.	<p><b><i>Could you provide information on what the interim control by-law covers? Is the interim control by-law related to development, including residential building permits?</i></b></p> <p><i>Response from City Staff:</i> In May 2020, Council passed an interim control by-law for the Secondary Plan Study area. The by-law essentially put a hold on development while the study is going on. The interim control by-law is in place for one year until May 2021, and there is a possibility that City Council could extend it if the Secondary Plan study has not been completed. That is to give staff a chance to consult and finish our process to determine what are the most appropriate policies for the area. The interim control by-law would prevent demolitions, as well as new permits from being issued for additions or new buildings.</p>



	Live Information Meeting Questions/ Comments and Responses Noted
4.	<p><b>In looking at the options for the updated transportation plan (on the city's website), it mentions the possible 4 laning of Dundas between Hamilton St. and the other side of Vinegar Hill. How would/will the 4 laning impact the plan for the downtown core? Specifically, with walkability.</b></p> <p><i>Response from Facilitator:</i> The City is hosting a virtual live Information Meeting for the Waterdown Transportation Management Study on Wednesday, October 21, 2020 and attendees were encouraged to visit the website to register for the meeting.</p> <p><i>Response from City Staff:</i> We are working with the transportation group and aligning our processes. Next week's virtual meeting is an important one to attend.</p>
5.	<p><b>The growth around the village has not been managed and all the traffic has been pouring through the centre of town. So yes, you can in fact make Dundas Street 4 lanes wide to allow traffic to flow through if that turns out to be the priority, but that ends the streetscape. I mean, we have the very first image that BMI put up in his presentation was looking east from Mill Street/Dundas intersection, and sure enough I counted 2 dump trucks in that picture, just casually taken. On any given day you will have 150-200 of those rumbling right through the centre of town, air brakes squealing and the usual things, all heading to the gravel pits, which are just west of town. Now that kind of commercial traffic will only go another way if you give them another option. The northern bypass which has begun and is proposed, crosses the other area of pinch point in town, which is the railways. I mean the northern bypass does this wonderful design for 4 lanes arching through new land north of park side, ending up on highway 6. But when it hits the railway, it is a level crossing. So, when those crossing bars come down, all the people who considered taking the other way around will suddenly change their mind and come right back to the centre of town because they can go straight on through without having to wait at a rail crossing arm coming down and stopping them.</b></p> <p><b>We have one of the most amazing amenities in the City of Hamilton, and that being the Grindstone Creek falls, with the great falls near Smokey Hollow. It has become an absolute Mecca for people to come and visit to see, to enjoy, and of course it has very limited parking in that limited space down there. If you want to take your life into your own hands, you will park behind the tavern, up at the top of the hill in town, which is actually a very good idea because maybe people would shop, maybe people would do the things you want them to do there. If you walk from down Mill St. South, to head to Smokey Hollow, you will take your life into your hands going under the existing railway overpass there. It is downright, and it seems to me that at some level, at some point for any serious adjustment of traffic flows around the center town, trucks – heavy traffic – people who are just getting through and have no intention of stopping and shopping in Waterdown has to be addressed. It is going to be to deal with the level crossing on the new bypass on the north side, otherwise it will be ineffective to rebuild the overpass the railway bridge on the south side of town so people can walk from the downtown core to the beautiful amenity where there will never be sufficient parking. And then we have got a working community that will actually function and be the way that we want it to be.</b></p>

	<b>Live Information Meeting Questions/ Comments and Responses Noted</b>
	<p><i>Response from Facilitator:</i> Thank you for your comments, and I do hope that you will join next Wednesday for the transportation meeting. I believe that these issues will be discussed.</p> <p><i>Response from City Transportation Staff:</i> I appreciate the questions. Although 4 laning of Dundas Street through the core was an option that was considered, it is not something that is being recommended moving forward, and that is fairly clear and laid out in the slides that are provided on the website. I hope that you can join us next week for the virtual consultations. The presentation will also be posted after the meeting for anyone who is not able to attend.</p>
6.	<p><b>What can be done to improve vehicle and pedestrian traffic safety along Hamilton Street?</b></p> <p><i>Response from Brook McIlroy (Urban Design Consultants):</i> We will be working closely with the transportation team as the guidelines come together, because I think our focus here (as we really heard) is the desire for Hamilton Street to be much more walkable in terms of building locations but also safer, so I think looking at all transportation options, including cycling and walking is going to be very important, and that includes how you will get from one side of the street to another. We are very interested in exploring those options, so we will be working with the transportation team as those options are finalized so we can really get together a vision that will make it as safe as possible.</p>
7.	<p><b>As far as overall Waterdown, anybody in the Old Core feels Waterdown really has been overexpanded on the exterior, around the original core, so that is really putting a lot of pressure on the traffic. There's a couple of things regarding the traffic, just for what is going to happen at Mill south and Mountain Brow – if that is allowed, if those people can come up Mill South through Mill North everyone is going to cut through town. That is an issue.</b></p> <p><b>Regarding the protection of the old town in general, because of the size of the lots, there's tremendous amount of pressure from developers to develop in town, and that's already been shown as two houses have been demolished on Main Street, 17 Church Street has now had the power disconnected, all the trees have been cut down, and the garage has been demolished, and that house is about to come down just recently, and I believe it's 79 Elgin Street, which is in Waterdown heights which we spoke about which was just demolished 2 weeks ago. This is within the interim control by-law. So, I will send that to the group, but the house has been demolished.</b></p> <p><b>So, our concern is... I understand people have concerns about what they can do to their property, the problem is that with developers coming in, the neighbouring properties of those could be demolished and built, and there is no regulation on what goes in place, and that was sort of what happened on Main Street, where there were large executive homes that were put in the area, which certainly does not fit in the streetscape. I think it is very important to come up with an idea outside of the Mill Street Heritage District. One other point on the Mill Street</b></p>

	<b>Live Information Meeting Questions/ Comments and Responses Noted</b>
	<p><b>Heritage District, 32 John Street which is within the Mill Street Heritage District is for sale and is being advertised by the real estate agent to possibly sever and demolish that property. And then it says “Buyer due diligence” which is kind of an oxymoron because it is within that Mill Street Heritage District, supposedly it is protected, but because it’s a rather large lot being advertised for demolition, so there’s a huge amount in all areas of these larger properties which could be demolished and there’s no regulation of what’s going in place. So, I am just wondering what’s going on outside of Mill Street Heritage District, what is a plan to put some kind of protection, not for any reno or addition that people want to put on it, but a demolition to rebuild if there’s any kind of protection that is going to go on before we have a mismatch in the area of residential properties similar to what’s been happening in Ancaster.</b></p> <p><i>Response from Facilitator:</i> Thank you for the comments. These are quite detailed and will require some further consideration by City Staff. We do also have another question coming up about what type of designation and/or protections are being proposed for Sealy Park? I will ask ASI if they can comment on the question about “outside of the Mill Street Area, are there some protections that could be in place with the kinds of redevelopments that may or may not be happening?”</p> <p><i>Response from ASI:</i> We identified the range of conservation tools, regulatory approaches that the City may want to consider outside of the heritage conservation district within the overall area. One tool that is used in many other municipalities is listing properties for the purposes of controlling demolition. I think that speaks to some of these examples that you were referencing, trying to capture properties that should be subject to a sort of special kind of heritage consideration when a demolition permit comes through. There is a mechanism for that, and it is certainly a key tool that we have identified as effective under the Ontario Heritage Act and may be appropriate in various areas outside of the Heritage District. The other piece that I think I was hearing, the Facilitator identified in her summary of your comments, relates to not only demolishing older buildings or heritage buildings but guiding development of new building or sites when they are beside existing heritage buildings or in areas with special character. And I think a lot of what the urban design guidelines are trying to do relates to that – of providing guidance on height transitions, setbacks, and built form choices that will help transition and guide how new interventions are introduced. So, I think that’s one key feature or approach that could be used. Another is special policy areas where there might be increased direction in the Official Plan that speaks to, for example, how a portion of a streetscape or area might be guided in a special way, or alternatively in a Heritage Conservation District like the city has elected to use in the Mill Street area, as another way to guide not only protecting what is there but how informing how you introduce change on empty lots or lots that lose their buildings. I think those are the key features that are on the table for consideration.</p>
8.	<p><b>What type of designation and/or protections are being proposed for Sealy Park?”</b></p> <p><i>Response from ASI:</i> For Sealy Park, it was identified through the community engagement piece for the built heritage inventory that is being conducted by the City. If you go to the Waterdown built village inventory webpage on the City of Hamilton’s page, you can see the draft recommendations for properties coming out of the study,</p>

	<b>Live Information Meeting Questions/ Comments and Responses Noted</b>
	and Sealy park is a designation candidate. So, we would be looking at Part 4 under the Ontario Heritage Designation for that property.
9.	<p><b>Thanks for the informative session. Would bylaws be introduced or enforced on businesses or landowners to ensure that their buildings "fit in" with these proposals. e.g.? the gas station site at Hamilton/Dundas that has been left abandoned for years."</b></p> <p><i>Response from City Staff:</i> The Secondary Plan would have policies that talk about how the building of new buildings would fit in the surrounding area, so that is certainly something that we would be looking at, including policy language on, and as well the urban design guidelines would provide a little bit more detail on meeting the vision for the node and what sort of things that we are looking at when new development proposals come in. That example on Hamilton/Dundas gas station, I believe already has an application that has been draft approved for a 3-storey commercial building on that site. But that is quite in line with what we would be looking at for the area already.</p>
10.	<p><b>I had asked a question earlier, but I just wanted to expand on it and to support BMI's remarks about walkability for pedestrians along Hamilton Street. We walk often from the northeast corner of Waterdown across Parkside Drive, down Hamilton Street, down Main and back home. It is about an hour walk, we really enjoy, and we try to do it a couple times a week. So, walking down Hamilton Street is not much fun, it is busy, there's a lot of traffic, and the sidewalk that is along the Memorial Park is directly on the road, it's safer to go on the west side because there is a boulevard along the Tim Hortons. So, we need to get that sidewalk on the park side away from the road, in terms of what its future is to make it safer.</b></p> <p><b>The other part that is difficult, which BMI has looked at already, is trying to get between the two plazas on the south end of Hamilton Street. It's like playing dodgeball, going out from the Shoppers Drug Mart, trying to make a left hand turn while vehicles on the other side of the road are making left hand turns toward you trying to snake back into the Shoppers Drug Mart, let alone any pedestrians trying to cross the street. It is extremely dangerous, so I try not to make that type of maneuver, unless it's 10 in the morning and everyone else is not shopping, but it would be helpful to consider a pedestrian crossing somewhere there to try to allow that we could seamlessly, at least pedestrians could shop at both plazas without risking their life crossing the street. Even with a pedestrian crossing there, that might slow traffic down enough so that they themselves may be able to get back and forth between the two plazas.</b></p> <p><i>Response from Brook McIlroy (Urban Design Consultants):</i> I agree with you 100%. So, I can speak from our perspective, I know that walking it myself, I've had the same experience and even the traffic flow right now, I can't speak for transportation plan, but I know that the design of the street was at a time when the traffic flow was a lot less, and it's not working for anyone right now, which is what we are realizing. It is not working for vehicles very well or for pedestrians and not at all for cyclists. So, I think from our perspective we're really interested because what we see in the vision for the area is</p>

	<b>Live Information Meeting Questions/ Comments and Responses Noted</b>
	<p>really not only an idea of how you can get between shopping plazas but as this street evolves we know that buildings will come closer to the street, we're going to have commercial located right on the ground floors near the street. This is going to, over time, become a great shopping area to walk and to drive. I think it is in everyone's best interest that we get this right and that will include a lot of changes to how that street functions. I think we are looking forward to what the transportation study comes up with so that we can really target some of those ideas, and that is going to include those ideas like how to get safe crossings in place and how can we make sure those vehicle movements happen so that it's safer for vehicle drivers as well as pedestrians coming by. In terms of when you talked about the two side of the street, it will be interesting to see how we look at incorporating cycling as well because we know that there is a lot of cycling movement as well and desire to get between the park and all the way down to Dundas Street. I think about those kinds of movements as well is going to be a piece of the puzzle. I am in complete agreement, so I think it is going to be a matter of fusing all those ideas together to get where we need to be.</p>
11.	<p><b>Height restrictions and view corridors were addressed. Three and four storeys will create huge shadows and darken the street significantly. What are the plans and options with regards to light studies and corridors in relation to the two others listed above?</b></p> <p><i>Response from City Staff:</i> Shadow studies are often done as part of development applications. So, when we set a maximum height, it is not a blanket permission that allows every site or every development to go up to that height. It depends on a lot of factors, such as what is around it, the size of the site in terms of what you can do on a site. So, we do often as part of development application processes, we require shadow studies to be submitted, and the urban design guidelines as well would provide some guidance for what we should be looking at while evaluating when we have an application coming in.</p> <p><i>Response from Brook McIlroy (Urban Design Consultants):</i> I think we are quite interested in looking at envelopes, massing, step backs, and setbacks because that is really how we start achieving those – it's really intertwined with shadowing and sun access. So, as we look at various conditions in the streets, between Hamilton and Dundas Street, and what's appropriate in the height of buildings and setbacks and step backs of those building's steps and forms, that's really how we are going to be managing and maintaining access to sky views as well as sunlight on to the streets and open spaces. It is all kind of tied together and will be addressed in the guidelines.</p>



## Appendix 2

### Feedback from Online Survey Comment Form

The virtual consultation included an online comment survey which was available on the city's webpage from October 1 to October 31, 2020. The survey form included 16 questions and not everyone who responded completed every question and some were left blank. The questions were grouped in questions about the Secondary Plan, questions about the Urban Design Guidelines, and questions about the Cultural Heritage Review. The online survey comment form was completed by 7 individuals. The following are the verbatim responses to the questions posed.

#### Secondary Plan Questions

**Does the proposed vision and principles for the plan reflect what you think should be included? (Question 1)**

Number of responses	7
Yes	5
No	2
Not Sure	0

#### **What would you add or change? (Question 2)**

In addition to question 1, a general question on the vision and principles was provided which asked, "What would you add or change?" The following comment was noted:

- The vision could be any community node anywhere - it does not capture the charm or character of the area nor does it provide any true direction. The community input was about strengthening a village focus - that was missed in this vision. Getting this right is critical as it influences the scale of growth to be considered, the interface with existing buildings and the choices for the future.

#### **Which strong pedestrian focus street option do you prefer? (Question 3)**

The public were provided with three pedestrian focus street options and asked which they preferred -maintain historic pedestrian focus area on Dundas Street (Option 1), expand pedestrian focus north along Hamilton Street (Option 2), expand pedestrian focus further west or north along Dundas or Hamilton Street (Option 3).

Number of responses	7
Option 1	2
Option 2	2
Option 3	3



### Why they prefer which option? Would you make any changes? (Question 4)

Option Preferred	Reasons stated for preference
Option 1	Dundas St area needs lots of work. Not at all the feel of say Town of Dundas. Lots of room for horizontal infill. Rents way too high to sustain small businesses/cafes / small shops etc. Let's work on Dundas St. and see how it goes. We really do not need more empty shops. And its not just due to COVID-19.
Option 3	As the community grows this will connect them together easier and more cohesively.
Option 3	I live at Berry Hill Avenue and my kids have to cross Dundas where safety is not apparent.
Option 3	The centre of the village needs to be strengthened by engagement with surrounding area.

### Which option for maximum building heights do you prefer? (Question 5)

The public were provided with three building heights options as follows:

Option 1: Recognize the 3 storey height restriction in the Mill Street Heritage Conservation District and maintain permitted heights in all other areas.

Option 2: Apply a 3 storey height limit to all of the historic core. Allow 4 storeys on select residential sites in the node. Maintain existing permitted heights in other areas.

Option 3: Apply a 3 storey height limit to all of the historic core and some areas west of Hamilton Street. Allow 4 storeys on select sites. Maintain existing permitted heights in other areas.

Number of responses	7
Option 1	0
Option 2	4
Option 3	3

### Why different options are preferred. Would you make any changes? (Question 6)

Option Preferred	Reasons stated for preference
Option 2	This works well with the pedestrian street focus option.
Option 2	To maintain the feel and scale of a village you need to control height and scale of development. You actually could successfully do 4 storeys throughout the existing core similar to Oakville but that was not an option selected - 3 and 4 storeys work. Also, Hamilton Street could support a fair bit of height if located and transitioned appropriately. The questions as asked do not really allow you to explore options beyond the predetermined selections.
Option 2	Will maintain village look in the core.

Option Preferred	Reasons stated for preference
Option 3	We do not need to see high rise apartments in the core.
Option 3	Consistency and limiting impact to shading, the view, light corridors as well as overall beauty. Secondary emphasis more density = more traffic.
Option 3	It is often greedy land developers who want the largest / tallest buildings vs. the City of Hamilton. If we don't limit height now, we will have high-density condos everywhere.

### Do you have any comments on the proposed permitted land uses shown on the land use map? (Question 7)

The following comments were noted. Each bullet point represents a different individual's comment.

- You need to allow mixed uses within the heritage core buildings. The mixed use designation is appropriate as a starting point with a clear and defined, in the OFFICIAL PLAN, 3/4 storey restriction in height.

There is also the opportunity for secondary dwelling units in heritage dwellings as of right and other range of uses - home businesses etc. to strengthen the activities throughout the core area.

Greater creativity is needed in considering and allocating land uses.

There is a need to explain better that the density of units is achieved by restricting density in some areas and permitting higher densities in other areas. You can successfully achieve 100 units per hectare through a variety of built form low rise apartments, stacked townhouses and mid rise apartment buildings while protecting low density and heritage areas

The land uses should consider a broader range of unit types to create variety of interest and built form as well as opportunities to support a mixed use corridor along Hamilton Street.

- I live on Main St. N, Waterdown where there are small bungalows on large lots. On the land use plan, it is showing as a "4" which seems to mean change from Low Density 1 to Low Density 2 to align with existing permissions on adjacent lands. In addition, almost the whole west side of Main St. N has the same "4" label. I am strongly opposed to this as it would eventually destroy the existing character of the street and neighbourhood as so painstakingly identified in your "Waterdown Village Built Heritage Inventory". This will create the situation where we will be looking out our front windows at ugly higher-density 3-storey new builds i.e., at 44 Main St. N.
- Okay

### **Urban Design Guidelines Questions**

**Does the proposed document structure and key directions capture the elements that you think should be in the guidelines? (Question 8)**

Number of responses	7
Yes	6
No	1
Not Sure	

**Do you think that the two character areas identified reflect the defining character areas of the node? (Question 9)**

Number of responses	7
Yes	5
No	2
Not Sure	

**For question 9, the public was further asked to provide reasons for their preference - If yes, how? If no, why not? (Question 10)**

Option Preferred	Reasons stated for preference
Yes	<ul style="list-style-type: none"> <li>Keep the heritage properties and those who can build or renovate in the area must keep to the look and feel of the area.</li> <li>They better capture the essence of the village and the transitions and appropriate new development opportunities. Would strongly suggest that land use policy directions and vision for the secondary plan better integrate the language and directions set out within the urban design guidelines.</li> <li>Hamilton St. is commercial. Clearly City of Hamilton has not cared what it looks like.</li> <li>Reflects the small town use.</li> </ul>
No	<ul style="list-style-type: none"> <li>I think all 3 areas should be considered not just the 2.</li> </ul>

**For each character area, what type of urban design guidance do you think is important to provide and why? (Question 11)**

The following comments were noted. Each bullet point represents a different individual's comment.

- Blending the architectural vibe, reducing over building /size and focus on walkability.
- Both are solid - no further comments.  
For the Waterdown core residential, I think that the important thing is to respect the homeowner's rights of freehold home ownership. It is most people's largest and probably

only investment. So, do not mess with that and certainly do not designate as it is the property's kiss of death regarding property value. Speaking of property value, most of the home values are now pushing upwards of a million dollars each. This will ensure that the historic homes will be maintained. The whole designation process in my opinion is an antiquated process and no longer necessary. What I do think is necessary is to prevent out-of-character homes from being built during infill. Good example of this is 118 Main St. N., Waterdown. Its an enormous, modern, beautiful cruise ship of a house that has no place in the Victorian village of Waterdown. Does not seem like rocket science to figure that out. I would hate to see the cost of all these studies for this whole process when we just need some common sense and some backbone.

### **Cultural Heritage Review Questions**

**Do you think there should be any changes to the preliminary boundaries of the identified cultural heritage landscapes? (Question 12)**

Number of responses	7
Yes	3
No	4
Not Sure	

**How would you refine them and why? (Question 13)**

Response	Comments noted (each bullet point is a different individual's comment)
Yes	<ul style="list-style-type: none"> <li>Expand to ensure we do not lose any heritage homes or buildings when current businesses leave / move / close.</li> <li>They should be wider to reflect the true core and vibe of Waterdown. There are properties outside of the boundary like Berry Hill Manor.</li> <li>Include more of the old town.</li> </ul>
No	Seems ok.

**Have we listed the characteristics of each landscape that you think should be recognized? (Question 14)**

Number of responses	4
Yes	4
No	
Not Sure	

Additional Comments noted:

- Yes, in fact I think that you have gone overboard. You would think that it is Westfield Heritage Village.

**What is significant to you about each landscape and why? What aspects would you like to see protected? (Question 15)**

The following comments were noted. Each bullet point represents a different individual's comment.

- Green protected, the ability to walk and have access to green. Less traffic
- There is the public realm and the private realm. It is not clear as to what is anticipated to be protected beyond the public realm as part of the CHL other than setbacks. Are you looking at site plan control, built form guidelines? It is not clear as to what is being proposed to protect the CHL.
- see # 10.

**Are there any other comments you wish to provide? (Question 16)**

The following comments were noted. Each bullet point represents a different individual's comment.

- A focus on reducing traffic, preserving the heritage and core. Almost should close Dundas to vehicle traffic between Hamilton Street and Mill.
- A comment was noted from the homeowner about their concern about what they believe to be inaccuracies in the descriptive text for their heritage home. These comments have been forwarded to City Staff for consideration.
- Good report and study. Thanks for listening to us!

## Appendix 3

### Additional Comments received by email to City Staff

The following are comments received by email to City Staff. For the following, specific names and addresses provided have been omitted from this report. Each represents an individual's comments. The following comments are verbatim.

1. May I receive minutes or view them and have a copy of a site plan and map that is visible? I really am concerned about the trees. The birds and birds of prey that live and use those trees daily. So, I have worries and want to know the SPA and all conditions that address the environment.

Also, John Street is in the Historic core, the curvature and features of the road and location of your Site is already an issue. Current street parking makes this road nearly impossible to pass single vehicles now and is never plowed or properly cleared due to street parking.

Head on collisions happen pulling out of existing apartment parking lots and structures. There are no sight lines and not even Do NOT block entrances and roadways! Sometimes, with new developments here in Waterdown people are using John Street as a cut-through to Hamilton Street. I have spent 10 minutes trying to pull out of my own parking lot where I reside my own residence and have failed due to a lineup of 16 cars. My daughter has been late to go to work due to this.

So, will the road reconstruction and straightening be done to accommodate such a building with entrances and shops entering where? Has a street Engineer even seen this site?

This is why I want to be able to view the Conditions to Site Plan Approval. I expect you should be able to provide me with the City of Hamilton Building Department link to these files, drawings and list of conditions and environmental conditions. There is buried oil tanks from former older residence not removed upon demolition at that Site! So much concern it could be toxic and needs proper removal and could need remediation.

2. Thank you for the perspective you took in your Traffic Study putting cultural and social issues first. It was completely unexpected but very welcomed. It encourages more investment in the town and ensures a future. We still have to discuss parking. I think there is an easy solution here and would be happy to discuss it with you.

The problem with the C5A parking standard is that it could work where you have established public transportation but Waterdown is not there yet. The only way you have to get to the downtown is by car. I know that the City wants to promote alternate forms of transportation, but I think this has to be phased in over a longer period of time giving public transportation time to evolve to a point where they can deliver a substantial amount of people to the downtown which would keep the downtown viable.



With no parking required up to 5000 sq. ft. planning can't even ask the applicant to see if he can add at least 1 or 2 spots. Let me look at the zoning and maybe I can make a suggestion.

Sorry about not getting back to you right away. As mentioned, before I think your parking numbers are a little too aggressive for Downtown Waterdown at the present as there really is no effective public transit in Flamborough at the present and the Village is depending solely on cars to provide customers to the core.

What do you think of this modification to the C5A parking requirements?

*The Zoning modification will add a new Special Exception to the C5A Zone that applies to the identified properties in core area of Waterdown.*

*The Special Exception will state: Notwithstanding the Provisions of Section 5.6 (c), for lands Zoned C5A, Special Exception No. \_\_\_\_\_ (# to be confirmed by City), the required parking for commercial uses shall apply to the gross floor area in excess of 50 metres (this is instead of the current 450 sq. metres)*

3. We are happy about your planning process, but as I am not very technically savvy, I do not know if I can handle your Web site and WebEx for comments/questions. Therefore, please accept our thoughts via this email.
  - a) Your "Principal #4: Create Attractive Places and Spaces" and "Top 10 Future Vision Ideas" are perfect, and we hope you can inspire implementation very soon.
  - b) We feel that the east west axis of the Village is the most important because it identifies historically the first road by Governor Simcoe which essentially opened this District in the 1790's. Similarly, the Grindstone Creek was really the nucleus of the attraction to early settlers and commercial mills and industries which sparked the growth of the Village and generated the name "Waterdown"! So, we would hope that one of the first Principal #4 Features will be an attractive high quality publicly recognizable landmark at the Grindstone Creek / Dundas Street location. If the train ever stops operating, we hope that a pedestrian trail will be immediately installed following the Creek route (and linking to the Bruce Trail?).
  - c) The amazing and popular Bruce Trail has been running through Waterdown since 1965 (55 years!). Yet it is rare for walkers to come up to the Village -- They generally just leave from the overflowing parking lots! A valuable investment would be to develop a scenic and safe pedestrian connection from the Trail near Smokey Hollow directly into the Village Centre to a pretty parkette or village common, and for meals, shopping and even accommodation. This type of thing is very common in England for scenic walkers and tourists. Now that the Bruce Trail is recognized by the UN World Biosphere as an Environmental Priority it would bring a high quality recognition to Waterdown.
  - d) We hope that as soon as the Bypasses are complete (2021?) that the official Highway 5 route will be identified as the Bypass, and signs will be posted prohibiting heavy trucks thru the Village centre, and speed limits can be reduced. Then landscaping, traffic calming, and pedestrian safety measures and crosswalks can be implemented.

Slower, calmer local traffic will allow drivers to be more aware, increase visibility and promote local businesses.

Thank you all for the opportunity to be involved and we hope that City Council loves and approves your proposals.

4. I am sorry this is coming late Your presentation was very good and well done.

#### PLAQUES:

I think it would be so great if plaques were erected with dates and information about historical places in the village like the old Jam Factory Building on Mill Street, the Church on Mill, Memorial Park, Sealy Park etc. with its main history like it originally being a quarry etc. Over time these stories of the landmarks get forgotten and the people who know about it are gone. Perhaps a small plaque on the new bridge that is to be built over Grindstone Creek. People used to go for Sunday boat rides on small rowboats. They would walk down the path at the one end. There used to be a train station there I do remember it still- it was reddish, and people could take the train into Hamilton or Niagara. Wouldn't that be a great project to rebuild the station as it was!

#### WATER FOUNTAIN AT MEMORIAL HALL

We used to love getting cold drinks from the water fountain in front of Memorial Hall Dundas has a beautiful water fountain to get a drink from - could this not be replaced and have one there.

#### MATERIALS/DESIGN:

I think it's important that new builds use materials and designs of homes and buildings to maintain an historical Victorian village look, including the colour of materials, types ( brick, stone ) roof pitch window features such as shutters ,gables House design is very important. There are so many great designs to keep the historic look. No house should be made ultra modern using steel, concrete preformed slabs, and stark horizontal and vertical lines in the façade. Windows are important too as large square ones with no detail other than stark black painted trim do not make for blending in with neighbours. We lived in Oakville and my husband grew up in the old part of Oakville. He remembers beautiful old homes with trees and side yards being bought by developers who tore them down one after another prior to the new bylaws listing specific design characteristics of new builds and lot size to house size to the neighborhood. So many beautiful architecturally significant homes were destroyed. Now Oakville has very good bylaws re homes. It would be worth it to study their bylaws and incorporate them into Waterdown core.

#### LOT SIZE TO HOME SIZE:

Money is the driving factor in these tear downs I am all for being resourceful and making money but not at the expense of a beautiful area being inundated with 5,000 square ft homes on 50 ft wide lot and leaving no area for a yard These monster homes are almost on the sidewalk taking up every available sq ft of land Why not just live in a penthouse or condo.

**FENCES:**

Fencing is another point. My neighbour was building a new fence and was going to put a 6 foot high fence straight across the front of his home. His front door and windows are mere feet from the sidewalk like many of the cottages. I talked to him about how it would look and that the fence between us would make my home look like a prison wall next to it. He agreed to not put a fence across the front of his home, and he lower the height of the side fence at the front yard. But if he were a disagreeable neighbour then I certainly would get no where with him. That is why we need bylaws that prohibit fences put straight across a front yard and the height of fences between houses at the front yard which can hamper view of the street when getting out of the driveway. People are strange.

**DEVELOPMENT / SPLICING LOTS**

Orchard Avenue just below the old high school, has large, beautiful lots, very wide and deep, with small bungalows on them. There are also beautiful homes set on large lots which add to the street value. Someone we know on this street has a very large lot but a small bungalow. They are constantly called by realtors wanting them to sell the house to them. They want to tear it down and split the lot into 2 or 3 lots then build large multi million dollar homes Profits for the realtor and large profits for the contractor at the expense of street character. The neighbours then get upset over plans because they do not want a monster house built on their street they love because it's treed and quiet. Extra homes make extra noise traffic etc. The small homes next to them then get squeezed out and disgruntled and so they sell out. The street is ruined at the expense of the developers. Oakville had many streets ruined.

Every street in our Core node is presently under constant surveillance by agents who troll our streets. I am outside a lot with my dog or gardening I see many cars, with one person just driving around the court up and down our street slowly looking at every home. Two days ago, a guy stopped by my front sidewalk where I was standing with my dog and asked me about my tree. Then started saying how much he liked the core and was always driving around looking for a bungalow because his wife could not do stairs etc. and he could buy and redo. He said he is good friends with 2 men in Waterdown whom I personally know are contractors.

It is Wild West. There are few homes for sale in the core. Waterdown village is very popular but it could be destroyed unless you complete your building bylaws to safeguard our community's future.

**BUSINESS/RESTAURANT BUILDS**

I think that Main St should have a stop point where no further stores / restaurants are allowed. Kamoosh is the limit. In summer when open traffic slows to a trickle as people dart out from between parked cars on both sides. There is no space to put a restaurant on Main St as parking is limited.

**TREES**

Trees are another factor to consider. There should be a deterrent to cutting down trees unless they are diseased and certified by a city tree specialist.

**HEIGHTS /TOWNHOMES/INFILL:**

I think height of new commercial buildings on Highway 5 and Hamilton St should be limited to 3 stories. Also, no townhomes should be allowed to infill a large lot within the core or build two or 3 townhomes on a large lot. Townhomes should not be allowed. These buildings do not belong inside the core. This would lead to rampant destruction of its heritage environment. Also lots that are severed from 100 wide to 50 wide should only be allowed to build a home that has side allowance of 3-feet each side. It has been made smaller and smaller over time to squeeze in more homes. It is a loss of privacy. And it must have a certain percentage of yard per house size.

**SIDE ALLOWANCE:**

Side allowance in core should go back to the original in 1980 when we built our home. This blends your home into the neighbouring ones as you then have space for a driveway, taking cars off the road during the day and making it a much safer place to walk. An allowance of less than 3-4 feet on each side only adds to the cramping together of homes, inability to plant trees of any height and loss of privacy. You may have to look this up for exact dimensions.

**SIGNAGE:**

Next is signage of homes. No electronic, LED, Company Names, natural material like stone or rocks not concrete or stone slabs like on Main Street. The newest home on Main St N has a 6 foot by 6 inch thick concrete slab that is 5 feet high with the house number on it. But the number is on a second smaller slab placed in front of it. It honestly looks like a business. Signs should have specific dimensions material used etc. listed for homes in core if they are going to be installed in the ground.

**CONCRETE/MATERIALS**

Another important point is the exorbitant use of concrete in the building material. This same home poured concrete day after day from summer through to the next one. The side allowance is completely covered in concrete. There needs to be weeping tile under side walks of home for drainage.

**LAWN RATIO/LOT SIZE**

The ratio of lawn in the front to size should be in a bylaw to allow for beauty and natural drainage. Our sewers will be overrun. No one should cover their front lawn in stones or cement or make a front driveway as this new house did which covers the whole front. I think Main St is very susceptible to having its homes torn down or added on to the extent that the lot is just a house and no other green environment enhancing features. That is all I can think of. Thanks for working on this.

5. Nice presentation last night. I was a bit skeptical that it could work as well as being at an actual meeting, but it worked quite well. Not many glitches.

As you know I endorsed BMIs observation that Hamilton Street is not very pedestrian friendly. Its unsafe to cross it as there are not enough crosswalks near the plazas unless one is prepared to add 300 meters to ones walk to backtrack and return to the other side.

He said he was looking forward to the Waterdown Transportation Plan, but the slides are already online. It does not even address the lack of pedestrian friendly walking on Hamilton Street. Sorry to let you know that.

You folks are collectively missing the boat here unless there is time to get this back on the agenda. What in heavens were the focus groups doing not raising this at least strong enough to find fixes to the situation that can be done immediately such as adding a cross walk where the Turtle Jacks/Shoppers Drug mart car entrance is.

I would have liked to be invited to a focus group.

I have a little secret for you. Along Grindstone Creek between Dundas St and Parkside Drive runs the creek. I walked along there one November and about halfway in between there is a remnant of a concrete bridge with a large date stamp on it saying 1914! That was built during the 1st World War! I wondered what the people who built that structure were thinking about then with so many of their friends and neighbours fighting in the war and never coming back! What would they think today if we tore down their infrastructure and not even recognize them for what they did? With a year date it could be municipal work. I am not sure that structure is significant heritage, but it would be wonderful to find the story behind it! Could you ask around about it to see if anyone is aware of it.

I have been very involved in the WATMP from as early as 2005 and was an advocate for myself and my neighbours who back onto Parkside Drive between Boulding Ave and part way along Fellowes Cres. I was on the Stakeholder Advisory Committee and I had made at least 4 presentations to staff. I have gone through several Project Managers and it is still ongoing. We are expecting mitigation with the installation of a noise attenuation fence due to the proximity of the widened road to our homes.

That is so interesting to learn about a former crossing at Nelson St. This concrete structure might be related to it. I would be happy to go find it again soon and take a photo. The date stamp certainly made me feel connected to the past and wondering perhaps who dated it and if they ever dreamed any of us would see it over a 100 years later.

I'll track it down and get back to you. I might even guide Alissa and any interested staff to it. Unfortunately, its just a concrete structure, quite large, walked up on it. It is hard to describe - like the beginning of a bridge. The underpass could be 20 feet long on top, perhaps more. Just sitting next to the creek with no purpose. I feel a little like Indiana Jones on an exploration,

Thanks for your comments by the way on Hamilton St. I did send a request, about 2 years ago, to your roads department to lower the speed limit. Its just not safe at 50 km per hour when its busy with cars going in and out of 6 plaza entrances within 150 metres. There might be 8-9 entrances. The City replies that it cannot reduce it because its an arterial road. I still do not agree with them. Safety should trump arterial road rules in my view. Now its more than just safety, its quality of life. Making it more pedestrian and driver friendly too. Driving on this road section more relaxed and not feeling like you are driving within a gauntlet where you have to be hyper vigilant operating your vehicle. There is just too much dodge ball like traffic at busy times. I am all for 40 km/hr from Cedar Street to Dundas

Street. That is the speed we have to drive anyway at busy times with all the stop and slow downs to enter or exit from plazas.

6. I attended at the Waterdown Community Node meeting. It was helpful and informative, and I generally support the initiative as I am a resident on Main Street North in Waterdown and I want to see the neighbourhood maintained. I did pose a question about the interim control by-law, which I did not express all that well during the meeting, so I will ask it more formally now.

I am wondering about building a modest addition to a house in the area, that exceeds the 10% of the GFA as permitted under the present interim control by-law. (That is actually a very low threshold for an addition, and I wonder if you intend to include that % in the eventual zoning regulations. I entirely support a restriction but would be opposed to a number than low.) But what I am actually wondering at the moment, is there is an option to request a variance to the requirements in the interim control by-law through Committee of Adjustment if someone wanted to build an addition larger than 10% of the present GFA now? Could you advise on the process please?



## APPENDIX C

### Phase 3 Public Consultation Records

## Consultation Summary Waterdown Community Node Secondary Plan

**Event:** Focus Group Meeting #5 (Final Focus Group)  
**Location:** Virtual Meeting held via WebEx (due to Covid-19)  
**Date:** May 27, 2021  
**Time:** 7:00 pm to 9:00 pm  
**Participants:** 14 (7 Stakeholders/Residents and 7 Staff/Consultants)

### Event Description

It was noted that this is the fifth and final Focus Group Meeting. City Staff expressed their appreciation for the commitment and input of the Focus Group over the last two years noting the importance of their contribution which has shaped the final draft Secondary Plan, Urban Design Guidelines and Cultural Heritage Review.

Presentations at the Focus Group Meeting were provided by City Staff (on the Draft Secondary Plan), Brook McIlroy Urban Design Consultants (BMI) (on the Urban Design Guidelines) and Archeological Services Inc (ASI) (on the recommendations from the Cultural Heritage Review). The meeting was facilitated by Sue Cumming, Cumming+Company. City Staff from Transportation and Heritage also participated. The presentations were followed by a Q&A and discussion period.

### What We Heard

#### Draft Secondary Plan and Urban Design Guidelines

Following the presentation, the facilitator lead a discussion on feedback to the draft secondary plan policies and urban design guidelines.

Questions and Comments noted (these are numbered for reference purposes):

- 1. You talked about high quality design for all the various sections – I’m assuming the verbiage sounds great “high-quality design”. These properties are privately held, and private developers are going to do certain things. What kind of guideline specific facades does the city have in mind? Will it be left up to the developer or the owner? (If they want “high-quality design” are we seeing what in their mind is a high-quality design?) Or will the city provide more strict guidelines for the type of design they expect to see?**

Response by BMI: In terms of saying “high-quality design”, we do get into some specifics in terms of trying to capture what aspects are important when we think about the buildings that we value and trying to continue that lineage in new developments. That gets into things like material quality and the idea of using authentic materials – if we’re using brick, we use real brick we don’t use an application that might appear to be brick. Things like that where we can get into a degree of specificity to ensure that the quality of the façade

materials is evocative of a quality that's acceptable in the area. We highly trust the city's review process – in terms of the urban design review in ensuring that as those applications come in, the review process ensures they conform to those guidelines and that back and forth happens with the development community as the development goes through the approvals process.

- 2. In all of the slides that were shown and all the references that were made to streetscape and tree planting – again I looked at the existing road allowances, property allowances and Hamilton Street on the east side of the plaza – the city level of property between the sidewalk and plaza property is so narrow that you can't plant anything there. Does the city have budgetary allowances or the intention to let's say force the developer to give up 6 feet of the plaza parking lot so that they can accommodate streetscaping and wider sidewalks etc.?**

Response from City Staff: Within every road that we have there is a road allowance maximum or an ultimate road allowance that we're trying to achieve. Every time that a development comes in, we can require a developer to give us additional frontage if that's already in our plan for our road allowance width. A lot of times this will happen because the ultimate widths in our official plan are bigger than what's existing now. In many cases we get an extra piece of land along the front and that is required at no cost to the City as part of the cost of development. We require that landscape plans be submitted as part of development where developers would be required to have landscaping – both on their property but also within the City road allowance. They would be required to pay for trees within the City's property.

- 3. I noticed boxed architecture on Main Street in the midst of older buildings. I was wondering how this is possible and how it got there. Is the whole area on Main zoned in a different way? Additionally, the bike paths on the node – where are they going to go – they have been included in the plan but what happens after that? Are you going to have the bike path go north on Hamilton Street all the way to Carlisle? Is it going to go elsewhere, because there are no bike paths here? How is that going to work with the rest of the village?**

Response from City Staff: We are aware of that particular site, and we are looking at what we can do to try and make sure buildings are a little more compatible when we have something new proposed. We have some different tools that we are looking at because low density residential areas are a little bit different in terms of what we can do than the commercial areas. We'll talk about that with the material that ASI is going to present today, but we would also be looking at doing a review as part of the implementation of the secondary plan – doing a review of the zoning and seeing if there's some zoning standards that we can adjust to try and make sure that the mass and the size and the setbacks for new houses fit in with what's there now and the existing character of those streetscapes. Mill Street we know is in a heritage district, but some of the other areas do not have the same protection as that.

Response from City Staff on the cycling infrastructure: The new infrastructure that is shown on the secondary plan map will continue on outside of the area. They are all part of an active network that will connect and none of these pieces will operate in isolation from the other.

**Q3 follow up comment: We have people who come from outside of town to the region specifically to bike. I see loads of families and individuals who drive to our area and unload their cars to bike on the rural trails, but we have no actual bike paths for these riders. It would be fantastic if we could have something not just in Waterdown but around that could link everybody – the small communities - through trails. Especially so its less dangerous for the bikers who come up here.**

**4. My main concern would be the trees and how we can actually get those onto the streets – walking downtown I do like all the things that the Waterdown BIA has, and I take my kids down the streets, and I have no idea where these trees would go. I really want them there don't get me wrong, I just don't know how that would happen. So, if that can be a dream, then by all means I think its fantastic. My question would be, if you're redeveloping a space like the Sobeys's Plaza at what point do you actually put in those roads? Would it be a complete demolition of everything there and then you put in the roads, or do you try and work around the current things that are there?**

Response from BMI: The development plans that we present are a magical land where you can just start from scratch and in reality, if a development proposal came in from that site, it would probably be phased, and they would probably look at a few buildings to start and move from one end of the site to the other. Most likely the city would then require as part of that development application that certain roads be included as they move throughout the site. It would be possible that it might happen in 2 or 3 phases but its usually in agreement that the roads would happen at the same time as a certain phase so it would kind of build itself out over time.

**5. The first thing I saw was the limited height on downtown which is very encouraging. The expansion of the district – I didn't know if that was going to be incorporated in the secondary plan or is that going to be something looked into after the secondary plan is complete? I know there is quite a process to get there. The downtown is going to be restricted to 2-3 stories. Currently the commercial zones of Hamilton's downtown have been rezoned to C5 zoning which is a 6-8 storey plan. If the secondary plan is approved is the zoning in that area actually changed? Does the secondary plan trump what the city has laid out for the remainder of the areas for zoning?**

Response from City Staff: If we're looking at an expansion of a Heritage District or creating a new Heritage District that would have to be done through a separate study – it's a heritage conservation district study that's done under the Ontario Heritage Act. That would be something that we would recommend as part of this process, but it wouldn't be implemented at the same time as the secondary plan.

Response from City Staff: With the other question on the zoning, yes, we would need to do both – we would need to do the policies and the zoning changes. We're looking at drafting those zoning changes and bringing them forward on the same date that we bring forward the report for the secondary plan. The plan is to do everything concurrently, so we'd be looking at changing that height requirement in the zoning at the very same time.

**Q5 follow up: For infill – that was part of the issue – earlier it was noted that there was a house in the core that didn't exactly fit in. That's why the expansion of the district might help those to blend into the neighborhood. If there is residential zoning that is coming through with the SDU, does that affect anything of what the secondary plan is? Do these secondary units apply to all residential areas?**

Further Response from City Staff: The secondary plan would be recognizing that the secondary dwelling unit policies have been approved so that's now permitted in the area as part of the secondary plan policies. For the zoning in the residential areas, we are actually looking at making some zoning changes concurrently with the secondary plan. We've started looking at the properties in the area to see if there are some tweaks we can make to try and ensure compatible development because we know it may be a little bit of time before the new residential zoning is drafted. We want to see if we can fill that gap between the zoning that's in place now and the new zoning that is coming – which would also be aligned with the secondary plan policies. It may take some time for that to come in.

**6. This is great! This is very consistent with the feedback we've been applying to this process all along. I'm very encouraged to see the plans that you are showing us. I have a couple of questions with MCR. I know that it's also in the midst of the planning for the provincially mandated targets for density and intensification at the municipal level – as I am participating in a number of those, I know that there's a survey going out in early June for that. I'm assuming this is all being done concurrently, that the intensification and density goals for the area will meet what's in these proposals and plans so that they won't override us. If we're saying we want only 3 storey buildings in the heritage area, but we're also being mandated by the GRIDS process to increase density, just want to make sure that these are working concurrently and will make sure that one doesn't override the other.**

Response from City Staff: We have been collaborating with the team that is working on the GRIDS MCR process. We did do some estimates of potential growth in 10-year increments that they are going to be integrating into their estimates and their work. We are meeting with the GRIDS team to review the policies that we are looking at putting in place and the growth that we would be expecting through those policies. This is actually a fairly dense area if you look at the jobs and the population put together. So, we will be meeting the targets that the official plan has for community nodes and what sort of density targets we'd be looking at in those areas. Definitely they would be aligned and the heights that we're proposing, and the types of density would be meeting those requirements of the MCR process that's going through now.

- 7. I think we all get really excited when we see some of hypotheticals of if you were starting something, what the vision for the community could look like. But I guess my overall concern is – what is the reasonable expectation that some of these things will happen when they are private properties and when you're having investment taking place in and around them. For instance – the Bulk Barn Plaza site. It is probably a plaza that needs to be redeveloped in time, but right now we have the north-east corner of Hamilton and Dundas that has a proposed building on it. So, there's going to be a fairly significant investment when that build happens and its kind of happening piecemeal – when we look at this, it would be great if it was all happening at the same time but what is the expectation that any of these will actually be able to be implemented when there are all these things that already exist?**

Response from BMI: It is really difficult. We can't dictate markets or what properties go up for development and in what order. I think the intent of the guidelines is to set out what we are looking for – the maps that we create really show how the ideas of the guidelines can be applied to multiple sites and really illustrate those principles and what we're trying to achieve on each of the developments so that we know that – over time, whether it takes 10 years or 20 years when some these sites start developing, each building that goes in starts to contribute positively right from the beginning when it goes in. Because it has a good relationship with a street, it starts creating those really nice street frontages and the good urban conditions. So, I think the expectation is that the most we can hope for is that every development that happens – whenever that does happen based on the market – does conform to all of these principles and ideas that we have established. That's the overall goal of the guidelines.

- 8. It is a great presentation, the way you've handled the downtown is a nice job. I don't think a lot of it is achievable, because fundamentally, the downtown is very small, but its good to dream and I'm sure some of it is going to happen. Probably the biggest issue right now – I have talked about it before – is parking. Right now, you're studying the BIA parking areas, are you going to incorporate any of those recommendations in this zoning?**

Response from City Staff: We have had some discussions with City Parking Staff about the possibility of maybe having municipal parking in the area in the future. I don't think at this time that we're recommending changes to the zoning for parking standards. What we've tried to do is take a bit of a multi-pronged approach to the issues – trying to balance some of those parking needs with also promoting the active transportation and transit use, looking at supporting some of those transit improvements that are planned and looking at maximizing the on-street parking as well. When new development comes in, we'll be trying to maintain those spaces and put access in locations where we can create the most on-street parking as possible. Councillor Partridge is working on some time limits for the area, which is also to encourage some turnover in the area for patrons. So, there are a couple of different things – in this way – that we are looking at the issue. I know that there is a parking issue in the historic core, but it's a very difficult thing to try and balance some



of these different objectives – something that we’re trying to really look at with a few different approaches.

**Q8 follow up:** This doesn’t answer my question. They took away all the parking for anything under 5,000 square feet. Take for example a guy that’s coming, if you had the old parking standard there and he was required 6 spots, planning could then ask him: “could you give me 2 spots, could you give me 1 spot, can you do something?” I mean you have a plan here that shows parking in the backs of all these buildings, but you’ve got nothing here that requires it. I think you’re weak on your parking. No one’s going to be able to achieve the kind of parking numbers in the old business district but at least you could ask the guy for one spot or two spots – can you look around/can you shift something? Right now, Waterdown has no public transit system, it totally survives on people walking downtown, and you have to park them somewhere. Personally, I think public transportation isn’t going to work, it’s going to peter out and eventually something better will replace it, but that hasn’t happened yet, and so I think you should consider keeping some parking in the nexus because right now you have none. Buildings with no parking don’t do well – they fail, and its important so I think you should give that some more consideration. I don’t think your C5 zoning is written properly.

Response from Staff: We appreciate your perspective.

### **Cultural Heritage Review**

Following the presentation, the facilitator led a discussion on the recommendations from the Cultural Heritage Review.

Questions and Comments noted (these are numbered for reference purposes):

9. **There’s no process that’s perfect, but I think you’re giving it a good shot. I think you understand the problems. Honestly, I don’t know any more than that. At least you’re being respectful of what people are hoping for. So not sure what to tell you in terms of a question.**
10. **I have a couple of quick questions. If we decided to go with the expansion of the district for whatever length of time – so basically, are you saying one year from now to implement it after the secondary plan is in place? Secondly, there has been interest in town to expand – some people are a little bit hesitant to say okay since they don’t want to have restrictions on what they can do to their property. They’re also finding out now that this puts restrictions on their neighbours that can do whatever they want to the property. So there does seem to be growing support for that. The other portion which was the considered site plan control – is the idea that that would be implemented initially to have some kind of control and then in the background possibly in the future – like within a year – to implement a heritage district or would it be one or the other?**

Response from ASI: For the consideration of site plan control we are looking at whether it can be used as an interim measure for a future HCD study while that study is occurring,

so that review of applications can be happening throughout the course of that process. So, it doesn't have to be an either/or, but we are looking at both options and whether its an HCD-only site plan control as an interim measure to then ultimately an HCD or site plan control only. It's good to hear community feedback on how people are feeling about the idea of a Heritage Conservation District, yet I just didn't quite capture exactly what your question was on the expansion of the district. Were you seeking to confirm the length of time that it could take?

**Q10 follow up: Yes, just if that was a decision we were going to make, you said it could take up to a year while being past when the secondary plan is implemented. So, that's why I was asking would one plan be implemented initially, while the other one was proceeding?**

Follow-up response from ASI: Your comment on the length of time that a district process could take is correct, I think a year is conservative based on many other municipalities – from when they start the HCD study phase to the passing of the bylaw often even exceeds a year. This is due to all of the consultation required, council meetings, development of guidelines and all of the technical work – a year would even be ambitious. To come back to your subsequent question, we're looking at before that (if that does become the direction) Heritage Conservation District bylaw is registered on title and implemented, and appeals are worked through because that's the other issue that can always add time to the process. Site plan control is being looked at as an interim measure not perhaps an alternative measure should the HCD not evolve in the direction of implementation.

**11. For infills - any property within that area – for protection for infills, this is mainly just a comment: I live in the heritage district, so we know the restrictions there, so outside of a heritage district or a considered site in a control plan or whatever they call that – which gives the better protection to infill so that they blend into the community. For the two, either having a Heritage District implemented or this considered site control plan – which one would give more protection on an infill basis?**

Response from ASI: The HCD plan and guidelines would give the most clarity on what the expectation is for infill, because there is clear delineation of which properties are to be conserved – they would be indicated as contributing properties that uphold the values of the Heritage Conservation District versus non-contributing properties (not including Main Street, the Mill Street HCD does that currently) but this is something that newer HCDs are using. Those non-contributing properties would have a separate set of guidelines and info properties would be within that realm as they present a different set of guidelines that need to be adhered to. Site plan control can be not as transparent a process, because it doesn't have a document to support it, like a plan that is given to community members – its about a dialogue between city staff at that point.

Response from City Staff: What we've looked at between the two tools is that the HCD really reflects a little better what we're trying to accomplish. Site plan control can be a little

less specific with regards to looking at some of those heritage character items, typically if we do use it in low density areas, we've been using it more to review things like grading or protection of environmental areas. So, I think the HCD tool has a little bit better of a process to deal with what we're trying to accomplish through this area.

**12. My understanding right now is that a lot of that development in those residential areas is currently on hold, or there's a bit of a moratorium based on what's coming out of this community node plan, so if this wraps up before you get through the HCD, or the site plan, will some of those developments be able to move forward or is that still going to be on hold?**

Response from City Staff: There was an interim control bylaw that was passed last year in May for the whole study area, that was in place for a year, and that has now expired – it was not extended by City Council, so it expired on May 20<sup>th</sup> and as of now development could occur in those areas if we did receive an application.

**Q12 follow up: Those developments that are going forward now then – are they under any sort of overall guiding principles right now if we're still determining which direction to go? Is there any site control on those?**

Follow-up response from City Staff: We would be looking at some zoning controls and looking at that for residential and commercial as well to reflect the directions of the secondary plans and the guidelines. So that's an interim measure that we're looking at but other than that, right now those low-density buildings (single detached properties) are not subject to anything like site control. We're looking to have something in the fall – we don't have specific dates yet – sometime before the end of the year to have something to bring forward.

**13. If we decide to go through the expansion route – is there any fear that if that doesn't get passed, we lose the original one and then you have to do the whole process again just to get that original Mill Street piece? Or is the better option to do that adjoining district where the first one is safe from being manipulated or lost?**

Response from ASI: That's really spot-on. We're recommending a separate HCD so that the current bylaw remains protected and in effect and isn't at risk of being lost should this HCD not go through the entire process. So, it's not an extension or an expansion it's a new adjacent HCD.

**14. Unfortunately, some of the terminology is flying over my head. If I understand correctly, if a site has a heritage building on it, it is protected. My question would be first of all, is all of Mill Street protected as heritage buildings, and if it is not – if there something in there that's not a heritage building and someone decides to plow it over, are we going to get another monstrosity on that street? The second half of this question involves – you said that right now the city did not renew the interim control bylaw so can people be building now on that**

**Street and there's no control? Why are we not doing something out this (or am I simply misunderstanding)?**

Response from City Staff: *The response was made by referring to the presentation slides for clarity – these are maps of the Mill Street HCD and the heritage district.* On the right-hand side is the built heritage inventory and that shows the candidates for part IV designation listed properties, as well as the Mill Street HCD so all of those properties will ultimately – if they're not already on the register – they will be on the heritage register going forward once the City's Build Heritage Inventory Project is complete.

The properties that are within the cultural heritage landscape but not reflected on the maps in the built inventory are recognized and identified that they have cultural heritage value, and we are working on tools to protect those properties. That's why we're using the secondary plan – to provide policies and the urban design guidelines to give shape to what is desired development in those areas. Then adding an HCD or Site plan control would be an extra layer of protection for those areas. As part of our work before we complete the heritage review and to set up for a potential HCD study is that we're going to examine what that boundary will be for the additional HCD area that would adjoin the existing Heritage Conservation District. So, we would be looking at an area that would start to tell a cohesive story about the place that is the extension of the Mill Street Story and provides a more complete picture of the village of Waterdown.

Follow-Up from City Staff: For the second question, were you referring to what happens in the Mill Street area – if there's still protections there? Or in the area as a whole?

**Q14 follow up: My concern would be off the top of my head, that there's already one really ugly house in the area that really doesn't fit, so if there's no protection in that area - that would be Mill Street (whatever's in green on the right-hand side of the map there) what might happen.**

Further response from City Staff: The Mill Street Heritage District would still be in place, so no changes will be happening in that area. Permits will still be required for any new development, and I think within the other areas as ASI have said, we are expecting these registered listings and recommendations to be coming forward fairly soon, so that would be starting to implement some of those protection tools that we have. We could have those on the register if there's proposed demolitions for any of those properties, we can take a look at that.

**Other Questions/Comments**

**15. For the transit hub: it was indicated it would be on Franklin next to the lady's shop. How do you visualize that? There is no space there and it is all privately owned property. Is that considered a road only transit hub?**

Response from City Staff: Based on preliminary discussions with HSR it would be within the road allowance. A bus bay on both sides of the road along Dundas.

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**Next Steps**

Public Consultation will occur in June and following that City Staff and consultants will review all of the feedback, review changes and finalize documents and materials. The Secondary Plan and Urban Design Guidelines are anticipated to be presented to City Council in late fall 2021.

Focus group members were encouraged to share information about the upcoming public consultation with others in the community and to provide any additional comments to City Staff by emailing Melanie Pham.

Staff further thanked Focus Group members for participating at this fifth and final Focus Group meeting.

## FLAMBOROUGH COMMUNITY COUNCIL MINUTES

Thursday June 17, 2021

3:00 pm

Virtual Via Webex

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**Present:** Councillor Judi Partridge, Veronica McMullen, Christina Birmingham, Donna Czukar, Maureen VanderMarel, Nathan Tidridge, Paula Thompson, Penny Deathe, Pam MacDonald, Stephanie Card, Bryan Marks, Wilf Arndt, Cindy Mayor

**Regrets:** Robert Pasuta

**Presenters:** Melanie Pham, Alissa Mahood

### 1. WELCOME – OPENING REMARKS

### 2. PRESENTATION – Melanie Pham and Alissa Mahood *Waterdown Secondary Plan Study Presentation with Updates*

### 3. QUESTIONS / DISCUSSION ON PRESENTATION:

- a. **Cindy Mayor:** Commented on parking challenges downtown
  - i. **Paula Thompson:** Commented BIA created new steering committee for parking creation and solutions for downtown Waterdown
- b. **Penny Deathe:**
  - i. Confirmed plans for a bridge over from Margaret Street to the tracks.
  - ii. As the new school is developed, wants to ensure paths for bikes and pedestrians are included in the plans ahead of time as opposed to after the school is built (expected 2024).
- c. **Christina Birmingham:**
  - i. Dundas and Hamilton Street – is the height limit for the building behind the one gas station going to be within the new community node requirements?
  - ii. Discussion around why there is a designated truck route still through Waterdown from Hamilton St to Avonsyde? Once the bypass is fully completed will we then see this part of the truck route removed or can it be since doing so would remove trucks from the core where it goes down to 2 lanes?



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- d. **Bryan Marks:** With the HSR 'hub' mentioned on the north/west side of 5 and Hamilton beside the Huskey gas station, what is the 'vision' for the design or is there one? A hub as a turnaround for busses or hop/on hop/off for pedestrians?
  - i. **Councillor Partridge:** Confirmed the hub will be a drop-off / pick-up spots for the future Metrolinx BRT (Bus Rapid Transit) route from Kipling/Toronto to Waterdown/Hamilton. Proposed BRT for 2023/2024.

#### 4. ROUNDTABLE DISCUSSIONS ON WARD 15 ISSUES

#### 5. DISCUSSION ON FUTURE PRESENTATION REQUESTS

- For September 2021 Meeting: Transportation Master Plan, *including upcoming construction scheduling if possible.*
- Alternative Ideas: Truck Route Master Plan, Parking

#### 6. NEXT MEETING:

***Thursday September 16, 2021, 3:00 pm – 5:00 pm***

#### 7. ADJOURNMENT: 4:14 pm



## **WATERDOWN COMMUNITY NODE SECONDARY PLAN STUDY**

### **PHASE THREE VIRTUAL CONSULTATION JUNE 2021 PUBLIC FEEDBACK REPORT**

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

## **WATERDOWN COMMUNITY NODE SECONDARY PLAN STUDY PHASE THREE VIRTUAL CONSULTATION – JUNE 2021 PUBLIC FEEDBACK REPORT**

### **ABOUT THIS REPORT**

The purpose of the Waterdown Community Node Secondary Plan Study is to develop a long-term land use plan for the central area of Waterdown. In Phase 3 of this study, staff discussed the preferred land use directions based on analysis and previous public input, and the public reviewed the draft Secondary Plan, the Urban Design Guidelines, and the recommendations of the Cultural Heritage Review.

Virtual consultations for the Waterdown Community Node Secondary Plan Phase 3 were held in June 2021 and included the opportunity to review online materials and provide input to an online survey from June 1 to June 30 and to participate in a live information meeting held on June 17<sup>th</sup>, from 7:00 pm to 8:30 pm.

This report, prepared by the Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company, provides a summary of the verbatim public input from the virtual consultation. All feedback is being considered by City Staff in the finalization of the Secondary Plan, the Urban Design Guidelines and Cultural Heritage Review. The final documents are anticipated to be submitted to City Council in the fall 2021 for approval.

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## WATERDOWN COMMUNITY NODE SECONDARY PLAN STUDY PHASE THREE VIRTUAL CONSULTATION PUBLIC FEEDBACK REPORT

### 1. VIRTUAL CONSULTATION DETAILS

The Phase Three consultation was held virtually, and individuals were able to participate:

- By reviewing the Phase 3 information online on the project website from June 1 to June 30, 2021. Materials were available at [engage.hamilton.ca/waterdownnode](https://engage.hamilton.ca/waterdownnode) 24 hours a day, 7 days a week. Participants were asked to submit their written comments on the Phase 3 materials online at [engage.hamilton.ca/waterdownnode](https://engage.hamilton.ca/waterdownnode) or via email.
- By joining and participating in a live Information meeting which was held on Thursday, June 17, 2021, from 7:00 pm to 8:30 pm. The project team provided an overview presentation of Phase 3 and answered questions from the public.

From June 1 to June 30, the website was visited 200 times and 13 individuals responded by providing their views on the Phase 3 Materials through the Engage Hamilton survey. Thirty-five individuals participated in the meeting.

The Phase 3 consultation materials included information about the draft Secondary Plan as well as information about the supporting Urban Design Guidelines and Cultural Heritage Review. The online information was organized by key topics as shown in **Figure 1**.

**Figure 1: Online Consultation Materials Topics**

<b>Waterdown Community Draft Secondary Plan</b>	Participants could read the highlight summary of the draft Secondary Plan, review the Secondary Plan text and Secondary Plan maps.
<b>Waterdown Community Node Urban Design Guidelines</b>	Participants could read the highlight summary of the Urban Design Guidelines and review the detailed guidelines.
<b>Waterdown Cultural Heritage Review</b>	Participants could read the highlight summary of the Waterdown Cultural Heritage Review and read the draft Cultural Heritage Review Report.

Presentations at the live Information Meeting were provided by City Staff, Brook McIlroy Urban Design Consultants (BMI) and Archeological Services Inc (ASI). The meeting was facilitated by Sue Cumming, Cumming+Company. City Staff from Transportation and Heritage also participated. The presentations were followed by a live discussion period where individuals were able to ask questions orally or by typing using the meeting question function. The presentation portion was recorded and posted on the project website for viewing a few days after the meeting.

Questions posed to attendees were:

- We would like to hear especially what you like, if you think something is quite useful about the secondary plan, or if there's anything you think should be changed or added?
- On the Urban Design guidelines do you think they give suitable guidance for new development proposals to ensure that they are compatible and of a high-quality design, and should anything be changed or added?
- For the cultural heritage review, do you think the recommendations appropriately recognize and protect heritage resources and do you have any comments on the proposed study area for a heritage conservation district study?

## 2. GENERAL THEMES AND KEY MESSAGES HEARD

There continues to be significant community interest in the central Waterdown community. Residents are engaged about the future of their community and there has been a high degree of public engagement through previous consultations held during the project.

The City is committed to ensuring that there is full transparency in reporting on what was heard to ensure that the public feedback received is widely known and considered in the development of the preferred land use plan, Secondary Plan policies, Urban Design Guidelines, and Cultural Heritage Review for the Waterdown Community Node. All feedback is being considered by City Staff. Feedback reports and meeting notes from all consultations are made available on the project website.

**Figure 2** is a high-level synthesis prepared by the Community Engagement Facilitator on the key messages heard through the Phase 3 virtual consultations. The verbatim input from the virtual consultations is included in the report appendices as follows:

- Appendix 1: Comments and questions together with responses given at the live Information Meeting on June 17, 2021. These were posted on Engage Hamilton in June.
- Appendix 2: Comments received on the Phase 3 materials through Engage Hamilton. Thirteen submissions were received responding to the question – What are your views on the Phase 3 materials?
- Appendix 3: Comments received by email relating to the Phase 3 materials.

It is important that this synthesis of key messages heard be read in conjunction with the verbatim detailed comments found in Appendices 1, 2 and 3.

**Figure 2 – High-level Overview of Feedback**

Topic	Key Themes
<p><b>The Secondary Plan is seen to be important for managing growth and development and residents would like to see it implemented.</b></p> <p><b>The draft text of the Plan together with the maps and detailed Urban Design Guidelines reflect the community's long-term vision and focus on heritage and liveability.</b></p> <p><b>Overall, there is support for the Plan as written with particular support for preservation of the heritage character, for the policies for lower heights of new buildings and pedestrian focus along Dundas and Hamilton Streets.</b></p> <p><b>Questions and comments were noted on how and when the Secondary Plan would be implemented.</b></p> <p><b>A few areas were noted where further clarification would be helpful including support for commercial uses, for institutional designated properties and for further highlighting the importance of cycling infrastructure.</b></p>	<p>Generally, there seems to be agreement that the community vision is well reflected through the directions and policy framework contained in the draft secondary plan and urban design guidelines.</p> <p>There is acknowledgement that the public input provided throughout the consultation has been well considered and that the draft Secondary Plan provides appropriate land use and policy direction for transitioning the community node to a more pedestrian friendly, walkable area while maintaining and enhancing the vibrancy of the commercial uses and maintaining a heritage focus.</p> <p>The Urban Design Guidelines are seen as important for creating the appropriate scale, massing, height, materials, and design that will support the long-term vision of the community and retain the important heritage and livable character of the Waterdown Community Node.</p> <p>There are those in the community who remain concerned about the impact of development on the village and on the Waterdown community and would like to see the City put in place better controls to minimize impacts from new development. The Secondary Plan and Urban Design Guidelines are seen as important for managing growth and development. There are concerns about the potential for what is seen as overdevelopment on institutionally designated sites with a desire for policies that would prohibit incompatible development.</p> <p>There was a suggestion to see what policies would be included to ensure that redevelopment of commercial lands along Hamilton Street maintains the same amount of retail space as there is today, to support the commercial function of the core.</p> <p>It was further suggested that new language be considered for Principle 6 – to indicate support for infrastructure improvements to provide for safe cycling and other modes of active transport which contribute resiliency to climate change through reduction of carbon.</p>



Topic	Key Themes
<p><b>Residents had questions about how existing zoning and other City planning studies would be addressed to ensure that the Secondary Plan intent and policy framework is implemented.</b></p> <p><b>Clarification was also sought on the timeline for the Secondary Plan in the context of the coordination, and alignment with City-wide zoning and planning studies</b></p>	<p>With respect to the timeline for the secondary plan going forward to approval, City Staff advised that they are planning to get a final report and a final plan to the City's Planning Committee and Council sometime in the fall before the end of the year</p> <p>During the live Information Meeting, questions and comments were noted which sought to clarify how the process and timeline for the finalization and approval of the Secondary Plan would be coordinated with the GRIDS MCR Process, the City's residential zoning review, and a commercial zoning review.</p> <p>City Staff conveyed the importance of ensuring that zoning be adjusted to align with the new Secondary Plan and directions set out in the Urban Design Guidelines. City Staff confirmed that the zoning for commercial areas and low density residential neighbourhoods would be dealt with when the Secondary Plan comes forward for approval. Other provisions would be addressed through the City-wide zoning review.</p> <p>Clarification was sought about the C5 Zoning in the old core of Waterdown. City Staff advised that they would be looking at amending the C5 or the C5a zoning (depending on what portion of the Community Node), to be consistent with the Secondary Plan.</p> <p>Questions arose about whether the Interim Control By-Law would be extended and whether there is still a moratorium on development in the heritage area. City Staff advised that the Interim Control By-Law was not extended by City Council. It was further noted that while there is no hold on any development at this time, any properties within the existing Heritage District would be subject to Heritage Permit requirements.</p>
<p><b>There is significant support for the Urban Design Guidelines which are seen as important for creating the appropriate scale, massing, height, materials, and design that will support the long-term vision of the community and retain the important heritage</b></p>	<p>Overall, there appears to be support for the Urban Design Guidelines as written. Some specific comments were noted as follows:</p> <ul style="list-style-type: none"> <li>• Clarification of section 5.1.1 which addresses clear glazing at street level. It was noted that this would apply to new development and not to existing buildings.</li> <li>• Concern that the rear yard setback for Institutional Uses needs to be increased beyond 7.5 metres.</li> </ul>

Topic	Key Themes
<p><b>and livable character of the Waterdown Community Node.</b></p>	<ul style="list-style-type: none"> <li>• Clarification of how larger land parcels would redevelop. Questions arose about the long-term redevelopment of larger land parcels where commercial uses currently exist – i.e., various plaza sites. BMI clarified that over the longer term these sites would likely be redeveloped and that the Urban Design Guidelines are important for providing direction when that occurs. It was further noted that change may occur in phases over time as private landowners consider future opportunities.</li> <li>• There was also some discussion about how applications for exception to go to 8 storeys might be considered. BMI indicated that the intent of the Urban Design Guidelines is to ensure high quality future development respecting appropriate building heights, stepbacks and design. Heights of 6 to 8 storeys were noted to be possible for the largest and deepest lots on the west side of Hamilton Street provided that the massing, placement, transition, and placement of other buildings ensures a good fit. This is something that would require careful review to address the principles and specific direction in the Urban Design Guidelines.</li> <li>• It was confirmed that bird friendly guidelines are included in the Urban Design Guidelines.</li> </ul>
<p><b>There is support for the recommendations outlined for the Cultural Heritage Landscapes and for recommending the creation of a new Heritage Conservation District adjacent to the Mill Street HCD. There was discussion about the benefits of creating a new district instead of expanding the existing one.</b></p>	<p>Questions were asked which sought to clarify how the heritage recommendations would be achieved through the Secondary Plan and Urban Design Guidelines. City Staff confirmed the work and recommendations from the Cultural Heritage Review are incorporated into the Secondary Plan.</p> <p>Additional detailed questions were asked about the heritage status of Mary Hopkins school, whether a Heritage Conservation District would apply to private property or the public realm, and whether additions to single family homes would require a heritage permit. A question was also posed about whether a tree by-law could be used to deter the destruction of older healthy trees on private properties.</p>
<p><b>There continue to be concerns were noted about existing traffic flow and safety along Dundas Street including truck traffic and</b></p>	<p>Staff from the City's Transportation Division were able to provide an update on the completion of the Waterdown Community Transportation Management Study and the recommendation for not widening Dundas Street which is seen as important for maintaining the vision for the for the village core.</p>

Topic	Key Themes
<p><b>pedestrian safety, and traffic along Hamilton Street.</b></p>	<p>Questions were raised about the City's broader consideration of truck traffic and truck routes. City Transportation Staff provided information the public meeting being held in June for the City-wide Truck Route Master Plan study and provided information for how residents could learn more and join the virtual open house. There are concerns about how Dundas Street in particular will be used in the future for trucks and the ability to protect the village and be able to implement the Secondary Plan policies and Urban Design Guidelines.</p> <p>Questions were addressed about the potential for new active transportation facilities, particularly new cycling infrastructure to connect to the north of Waterdown. Generally, there is agreement that the proposed secondary plan policies and urban design guidelines would improve pedestrian safety and traffic along Hamilton Street making it more walkable and safer.</p> <p>Other comments were noted about traffic light synchronization during peak travel times.</p>
<p><b>Concerns were noted about the potential redevelopment of 306 Parkside Drive – St. James Church</b></p>	<p>Residents inquired as to the status of applications for the redevelopment of 306 Parkside for townhouses and whether the Secondary Plan would prevent or limit large scale development which is being considered for the sites. Concern was expressed about the number of units, density, traffic access and built form considerations. City Staff advised that no applications have been submitted to the City and that applications will require future public consultation.</p> <p>City Staff advised that the site is currently an institutional designation in the draft Secondary Plan. The townhouse form of development would be permitted by the Secondary Plan. Any proposal would have to comply with all of the policies of both the Secondary Plan and the Urban Hamilton Official Plan. A heritage impact assessment report would also be a requirement if the City did get an application. There would be some limitations on what can be done. The townhouse type of development would not be prohibited but there would be some parameters set around that use.</p> <p>It was further noted that in terms of contextual fit, the Urban Design Guidelines would be important to address scale, height, massing and other design factors.</p>

Topic	Key Themes
	<p>It was suggested that the 7.5 metre setback for institutional uses be increased in the Guidelines.</p> <p>Further concerns were noted by residents about access via Kelly Street and traffic congestion at the intersections of Kelly Street and Main Street and Mill Street and Parkside.</p>

### 3. NEXT STEPS

Following the virtual consultation, City Staff are moving into the final and last phase of the study which includes:

- Reviewing Phase 3 public feedback and feedback from staff, agencies, and other stakeholders.
- Finalizing the preferred Land Use Plan and Secondary Plan.
- Finalizing the Urban Design Guidelines.
- Finalizing the Cultural Heritage Review and recommendations.
- Preparing the Staff report and recommendations for presentation to Planning Committee and Council for approval in the late fall 2021.

## Appendix 1

### Questions/Comments Noted at the June 17 live Information Meeting

Following the presentations, individuals could ask questions by typing into the question-and-answer box or by raising their hand to speak. The facilitator read aloud the questions and comments noted in the meeting's question box. **Figure 3** includes the verbatim input received and responses provided at the meeting by City Staff and Consultants. These are numbered for reference purpose only and each number represents a different individuals' comments.

**Figure 3 – Live Information Meeting Questions/ Comments and Responses Noted**

Live Information Meeting Questions/Comments and Responses Noted	
1.	<p><b>When would the Zoning By-law be amended to implement the Secondary Plan, for both commercial and residential? Would the regulations to implement the plan be incorporated in the commercial and residential portions of the new Hamilton By-law or into the Flamborough Zoning By-law?</b></p> <p><i>Response from City Staff:</i> We are looking at making the changes at the same time that the Secondary Plan comes forward. We are currently looking at making both commercial and residential changes, but we do know that the residential zoning project City-wide is being initiated. That may take some time for new residential zoning to come forward. In the meantime, as a means of addressing some of the things we've heard and some of the heritage conservation goals we're looking to make some zoning adjustments to both commercial and residential right away when the secondary plan comes forward. Then for some of those things we would be looking to have them carried forward when the new residential zoning comes in as well.</p>
2.	<p><b>Would the zoning be as part of the new Hamilton by-law, or would it be part of a Flamborough specific by-law?</b></p> <p><i>Response from City Staff:</i> The commercial zoning is part of a new City-wide zoning so the amendments would be made to that zoning for commercial. The residential areas are currently under the Flamborough Zoning By-law, so we'd be looking at making changes to the Flamborough Zoning By-law. The zoning team working on the City-wide zoning would be looking at carrying forward those things to the new zoning by law as well in the future.</p>
3.	<p><b>What policies would be included to ensure that redevelopment of commercial lands along Hamilton Street maintain the same amount of retail space as there is today? Additionally, what opportunities would be available to ensure that grocery stores are maintained through redevelopment, which typically require a greater retail gross floor area (GFA)?</b></p> <p><i>Response from City Staff:</i> We have done an assessment of the amount of commercial gross floor area that is in the area now and we've put some policy language in the draft secondary plan that talks about how we want to maintain a certain level of commercial in the area. Any significant reductions to the amount of commercial would require a commercial impact assessment. We've included that language in the secondary plan. It's very difficult to require specific uses like a grocery store but we are anticipating that those types of uses would still remain in the node because they are a significant service within the node.</p>

	Live Information Meeting Questions/Comments and Responses Noted
4.	<p><b>Will this presentation be made available to the public?</b>  <i>Response from Facilitator:</i> Yes, the verbal presentation will be posted on the website and the slide decks will also be available for people to see. That would be a number of days from now, but they will be available for everyone to see.</p>
5.	<p><b>Are residential single-family dwellings exempt from Heritage Conservation District Plan submissions if you're considering an addition?</b>  <i>Response from Archaeological Services Inc.:</i> The way that a Heritage Conservation District Plan process works is that first a Heritage Conservation District Study is done, similar to the work that we've done for the Cultural Heritage Review in which the area is researched and understood and there's community engagement done as part of that process. Then if Council approves the study and the recommendations of the study state to move forward to a plan then the Heritage Conservation District Plan would review what kinds of policies and guidelines would be put in place that would apply to the properties within the boundary for the Heritage Conservation District. It certainly could apply to residential properties. It could also apply to commercial properties within the area, so any type of property. There would be some level of distinction generally made between which properties are seen as contributing properties. They would have a certain set of guidelines towards conservation different from those that are non-contributing. Those differ from the properties that exhibit the values of the area, and they would have a different set of guidelines.</p> <p>If this goes forward, there would be consultation establishing that so there will be opportunities to have further discussions.</p>
6.	<p><b>Will the cultural heritage landscapes apply only to the public realm (i.e., the municipal right-of-way) or will they apply to private property? If so, how?</b>  <i>Response from Archaeological Services Inc.:</i> The cultural heritage landscapes apply to public lands as well as private property so it's all of the land that's included within the boundaries for the cultural heritage landscape. The guidance is provided through the policies in the Secondary Plan as well as the Urban Design Guidelines, so that's how it would apply. That's where we've come up with recommendations related to heights or setbacks or those Zoning By-law recommendations.</p>
7.	<p><b>There are challenges to increasing access from narrow secondary streets. Proposals for new developments along John Street and White Oak have had suggestions to ensure access to Hamilton rather than off of the secondary streets.</b>  <i>Response from Brook McIlroy Urban Design Consultants:</i> This is certainly something that will have to be considered on a site-by-site basis as some secondary streets lend themselves as vehicle access routes, and some do not. Where possible, we would look to ensure that new secondary streets provide adequate widths and traffic movements to enable them to function as good vehicle access routes.</p> <p>In our plan, we look at if new secondary streets become part of that street network, we want to ensure that they are designed in such a way that we can use them as those access routes to try to remove a lot of the traffic turning on and off of Hamilton and Dundas. That isn't to say that every curb cut can be eliminated from those streets because there certainly are existing streets that don't lend themselves well as those</p>



	<b>Live Information Meeting Questions/Comments and Responses Noted</b>
	<p>vehicle access roads and that might be because of what's adjacent to them or simply the widths of them that they won't support being a main access road. It is really a site-by-site basis and I think in these guidelines we're really hoping to achieve those new streets so that they can start alleviating some of that traffic pressure on the main roads and eliminate a lot of those turning movements.</p>
8.	<p><b>Is this plan suggesting that the Sobeys property will be redeveloped?</b>  <i>Response from Brook McIlroy Urban Design Consultants:</i> We are not making any suggestion that this property will be redeveloped. Our team simply selected it as a good example of a large lot where we could illustrate how the principles of the guidelines could be applied. The same principles could apply to any of the large lots along Hamilton Street were they to be redeveloped.</p> <p>What we find in drafting urban design guidelines is that a picture is worth 1000 and more words because we can have all this policy language written but until you really see how it hits the ground on the real example it's hard to really understand what those relationships are. We often find that these demonstration plans which are our hypothetical examples are a really good way to show how the guidelines can be applied. In no way do they indicate any future development or the potential for development. That was a selected site that we thought was of a nice size and it had the frontages and a lot of conditions we wanted to speak to in terms of how the guidelines will work but there's no indication that anything will be happening soon on that lot.</p>
9.	<p><b>We have recently learned about the Truck Route Master Plan which is underway. Why is the Waterdown bypass not shown or discussed in it? You can never achieve the pedestrian, historical and retail goals for the Waterdown town centre if the large trucks continue to speed through the town causing noise, dirt, and distraction. Dundas Street through the historic core town centre must have "Trucks Prohibited" regulations to have successful village character.</b></p> <p><i>Response from City Transportation Staff:</i> We have a Truck Route Master Plan Public Information Centre next Thursday from 6 to 8 through our Engage Hamilton portal (see link below). The reason why it's not on the maps currently is because the road doesn't exist so I think we have to really think about how fluid that plan will be. In the future once that road is extended to Hwy 6 there will certainly be an opportunity to guide any truck traffic heading to and from Hwy 401 area or other areas in north Flamborough to take that route. We will certainly encourage them to do so. In the interim there are things in our Transportation Management Plan that we could do to reduce and mitigate those negative effects of trucks; reducing speeds to manage the noise and vibration issues that affect the heritage core. We have that challenge in the lower city as well. Any time you have truck traffic going through a pedestrian-focused area there's a negative effect and we want to mitigate that as best as possible. We appreciate the comment, and we encourage you to participate in that Public Information Centre and provide us all your comments through that avenue. That is next Thursday a week from today. If you were to go back onto the Engage Hamilton site, you can find that under Truck Route Master Plan "TRMP". Email Link provided: <a href="https://engage.hamilton.ca/trmp">https://engage.hamilton.ca/trmp</a></p>

Live Information Meeting Questions/Comments and Responses Noted	
10	<p><b>Are traffic lights to be synchronized during peak travel times 6:00 to 8:30 AM easterly and 4:00 to 6:30 PM westerly? Presently commute times of the last seven years have increased two to three minutes per year.</b></p> <p><i>Response from City Transportation Staff:</i> Through our Transportation Operations and Maintenance Division in the City we do network reviews of the traffic signal synchronization periodically so that's something that we would always manage and monitor to see what we could do. That's good for vehicular traffic however sometimes from a pedestrian perspective that creates an issue as well, having too much synchronization. There's that balance between the desire for the vehicular traffic while trying to balance that pedestrian focused urban community core. These are things that we will always continue to work on and manage and adapt now and in the future.</p>
11	<p><b>St. James church at 306 Parkside Drive is located within the boundaries of the Waterdown Node Secondary Plan study area and currently has a proposal to build 40 townhomes on the property with the church to remain. Does the Secondary Plan limit the size of the development within the Waterdown Node study area?</b></p> <p><i>See response to Question 12</i></p>
12	<p><b>When approved would the Secondary Plan prevent or limit a large-scale development (40 townhomes) which is proposed for the site?</b></p> <p><i>Response from City Staff:</i> (Response to questions 11 and 12) The secondary plan specifies through the land use designations that we're applying the types of uses that are permitted. It also talks about building heights and in some situations provides directions for densities as well. That property is currently an institutional designation. We are proposing to maintain that. The standards of the institutional designation are implemented through zoning. The townhouse form of development, the secondary plan would not prohibit that. That type of adaptive reuse is permitted on institutional lands when they are no longer being used for institutional purposes. Any proposal that comes in for a site like that would have to comply with all of the policies of both the Secondary Plan and the Urban Hamilton Official Plan. Those are things regarding appropriate design, compatibility, and heritage conservation. It could be looking at the design of the buildings, the orientation, the layout, access, landscaping, all those types of matters. A heritage impact assessment report would also be a requirement if we did get an application for that site. So, there would be some limitations on what can be done. The townhouse type of development would not be prohibited but there would be some parameters set around how you could do that.</p>
13	<p><b>I have concerns about the proposed development at St. James Church on Parkside. It is population dense and will impact the core in a very negative way. Traffic is already in nightmare on Parkside, and this will only make it worse. It's too many units for the size of land. How does adding the proposed housing units onto the St. James United Church property maintain the visual aspects of the Waterdown old core?</b></p> <p><i>Response from Brook McIlroy Urban Design Consultants:</i> In terms in terms of the contextual fit, this is why the guidelines become very important. It's because the guidelines have the ability to get into a certain level of detail and granularity when looking at proposed developments to ensure that very specific things help those</p>

	<b>Live Information Meeting Questions/Comments and Responses Noted</b>
	<p>developments to fit into the context. So, we're talking about everything from scale and height and massing but also really looking at materials and composition and what this building appears like from the public realm, from the street, from adjacent properties. Within the guidelines we're really looking at ensuring that cladding materials, lot layouts and setbacks are appropriate. When you see a development and say that is too dense or it's bad there are a lot of nuanced details about it that you can start to look at and analyze and figure out why it seems so dense and bad. This is why it's really important that as part of the approvals process these guidelines are going to be embedded as part of that Secondary Plan and spoken directly to in the Secondary Plan. As developments come in and the site plan control approvals process moves its way through the system it's the staff at the City that are able to take all of those specifics within the guidelines and evaluate and work with the developer to provide comment on how that can be achieved within that development site. It's a critical component and I think it'll help with those types of developments that that some might see and be shocked at either the size or the density of them. I think that that's why this is such a critical piece right now.</p>
14.	<p><b>Will there be access to the proposed housing units via Kelly Street? Specifically, there is the very narrow piece of land between two of the Kelly Street homes that connects Kelly Street to the church parking lot. What is to become of that narrow piece of land?</b>  <i>See response to Question 15</i></p>
15.	<p><b>Traffic congestion at the intersection of Kelly/Main, Mill/Parkside and Main/Parkside already exists. How will these congestion issues be addressed through this proposed plan and development?</b>  <i>Response from City Staff:</i> (Response to questions 14 and 15) There have been no applications submitted on that site but typically if there were a type of infill development like townhouses, we'd be looking to put the access off of a collector or arterial road, not off of Kelly Street. That's usually the requirement for traffic and transportation staff. In terms of the traffic review of a proposal our transportation planning staff review every proposal that comes in so they would be responsible for looking at impacts of the proposal, whether it can meet current requirements and what type of impact it will have on traffic. That would be something that they would have to do a review of in detail when we get an application.</p>
16.	<p><b>What is the timeline for the secondary plan going forward to approval?</b>  <i>Response from City Staff:</i> The timeline that we're hoping for is to get a final report and a final plan to the City's Planning Committee and Council sometime in the fall before the end of the year.</p>
17.	<p><b>Why was Mary Hopkins School not included in the Cultural Heritage Protection area? If this school is closed the property could be developed and that would be a disaster for the heritage area of Waterdown. The school itself should be preserved for its heritage features.</b></p>

	<b>Live Information Meeting Questions/Comments and Responses Noted</b>
	<i>Response from Archaeological Services Inc.:</i> Mary Hopkins School is within the Mill Street Heritage Conservation District, so it is designated under part five of the Ontario Heritage Act. It is already protected.
18.	<p><b>Regarding the Sobeys example (albeit a new compelling vision) it seems like a major reduction of car parking. Do you feel that that can be a reality?</b></p> <p><i>Response from Brook McIlroy Urban Design Consultants:</i> In terms of the example lot plan, we're looking at typical mixed-use development and considering that there will be different parking rates for different types of buildings and some larger buildings. If they end up being partially office or commercial, they may have some underground parking with a lot of surface parking for things like retail. So, what we've done is a combined example of some of those uses. You would see an overall reduction but don't forget that when you introduce a new street network and show street parking on all the secondary side streets you actually introduce a remarkable number of easy to find new spots. So, it's not all located in lots, but it's bridged between those interior surface lots, some underground, some under buildings and then also on street edges. A lot of times with the mid-rise development form a lot of the parking can be underground in those developments. That's why you might not see quite the same amount on the surface.</p>
19.	<p><b>Can you provide clarity on where applications for exception to go to 8 storeys might be considered?</b></p> <p><i>Response from Brook McIlroy Urban Design Consultants:</i> What we were looking at is that the largest and deepest lots just on the west side of Hamilton Street might be considered for buildings above 6 stories up to the 8 story range. That really relates back to some of the guidelines in the draft urban design guidelines document. We'd be looking at how the massing would work in order to reduce the perception of that height and looking at where the placement of those buildings might be and how the transition works, having some sort of intervening lower-rise land use in between that and any other existing neighborhood areas on the other side of those Hamilton Street properties.</p>
20.	<p><b>Will all C5 zoning (6 to 8 storey limit) be removed in the old core of Waterdown (Dundas Street, Mill Street and Main Street) and replaced with the BD zoning (2 to 3 storey limit) as per the Secondary Plan recommendations?</b></p> <p><i>Response from City Staff:</i> The zoning in the area used to be a Business District zoning under the Flamborough Zoning By-law. Now all the commercial zoning in the amalgamated City has been consolidated into one zoning by-law which is the C5 zoning that's being referenced. We wouldn't be reverting back to the original zoning when we're making zoning changes, we would be amending the current zoning that's there. So, we'd be looking at amending the C5 or the C5A zoning depending on what portion of the node, in order to be consistent with the Secondary Plan and things like the height recommendations.</p>

Live Information Meeting Questions/Comments and Responses Noted	
21.	<p><b>By-law number 20-101 was in effect for one year from the date of passing (May 20, 2020). Now that the year has passed, does the city plan to seek another similar by-law?</b></p> <p><i>Response from City Staff:</i> Another interim control by-law is not anticipated. There is a three-year moratorium on passing another interim control by law in an area after the interim control by-law tool has been used once, since that by-law was in place for a full year and has now expired, we cannot pass another interim control by-law in that area for the time being.</p>
22.	<p><b>On one of the maps in this study a potential corridor between Sealey Park and the waterfall is shown. I think the idea is great, but wonder what is being considered as this connection would need to cross the rail line?</b></p> <p><i>Response from City Transportation Staff:</i> Identification of that link is important and will be carried forward to the Recreational Trails Master Plan. That Plan will look at a little bit more at feasibility but absolutely we would want to ensure safe crossing of any rail line. It would probably be a structure which would come over top of that (railroad) to make sure that there would be a safe crossing. We wouldn't want to have anybody cross at grade if at all avoidable so that would be something that would be looked at in more detail, but we just want to identify the linkage as part of this process.</p>
23.	<p><b>Is there still a moratorium in the heritage area?</b></p> <p><i>Response from City Staff:</i> There is no hold on any development in the heritage area at this time. Any properties that are in the existing heritage district would still be subject to the heritage permit process for any changes within that area.</p>
24.	<p><b>Can you describe the goal or outcome of implementing a heritage tree by-law? Will this deter the destruction of old (healthy) trees on private properties?</b></p> <p><i>Response from City Staff:</i> The idea behind a tree by-law is that it would protect, maintain, and enhance the long-term health of trees that were subject to that by-law. Usually there would be some indication of the size of tree within the by-law. The diameter of the tree trunk would define which trees it would apply to.</p>
25.	<p><b>What planning tool will be used to implement urban design policies for residential areas? Would site plan control be what's used to implement the urban design policies?</b></p> <p><i>Response from City Staff:</i> Within the residential areas the primary tools we're looking at in order to address some of the heritage things, it would not be through site plan control. Typically, that process is for larger developments and not for single detached housing. What we're looking at doing primarily is the zoning adjustments to try and see if there are adjustments, we can make that would reflect some of the things that we're trying to maintain in the area. Also, the Heritage Conservation District Study would be a follow-up measure that we're looking at that might introduce a district in the area where a heritage permit would be a way to look at proposed changes in the area before something is built.</p>



Live Information Meeting Questions/Comments and Responses Noted	
26.	<p><b>Could affordable housing be considered an approved use for institutional zoning so as to provide perhaps a more shortened way to have affordable housing built, giving recognition to the zoning challenges that can be onerous? Given as an example, could intensification of the Mary Hopkins School grounds include affordable housing if it was considered that you would allow it as part of institutional zoning?</b></p> <p><i>Response from City Staff:</i> When we're looking at secondary plan policies and zoning requirements it doesn't set out specific levels of affordability. That's not something we can regulate through those tools. We can only regulate types of land uses and things like the heights and densities. As with the other site at the St. James church property, the institutional zoning does allow for reuse for low density residential uses if an institutional use ceases or if there is something like excess surplus lands. Those types of things like single detached and street townhouses are something that could be permitted within the institutional zone, but the affordable housing component is more of the ownership type of aspect which is something that we don't regulate through the Secondary Plan or zoning.</p>
27.	<p><b>What is planned to increase safety of pedestrians along Mill Street south of Dundas? They are now crossing under the rail line on a very narrow path.</b></p> <p><i>Response from City Staff:</i> That is addressed by the proposed Sealey Park crossing to the waterfall. That was the intent of that rail overpass structure. That would resolve that issue of the tight right-of-way with the rail bridge there.</p>
28.	<p><b>Section 5.1.1 of the design guidelines speaks to clear glazing at street level. This may compromise some heritage features of buildings in the core. Would there be consideration to amending that narrative?</b></p> <p><i>Response from Brook McIlroy Urban Design Consultants:</i> The first thing to mention is that in terms of the requirements for facades like glazing it applies to new development so not existing buildings. If we have heritage buildings that exist in the area, we're not saying that they need to suddenly comply with minimum glazing requirements. The second piece would be that in terms of building within the heritage area and finding a fit I think that a larger glazing actually fits very well with a lot of the traditional heritage buildings. You'll see a large range depending on original uses of these buildings, but there are great examples of buildings from the 1840s and 1850s where designs were opening up the lower commercial facades with cast iron beams that are even more glazed than a lot of buildings we see today. I think there are ways to incorporate that and still fit into the heritage context. I don't think they are necessarily competing interests, but they are certainly going to be important considerations for what is adjacent to that site. When you are building directly adjacent or within a heritage area you have to consider what the surrounding context is and what's appropriate there. Trying to hit those thresholds within the guidelines is as important as ensuring the contextual fit of the surrounding buildings as well.</p>



	Live Information Meeting Questions/Comments and Responses Noted
29.	<p><b>The core (Main/John/Mill) currently has a zoning by-law that permits urban farming and some commercial activity. Is the proposal by going to Residential 2 density removing that alternative expanded use and what implications does this have on current site use?</b></p> <p><i>Response from City Staff:</i> The area that I think is being talked about is the historic core area and some of the permissions in that area within the zoning. What we're looking at with the land use designations is essentially following the current zoning that's there. Any lands that have a commercial mixed-use zoning are still designated for commercial mixed use and lands outside of that which were zoned for residential are still designated for residential. We are not making any real changes to the boundaries there, we're just mostly looking at tweaking the existing zoning for those height permissions and ensuring that the pedestrian-focused requirements that are in the historic core are being carried over to some portions of Hamilton Street.</p> <p><b>Additional comment from City staff after the meeting:</b> Some residential areas closest to the historic commercial core have zoning which permits an urban farm, a community garden, and an office of one Physical or Mental Health Practitioner, Physician or Dentist located within a Single Detached Dwelling (Flamborough Zoning By-law Core Area Residential (R5) Zone). The proposed Secondary Plan would remove the permission for a Health Practitioner, Physician or Dentist within single detached dwellings. These would only be permitted within the Mixed-Use commercial area.</p>
30.	<p><b>After the Waterdown Node Secondary Plan is complete will the study continue on the possibility of an additional heritage district along Dundas and Main streets in Waterdown? If so, what is the timeline to complete that study?</b></p> <p><i>Response from City Staff:</i> There is a Heritage Conservation District Study being recommended for the area and as the question implied it would be a follow-up step to address heritage conservation. It would not be part of the Secondary Plan, but it is a measure that may help to implement some of those objectives for heritage conservation in the secondary plan. We are gathering any feedback that the community has about what areas they may like to see protected through a Heritage Conservation District study. We'll be proposing a study area boundary as part of our recommendations. A study can take roughly 18 to 24 months from the initiation of the study through to completion of the final passing of the by-law and implementation of the Heritage Conservation District Plan.</p>
31.	<p><b>Will there be guidelines to prevent bird strike on new building windows? I am thinking of feather friendly technologies.</b></p> <p><i>Response from Brook McIlroy Urban Design Consultants:</i> The guidelines do contain guidance currently about deploying bird friendly design especially through facade designs. Things like building materials and visual markers are referenced in the document currently. It's becoming so important. Toronto was one of the first cities to really have a robust bird friendly guidelines document so we've really looked to that, and we hope that can happen everywhere in Hamilton.</p>

Live Information Meeting Questions/Comments and Responses Noted	
32.	<p><b>Bedrock exists at the northwest corner of Hwy 5 and Hamilton Street two meters below grade. How feasible would underground parking be achieved or proposed?</b></p> <p><i>Response from Brook McIlroy Urban Design Consultants:</i> Site by site it may be feasible. It's certainly possible to build underground but as soon as you have a lot of bedrock the cost goes up very quickly, so it's a site-by-site question for sure.</p>
33.	<p><b>The Memorial skate park will be undersized for youth growth. Is there expansion or alternate site proposals?</b></p> <p><i>Response from City Staff:</i> The project team will follow up with Recreation staff to confirm if there are any future changes proposed for the skate park. The project team is not aware of any expansions proposed to the skate park at this time. Park amenities in the various parks are assessed regularly by our recreation staff to determine what kinds of facilities might be needed and if there are changes needed within the parks over time.</p>
34.	<p><b>Can you please clarify what a designation under the Ontario Heritage Act means as a landowner? What approvals would we need if we were to modify our home?</b></p> <p><i>Response from City Staff:</i> Municipalities are able to manage and guide change to properties that have been designated under the Ontario Heritage Act through the Heritage Permit Process. For information on this process please visit:  <a href="https://www.hamilton.ca/city-planning/heritage-properties/heritage-permits">https://www.hamilton.ca/city-planning/heritage-properties/heritage-permits</a></p>

### General Comments noted at the meeting:

- I trust I will get support that going up to 8 storeys in the secondary plan is too high. Please consider going to 6 storey maximum and step backs/setbacks should be considered to minimize perceived massing.
- Perhaps density (# units per hectare) could be a consideration/limitation in the Secondary Plan
- I appreciate all the work of this committee. Great to hear the emphasis on green space, mixed use areas, and pedestrian access. Question of whether there is discussion on increasing/improving access to Smokey Hollow. This is a great feature of the city but very hard to access.
- I think the concern around the interim control bylaw is around development on Main St. North, which is not in the Heritage Conservation District.
- Thank you for the thoughtful approach to these recommendations. There might be a few tweaks, but we are definitely on the right path for our Secondary Plan!
- Thank you for the presentation!

## Appendix 2

### Comments received on the Phase 3 Materials through Engage Hamilton

Through Engage Hamilton, the City's online public engagement platform, the public was able to submit general written comments on the Phase 3 Materials. The following are the comments received. For the following, specific names and addresses provided have been omitted from this report. Each represents an individual's comments. The following comments are verbatim.

Provide your comments on the Phase 3 materials

1. I have lived in Waterdown for 22 Years in the older section of town and have been a contributor to local media and area neighbourhood projects. Amalgamation with Hamilton was a huge mistake. Waterdown has gone from being a local village to a suburban glut, there has been too much growth allowed, and too fast growth. Developers are given a carte blanche and the developments are out of character with the old Flamborough and far too dense. Your study said "Overall, the vision and principles are supported." This is FAR from the truth. "One comment suggested that the vision be amended to focus more on strengthening the village character." This is laughable given that the City of Hamilton Council, planners, and developers have gone out of their way to bulldoze Waterdown and its original village character. To be honest we've never felt more like leaving Waterdown since its out-of-control growth in the past 5 years. It's a sad shame that improving the tax base (that ends up really only benefiting downtown Hamilton) overrides all decent provisions for the existing older properties and residents of Waterdown.
2. I believe an addition to Principle 6- Improve Sustainability & Resilience to climate Change on page 4 page 5 of 35 is required.
3. To Principle 6 add v) Support infrastructure improvements in order to provide for safe cycling and other modes of active transport which contribute resiliency to climate change through reduction of carbon.
4. I like the idea of limiting building height in the historical areas, downtown core.
5. These are comments that relate to and go beyond the phase 3 materials.
  - Intersection of Hwy 5 and Hamilton Street - consider ways to improve the appearance of this main intersection - it's an eyesore -facilitate more safe ways to cross Hwy 5 which cuts through the town, especially the stretch between Riley Street and Dairy Queen
  - Reflect on the impression as you enter the town down Hwy 5 from both directions - not welcoming, not attractive entry -accommodating needs of senior citizens should always be a priority in planning.
  - What considerations have been given to this population? -how many more live/work buildings do we need? Do these represent the character of the town? -how many more condos do we need?

- Consider quality of life - e.g., Should we be approving townhouses so close to Hwy 5? How will the density of the town and the resulting transportation issues affect the quality of life for the people in the community?
  - Build a community centre in Waterdown - pool, gym, courts, library etc. - see Burlington's Tansley Woods as an example - we've all given the YMCA here a try and it's a disappointment - not working to bring community together and quality of services is low.
  - Looking around other areas in Hamilton and over to Burlington there are much better outdoor recreation areas such as more multi-use courts for both tennis and pickle ball - it's great to have parks for the children, what about places for adults to exercise? At least consider adding pickle ball nets to Sealey Park tennis courts.
  - Do something about the business of the waterfall area on Waterdown Road - someone is going to get hurt -this doesn't necessarily mean shutting it down and making it challenging to access (i.e., Websters Falls) - how about considering creating a larger parking lot, communicating about alternative entry points. Also, signage needs to be added and speed levels dropped through that area before someone gets hurt.
6. Commercial uses not mandatory...doesn't make sense. If you're going to require commercial on ground floor, make it mandatory. Buildings in the downtown area should be able to be increased to the next level of development. For the downtown core, this would mean potentially allowing up to 5-6 stories instead of 2-3. Upper floors should be required to be set back to maintain consistent street wall but should be allowed. Focus on the intersection of Hamilton and Main St. as a mixed use, destination area...replace gas stations and strip plazas with mixed use with retail oriented to the street. Widen sidewalks and add cycling facilities. Waterdown is a prime destination for cycle tourism despite being designed as a car first town. A large number of Hamilton, Burlington, Oakville, and Mississauga residents visit Waterdown on their bikes every weekend. Embrace this and make the roads in and around Waterdown safer to cycle on, which will support area businesses in catering to this massive market opportunity. It will take a long time and a lot of investment to deliver on the desire to make Hamilton St. pedestrian oriented. Right now, this area is a car sewer, an urban heat island and an example of suburban blight. Continue to invest in prioritizing non-car modes of transportation in this area and do not give in to developers who want to compromise this vision in order to turn a profit.
7. I would like to know if the Secondary Plan, when approved, would prevent, or limit a large-scale development (40 townhomes) which is being proposed for 306 Parkside Drive, property of the St. James Church which is within the Waterdown Node Secondary Plan study area?
8. How does adding the proposed housing units onto the St James United church property maintain the visual aspects of the Waterdown old core? - will there be access to the proposed housing units via Kelly Street? Specifically, there is the very narrow piece of land between two of the Kelly Street homes that connects Kelly Street to the church parking lot. What is to become of that narrow piece of land? - traffic congestion at the

intersection of Kelly/Main, Mill/Parkside, and Main/Parkside already exists. How will these congestion issues be resolved through this proposed plan and development?

9. Thanks for providing this information. It doesn't appear like enough clarity is around density of development in institutional sites (St. James United Church, Mary Hopkins school). The biggest risk to the Waterdown community node is what happens on these sites and the focus should be on those sites. The Waterdown community node and the core streets of Mill, Main, and Victoria will not be able to support the added traffic of highly dense development of townhomes. Careful consideration needs to be made for these sites. Otherwise, there is significant risk that these sites will be like the rest of the intense development in the west and east Waterdown, and the historical character of these sites will be lost.
10. The city must allow institutional sites with the ability to sever lands to neighbouring residential lots. For example, St. James Church is only considering severing the unused land due for financial reasons. Allowing neighbouring residential lots to purchase some of this excess land as opposed to intensifying the core with townhomes (for which townhomes do not fit within the historical nature of the core) would fit within the nodes mandate. Careful consideration should be made with regards to these sites as the attraction to the core will be entirely lost and the core will become like the rest of Waterdown which I don't believe is the intention.
11. Under section 8.1.2 of the guidelines for large site intensification, it mentions a setback of 7.5 metres. This is not a standard within the neighbourhood as backyards are back-to-back. The potential for a multi unit building to only be 7.5 metres from the back property line is very different than the norm. Therefore, I highly suggest this setback be increased to be aligned with the average setbacks within the neighbourhood.
12. As stated in the documents, the Waterdown core is low rise residential homes with an average of 2.5 stories. However, the institutional intensification describes that up to 3 stories can be allowed. This is contradictory to the vision of maintaining the neighbourhood characteristics. Therefore, institutional sites should not be able to build 3 stories in the core.
13. The recommendations for what residential homeowners can do in terms of renovations /additions are very specific. However, when it comes to institutional sites the recommendations are entirely vague. There needs to be much more specificity with regards to building on institutional sites. This is also where there is significant risk to the historic nature of the area. Please provide more guidance in this area to ensure institutional sites are not overwhelmed with development. This is the risk; not what homeowners do.

## Appendix 3

### Comments received by email on the Phase 3 Materials

1. The current Review (nearly 300 pages) completely disregards your entire Community Node Planning process and your Secondary Plan Development. It barely mentions the Bypass which has been underway for 20 years. Dundas Street through the central village of Waterdown should NOT be designated as a Truck Route! Surely the Bypass Route was intended to take all large truck traffic away from this local historic area, which you rightly plan for pedestrian, family safety and local business scale.

Your publicly presented visions will be impossible to achieve if the Truck Route continues on Dundas Street. Your excellent plans are doomed to failure.

The QEW, Highway 403, Highway 6 and the Bypass are scaled and sufficient for all through traffic.

A Truck Master Plan should lay the foundations for the future as does a Community Secondary Plan.

To quote Donna Skelly MPP “it is absolutely imperative that the Bypass be built . . . traffic nightmare in Waterdown is unacceptable”

Omar Shams himself said “Does that truck NEED to be THERE?”

Our public representatives for Waterdown and Hamilton must be responsible to thoroughly evaluate all studies together for compatibility and cohesiveness. The public process of consultation and planning is wasted if it can not be implemented.

We thank you for your consideration and hope for your successful correction of these issues.

2. Letter from Urban Solutions (see next page)



Waterdown Community Node Secondary Plan  
Phase 3, Virtual Consultations June 2021 – Public Feedback Report



June 7, 2021

123-16

**VIA EMAIL**

Melanie Pham, MCIP, RPP  
Senior Planner, Community Planning & GIS

City of Hamilton  
71 Main Street West, 5<sup>th</sup> Floor  
Hamilton, ON L8P 4Y5  
[melanie.pham@hamilton.ca](mailto:melanie.pham@hamilton.ca)

Dear Ms. Pham,

**RE: Waterdown Community Node Secondary Plan**

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of Parkside Hills Inc., (the Owner) of the property located on the lands municipally known as 609 & 615 Hamilton Street North, 3 Nisbet Boulevard, and 129-137 Trudell Circle in the City of Hamilton. UrbanSolutions submitted applications for an Official Plan Amendment (UHOPA-17-03), Zoning By-law Amendment (ZAC-17-013) and Draft Plan of Subdivision (25T-201702) for the subject lands on December 23, 2016, which were subsequently appealed to the Ontario Municipal Board on February 3, 2017 on the basis of a non-decision (PL171131). At this stage, the proponent and the City of Hamilton have been engaging in productive settlement discussions.

The purpose of this letter is to acknowledge and monitor the City of Hamilton's evolving Waterdown Community Node Secondary Plan. We recognize that the subject lands were initially part of the Study Area for the proposed Secondary Plan but have since been excluded from the proposed boundaries of the Waterdown Secondary Plan. We are in support of this decision and the ongoing Secondary Plan development process, provided the current land use designation attributed to the subject lands remains unchanged.

We ask that our office is notified of any updates on the development of the Secondary Plan, as well as any decisions that are made on this matter.

On behalf of the Owner, we appreciate the City's efforts in this regard and for the opportunity to participate in this important process.

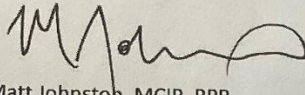
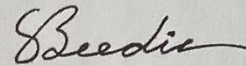
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3 Studebaker Place, Unit 1, Hamilton, ON L8L 0C8 | (905) 546-1087 | [urbansolutions.info](http://urbansolutions.info)

Waterdown Community Node Secondary Plan  
Phase 3, Virtual Consultations June 2021 – Public Feedback Report

Please feel free to contact the undersigned with any questions or comments.

Regards,  
**UrbanSolutions**

  
Matt Johnston, MCIP, RPP  
*Principal*  
Scott Beedie, BURPI  
*Planner*

cc: Parkside Hills Inc. (via email)  
Mr. Scott Snider, Turkstra Mazza Associates (via email)  
Ms. Anna Toumanians, Turkstra Mazza Associates (via email)

## APPENDIX D

### Zoning Review Public Consultation Records

## FLAMBOROUGH COMMUNITY COUNCIL MINUTES

Thursday September 16, 2021

3:00 pm

Virtual Via Webex

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**Present:** Councillor Judi Partridge, Veronica McMullen, Penny Deathe, Donna Czukar, Paula Thompson, Wilf Arndt, Pam MacDonald, Christina Birmingham, Cindy Mayor, Stephanie Card, Rob Pasuta

**Absent:** Maureen VanderMarel, Bryan Marks, Nathan Tidridge

**Presenters / Staff:** Steve Molloy, Mohan Phillips, Melanie Pham, Jennifer Roth, Christine Newbold, Alissa Mahood

### 1. WELCOME – OPENING REMARKS

### 2. PRESENTATION – WATERDOWN TRANSPORTATION MASTER PLAN

### 3. QUESTIONS / DISCUSSION ON FIRST PRESENTATION

- Wilf Arndt
  - Requested status on Clappison Drive with traffic light at Parkside and Clappison
  - Confirmed no road widening in the downtown area
- Christina Birmingham
  - Confirming for OnDemand transit, drivers are still supposed to stop and educate rather than refuse rides/drive by passengers at stops
  - Are there going to be transit links (transit, Metrolinx etc)- in rural areas?  
Councillor Partridge clarifies due to area-rating, it's a "slippery slope".
- Cindy Mayor:
  - Dundas at Burke Street – requested attention to the right-hand lane heading west.
- Stephanie Card
  - Robson and Parkside: Temporary stoplight to come
  - Snake Road, from Dundas to Howard: Temporary stoplight given Waterdown Road construction going down to one lane

### 4. PRESENTATION – PROPOSED ZONING CHANGES IN WATERDOWN

### 5. QUESTIONS / DISCUSSION ON SECOND PRESENTATION

- Wilf Arndt:
  - Comments on proposed zoning changes open to public September 23.

Flamborough Community Council  
September 16, 2021

- Construction for building on Hamilton Street, south of CIBC, north of gas station is approved and moving forward regardless.
- Penny Deathe: Confirming Mary Hopkins will not be sold.
- Donna Czukar: Requested update on the post office downtown, if it will be affected / what they are moving exactly.
- Pam MacDonald: Mary Hopkins, confirmed building and property are designated heritage.

## 6. ROUNDTABLE DISCUSSIONS ON WARD 15 ISSUES

- St. James United Church update. Councillor confirms United Church of Canada is going to sell properties in Canada, including St. James. Nothing is going to happen to the church building. No formal application currently – Councillor has asked that they do a full public consultation on a affordable housing project in behind church. St. James also owns property next to Kelly Street, cited concerns from residents but confirmed there will be no vehicle access to Kelly (hoping for a walk way).
- Councillor Partridge encourages everyone to call the number on the sign for North East corner of Hamilton Street (old gas station) to push to demolish and develop.
- Stephanie Card: Movement on proposal behind Riley Street and Ryans Way? Councillor confirms no.
- Rob Pasuta:
  - Supplementary Tax increase request for 2021, will email the Councillor.
  - Road resurfacing plans for north Waterdown? Such as Centre Road? Cites concerns with speeding and policing.
  - Update on Truck Route Master plan – Milborough line, Concession 11 East, 4<sup>th</sup> concession west have been taken off, 2<sup>nd</sup> round of consultation to come up.

## 7. DISCUSSION ON FUTURE PRESENTATION REQUESTS

- Truck Route Master Plan update
- Email Councillor Partridge or Veronica for any suggestions or requests.

## 8. NEXT MEETING:

- *Thursday October 14, 2021, 3:00 pm – 5:00 pm*

## 9. ADJOURNMENT 4:43 pm



## Consultation Summary Waterdown Community Node Secondary Plan

**Event:** Focus Group Meeting (Special Focus Group Meeting)  
**Location:** Virtual Meeting held via WebEx (due to Covid-19)  
**Date:** September 29, 2021  
**Time:** 6:30 pm to 8:00 pm  
**Participants:** 6 (2 Stakeholder/Residents and 4 Staff/Consultants)

### Event Description

City staff have been working over the summer to prepare the draft zoning for low-rise residential, commercial and institutional to align with the final draft Secondary Plan. The draft zoning was posted on the City's website for public comment starting September 23, 2021. Given the interest of the focus group with respect to zoning, the City hosted a special focus group meeting (attendance was optional) to provide a short overview on the draft zoning and to receive questions and comments.

Presentations at the Focus Group Meeting were provided by City Staff on the draft zoning. The meeting was facilitated by Sue Cumming, Cumming+Company. The presentations were followed by a Q&A and discussion period.

### What We Heard

#### Draft Zoning

Following the presentation, the facilitator led a discussion on feedback to the draft zoning.

Questions and Comments noted (these are numbered for reference purposes and are verbatim):

- 1. For the C5a (the pedestrian friendly downtown section) you had indicated that you would like to change that or keep it, because I guess the BD Zoning was 3 storey – so this is more a correction/clarification, is it going to stay as a 3 storey or be reduced from the 6-8 (which is now the C5) to a 3 storey, on the Dundas part of Mill Street and part of Main Street?**

Response from City Staff: It will be reduced to 3 storeys, the parent by-law or the parent zone (which is the C5a zone that's across the city) will still allow 6 storeys. What we're doing in this area is we apply a special exception to this area, where we say: notwithstanding that the zone permits the 6 storeys, in this area only 3 storeys are permitted. Then we have a secondary plan policy as well that says that to back that up.

Follow-up comment/question: So, the C5a is still there. I'm now just curious – if someone wanted to purchase a property, and they went to zoning and asked what the zoning is on



this, is this portion of what you're explaining right now indicating that it is a 3 storey or is it still a C5a and they have to do their homework to find out that it actually can't be?

Follow-up response from City Staff: All of our zoning mapping that's publicly available online would show the special exception, so the way that its written it would have C5a and then behind it (if there's a special exception) a number that applies to it. An individual looking into the zoning, would know right up front that there is a parent zone you need to look at as well as the special exceptions, and that they are all part of the same Zoning by-law so it would be clear right from the outset that there are these other requirements that apply.

Follow-up comment/question: That would also include the area of the commercial zone that's in the Mill St. heritage district (the jam factory, the old town hall, the old library, all that) is going to be stuck at the same zoning at 3 stories. Even though I know there's different protections because its heritage

Follow-up response from City Staff: Yes, it would all be under one special exception, all those requirements including that height – it covers the whole area that we've identified as that historic commercial area in the urban design guidelines. Then we've also identified that as a special policy area in the secondary plan too. It is all the mixed use lands from the creek over to Hamilton Street.

**2. You had indicated something about the two corner properties that are exempt. I know one was a gas station and it's been boarded up for a long time and they've got proposals to build things there, but nothing has happened. Are they still being allowed to build a gas station or not?**

Response from City Staff: On the northeast corner where that old gas station was, there is a special exception that already exists that allows for the gas station (even though it's in a pedestrian focused zoning right now which wouldn't allow it normally). The gas station use has now ceased, and it has not been operating for a while. We're proposing to remove that completely because our policies on the pedestrian focused area don't support that, so we are proposing to take out the gas station permissions. On the southwest corner (formerly old fireworks store), the City has received an application for a 3 storey building. We are not expecting any of those uses, anything like a gas station to go in. But we're taking those out of the zoning as well given our policy language around creating a pedestrian focus at that intersection.

Follow-up comment/question: I think there's still something proposed for the northeast corner, the one that's on the southwest corner is up for sale again.

Follow up response from City Staff: There was an approval with a site plan, and we don't know if they are trying to sell it as a lot with approved development. We never know if something might change so we want to take out those very car-oriented uses just to be absolutely sure we don't get those sorts of things if they're not existing right now.

**3. Once you come out of the pedestrian area, you're saying that pedestrian area is going to continue up Hamilton to White Oaks – is that correct?**

Response from City Staff: Yes, the Pedestrian-Focused Zoning would be applied to that whole strip along Hamilton.

Follow-up comment/question: The zoning itself still would allow (because it's zoned for 6-8 storeys with the proper setbacks and all that) that's still in place up there but still pedestrian focused?

Follow-up response from City Staff: Yes, that wouldn't be part of another special exception, it would just have the base C5a Zoning which is 6 storeys. We are adding in that stepback requirement which would change the form of the building so that the upper storeys are a little further back from the rest of the building – from the first two storeys, if you're going up to something that's say, 6 storeys in height.

**4. On the institutional part of it. I know some of those institutions are actually within the heritage district, so that's got a certain amount of protection that can be done through the Heritage Act. Some are outside specifically, and some have been brought to the attention of the whole community – one of them is the St. James Church at 306. I know you're saying that if you do something to the building, its designated or that you have to keep the building relatively intact, but if you build around on that property, I thought you said there's going to be a maximum of 2 storeys – is that correct?**

Response from City Staff: Yes, so that's talking about how those institutional zones allow those single detached, semi-detached and then street town houses on some of those lots, so it would apply to those uses that we want them to stay at 2 storeys. The Official Plan policy would allow an applicant to request a zoning amendment to go up to 3 but they have to meet other requirements. They would have to place a 2 storey unit directly abutting existing residential areas or providing a buffer. An amendment may be able to be supported if the applicant were putting it in the centre of the site and there were other things between the existing residential and that 3 storey building.

Follow-up comment/question: I did see the proposal that was going to go in there, and it looked like it was 2 storeys on the perimeter but possibly 3 storeys as a walk up on the interior around the Church. So that wouldn't be permitted per se?

Follow-up response from City Staff: That would not be fully permitted, I have seen that drawing that's been submitted, and those 3 storey units under what I'm proposing would not be allowed, they would need to drop it down to 2 storeys. I think right now, the zoning might not allow those walk ups either because it's considered a stacked unit and those aren't permitted in the Zoning By-laws right now. That would require a zoning amendment even under their current permissions.

- 5. For the old Vans house that they wanted to subdivide into 3, were you indicating that there are certain setbacks – the proposal that went through to the Committee of Adjustment, they're so tight that they say the eaves are going to be over on the neighboring property. I know this hasn't been implemented yet but if it was, would that be allowed or do you still have to have the setbacks if somebody's going to divide one property with the Vans house keep that house, basically eliminate the backyard with a dwelling and put one on the side yard that would be so close to the fence line that the eaves would almost overhang the neighboring property.**

Response from City Staff: My understanding is that they were applying for minor variances at the same time to the current zoning, so if those were approved through the Committee of Adjustment then that would carry forward likely. I don't think that it would be appropriate for the City to take those permissions away through this process, considering the timing is off. When I was looking at it, it's hard to fully determine what is proposed as they didn't provide building envelopes for where they were proposing to place the homes on the 2 lots that they were creating. That makes it difficult to judge whether they are meeting the zone regulations that are being proposed here, especially as it relates to the front yard, rear yard setbacks and the side yard setbacks. With the existing dwelling, you are right that the rear yard would be about 3.5 metres. They do have a generous exterior side yard siding onto Parkside Drive. That seems to have been part of the justification of the Committee of Adjustment in supporting it. It is difficult without the actual building envelopes to actually confirm if what they're proposing is actually fully compatible.

- 6. So, for the residential portion of it, two things on this: you said the residential portion was going to be deferred until the review the residential portion throughout the City, I thought that was already done when they came up with the SDU units. Or the secondary dwelling units, allowing 3 dwellings either a separate, or a detached garage or basement on those properties. So, I'm just wondering does any of this affect that or across the City is it the same thing?**

Response from City Staff: We are keeping the secondary dwelling zoning as is, so everything we've proposed is to try and supplement that. With respect to timing and coordination of City Council's review, the Waterdown character zoning is planned to go forward in advance of the consultation on By-Law 05-200 for low density residential zones.

What might end up happening and it's all just based on timing – this will be in place, and if there are no appeals about this residential zoning then it can likely be carried forward into By-Law 05-200 at the same time that that comes in across the City after they finish their consultations. If there is an appeal though, then that might need to be held in abeyance for a while and extend to the nature of the appeals. But what we're trying to do is get the character zoning in place to support the secondary plan as soon as possible.

Follow-up comment/question: So, we can expect that through the low-density residential, there may be changes coming across the city in addition to the SDU regulations?

Follow-up response from City Staff: Yes, the zoning staff team are working to update and amalgamate all of the previous bylaws, so they're providing low density residential zones that would apply across all of the new city of Hamilton. The Dundas low density zones, the Flamborough, Hamilton, Glanbrook they're all being combined to create a new set of low density residential zones. But what we're doing here would still be carried forward eventually.

- 7. On one of your slides: there is a chart you can go through that has all the addresses and what sort of By-law or changes for those addresses – I noticed that there is no address that seems to be in the Heritage District. Is that only because the Heritage District has its own guidelines? I was looking through and it says Mill St. North and it says 218, 220 that but there's nothing down to 49, 43, 40 or any of those were on it at all.**

Response from City Staff: We will review this chart and double check to see if we have missed these addresses. The intent is to carry forward the zoning across all of the low-density residential zones. The Heritage Conservation District does trump everything and because it's all approved through the heritage permit process, it is deemed to comply with it. But we were trying to bring forward this zoning to cover that area as well. So that might be an oversight and we will look into it. If it is not on the explanatory chart, it still can be seen on the maps and on the draft zones.

- 8. We talked about the gas station but I don't remember discussing anything with that property right behind it, the old Canada Trust roundabout that was going to go in there. Is that a commercial piece that could be absorbed for example if it was bought by the Plaza to increase the footprint of the plaza? Its right behind the gas station – it faces onto Dundas.**

Response from City Staff: That is in the Pedestrian-Focused zoning as well. We did put a small chunk of the area on Dundas Street in it partly because the on-street transit stop might be there as well, and its approaching that intersection so we wanted to make that whole area consistent. So that is going to have the same permissions as the Pedestrian-Focused Zoning that will prohibit those car-oriented uses.

Follow-up comment/question: If he ever wants to change it, or sell it, or knock it down, is there a height restriction? What would be the height restriction on somebody who could purchase that footprint and do something with it? Because it is not quite the heart of the village, but it is pretty much the heart of the village.

Follow-up response from City Staff: The Urban Design Guidelines show a specific example of how that specific site could develop, because they used it as a demonstration site to demonstrate some of the concepts they were trying to bring forward. I think the guidelines really recognize that that's a very important site for the area. In terms of height, it would have the same 6 storey height limit in the zoning as the rest of the Hamilton Street properties, but there is a policy in the Urban Hamilton Official Plan that allows you to go up to 8 storeys. Then in the Secondary Plan, that is only allowed on that west side

of Hamilton Street because that is where we have those big, deep lots that you can put some intervening uses in that bring the height levels down as you get toward the existing neighborhood. So, somebody could come in and apply for a variance or a zoning amendment to go up to 8 storeys, the zoning right now only allows 6 storeys, but the Official plan policy would allow up to 8 storeys.

- 9. On Hamilton Street as we get up to Memorial Park, that lot that's owned by that doctor or the group of doctors – they knocked all the trees down recently. On your maps, it almost looked like there had been some dividing of that property because, there's that empty property now and there's the apartment building, which is on John Street. What is permitted and has the permit for that structure gone far enough that it is exempt from what you are doing at the present time?**

Response from City Staff: A site plan application has been submitted. So, I think it's well on its way to approval and I think it's a retirement home that was proposed – of about 7 storeys. This lot right now in the secondary plan is high density residential that basically is consistent with the properties in behind it on John Street that are also high density residential going up to 8 storeys on those properties. We're recognizing that the proposal that's come in, we're allowing similar heights to those high density lots on John Street.

- 10. You mentioned the size of lots that are in Waterdown – when you look at it on google or on maps, they are all very large, and they have tiny little houses on them. In the plan, in the whole concept, do we have some control? Looking into the future a bit - suppose a developer comes in and prices drop down a little bit from today's crazy heights – but somebody comes in and buys a bunch of properties and then combines the land mass and starts to try to develop some stuff. In that kind of a concept, what restrictions are there so we don't end up having that kind of attempt. Is preventing something of that sort in this process?**

Response from City Staff: There is a lot of language in the Secondary Plan about the existing neighborhoods and trying to maintain their character and then as part of that, we have set out the permitted uses and they are all low density uses. Based on the whole vision and everything that's explained in the secondary plan, it would be very difficult for someone to come in and buy up a bunch of properties that are outside of our defined node area within the neighborhoods and try and build something like that, it would be very difficult.

Follow-up comment/question: Right now, I regularly drive past two little houses on Church Street, in an ideal situation those two combined properties would probably be big enough for somebody to buy them and try to put up a condominium complex – something like those 3 storey buildings that are going up in the Old Colin property. That can't be done?

Follow-up response from City Staff: No that wouldn't be permitted. But some of the work we've been doing for example is if somebody tried to buy up 2 lots and they tried to build

a monster home on there, some of those situations about trying to prevent the higher houses that are out of character with the area as well. That's happening as well where people are buying up lots with the very small houses and trying to build something much bigger – we're just trying to put in some parameters to keep the character of the area when somebody does that.

**11. These are large properties and I realize there's a lot of concern and pressure from the Province is to intensify, that you got to build up. But for a lot of these we're concerned about land massing basically – you know you buy a number of lots, then it becomes a larger lot, and it brings attention again on something that's going through the process right now: on Main Street 44 and 50 Main St. and it's got a 19<sup>th</sup> century home on one property and a lot beside that is empty. The proposals been that they want to put in a complex/a town home complex in there (that's rumour, nothing has gone through the city yet) There have been variances to try to merge those properties and to try to create a very large L shaped property. I'm curious on the zoning – a development like that right downtown right beside the old Flamborough Mews commercial complex – it is residential though - allow a large scale 6-8 storey complex? They are trying to put in 8 storeys. the City apparently rejected that for 6 storeys, so then the developer wanted to buy the property to the north, Glen's house, to try and form a land massing development which we have been fighting. We fought at the Committee of Adjustment for the severance and at that point we won only because it was tabled. So, I'm curious – on this proposal that you're putting through does a project like that – which hasn't gone through its only gone through to a certain extent, you can't stop it now – have any weight to say that really doesn't fit in with the old neighborhood. From the neighborhood it's going to affect the streetscape because you're going to mow down a lot of healthy trees. So, I'm just curious, would this help that in any way?**

Response from City Staff: We haven't received anything from those landowners other than the severance application that was tabled. When we did the Cultural Heritage Review – the whole area, the whole Main Street area, was recommended to be recognized as a cultural heritage landscape, and the housing fabric along that street was part of what made it significant (those individual house type of lots). So, we kept that designation (the same as the rest of the street) low density 2 as well. It would not permit townhouses so there would need to be an Official Plan amendment and a zoning amendment if that proposal were to be made, because right now what we're trying to do with that Main Street landscape is maintain the same types of places that are found on the rest of the Street.

**12. There was a lot of talk that we were considering expanding the Heritage District or creating a new one and getting rid of the existing bylaw and just expanding it to protect that area mainly along Dundas Street and Main Street. Is that still in the proposal to look at after this is complete?**



Response from City Staff: Yes, that was part of the Cultural Heritage Report that our consultants did. I think they will be recommending a study area boundary as part of their final report as well. So that's something to look for when we bring it to Planning Committee and make that as a separate recommendation to Council as part of that report that we submit a request for budget funding to do that study. That would be undertaken once that is approved.

**Wrap-up and Next Steps**

The Focus Group members were encouraged to submit comments on the draft zoning through the website. Comments about what individuals like and what they are concerned about were noted to be important for the consideration and finalization of the zoning.

One member asked if it is preferable for one set of comment or for individual comment to be submitted with City staff preferring the latter.

Public Consultation on the draft zoning material will continue to October 14, 2021. City Staff will be working to prepare the final documents and staff reports to position all of this work to be put to City Council in 2021 or at the latest early 2022.

City staff further thanked the Focus Group members for participating at special meeting of the Focus Group.



## **WATERDOWN COMMUNITY NODE SECONDARY PLAN STUDY**

### **ZONING REVIEW VIRTUAL CONSULTATION OCTOBER 2021 PUBLIC FEEDBACK REPORT**

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

## **WATERDOWN COMMUNITY NODE SECONDARY PLAN STUDY PHASE THREE VIRTUAL CONSULTATION – JUNE 2021 PUBLIC FEEDBACK REPORT**

### **ABOUT THIS REPORT**

The purpose of the Waterdown Community Node Secondary Plan Study is to develop a long-term land use plan for the central area of Waterdown. As part of the implementation of the study, a Zoning Review was completed to identify changes that are needed to implement the directions of the secondary plan study.

Virtual commenting for the Waterdown Community Node Secondary Plan Zoning Review included the opportunity to review online materials and provide input online from September 23 to October 14.

This report provides a summary of the verbatim public input from the commenting period. All feedback is being considered by City Staff in the finalization of the zoning changes. The final changes are anticipated to be submitted to City Council for approval concurrently with the Secondary Plan in late 2021.

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## **WATERDOWN COMMUNITY NODE SECONDARY PLAN STUDY PHASE THREE VIRTUAL CONSULTATION PUBLIC FEEDBACK REPORT**

### **1. VIRTUAL CONSULTATION DETAILS**

The Zoning Review consultation was held virtually. Individuals were able to participate by reviewing the Zoning information online on the project website from September 23 to October 14, 2021. Materials were available at [engage.hamilton.ca/waterdownnode](https://engage.hamilton.ca/waterdownnode) 24 hours a day, 7 days a week. Participants were asked to submit their written comments on the materials online at [engage.hamilton.ca/waterdownnode](https://engage.hamilton.ca/waterdownnode) or via email to [waterdownnodeplanning@hamilton.ca](mailto:waterdownnodeplanning@hamilton.ca).

Online consultation materials included an overview of the changes on the project website, a map showing the location of the changes and the materials noted below.

Materials related to changes to the Town of Flamborough Zoning By-law 90-145-Z included:

- A presentation illustrating proposed changes;
- A chart outlining each proposed change and the rationale for each change; and,
- A draft of the amending Zoning By-law.

Materials related to changes to the City of Hamilton Zoning By-law 05-200 included:

- A presentation illustrating proposed changes;
- A chart outlining each proposed change and the rationale for each change; and,
- A draft of the amending Zoning By-law.

The overview on the website included the following information:

*The Secondary Plan being finalized as part of the study will contain policies about land uses, heritage conservation, heights, densities and design to provide guidance for changes that may occur in the central area of Waterdown over the next 20 to 30 years. Policies such as these are implemented in part by applying requirements to the zoning by-law regulations for an area. The zoning by-law requirements are more detailed than the policies and set out specific regulations for development such as height measurements, setback requirements and other lot standards. When an application for new development or an addition to an existing building is submitted to the City, it must comply with the requirements and regulations of the zoning by-law.*

*The intent of the proposed zoning changes is to ensure that the zoning is consistent with the policies proposed in the Secondary Plan.*

*For lands in existing residential neighbourhoods, a key concern raised by residents was ensuring that new homes fit with the existing character of the area when additions or demolitions of existing homes to build new homes take place. The zoning review has looked at the existing standards in this area and proposed some changes to help ensure that new development is a good fit with what exists in the neighbourhood.*

*For commercial areas, there are changes being made to the zoning to add more lands to the "Pedestrian Focused" commercial zoning, and to eliminate some permissions for certain car-oriented uses like gas stations at the corner of Hamilton Street and Dundas Street. In the historic commercial area along Dundas Street, east of Hamilton Street, there are also several changes proposed, to apply a three storey limit to building heights and to set some standards that are intended to make sure that new buildings are a good fit with the heritage character of this area. Other changes to the commercial zoning include some building design standards for larger buildings and greenspace requirements for buildings with residential units.*

*Changes to lands zoned for medium and high density residential uses are not part of the scope of the review and will be reviewed at a future date as part of the City-wide Residential Zones project.*

From September 23 to October 14, the website was visited 233 times and 27 individuals responded by providing their views on the Zoning Review materials through the Engage Hamilton comment submission box. Thirteen individuals provided responses by email.

## **2. GENERAL THEMES AND KEY MESSAGES HEARD**

There continues to be significant community interest in the central Waterdown community. Residents are engaged about the future of their community and there has been a high degree of public engagement through previous consultations held during the project.

The City is committed to ensuring that there is full transparency in reporting on what was heard to ensure that the public feedback received is widely known and considered in the development of the Zoning changes. All feedback is being considered by City Staff. Feedback reports and meeting notes from all consultations are made available on the project website.

**Figure 2** is a high-level synthesis prepared on the key messages heard through the online commenting on the Zoning Review. The verbatim input from the virtual commenting is included in the report appendices as follows:

- Appendix 1: Comments received through Engage Hamilton
- Appendix 2: Comments received by Email

It is important that this synthesis of key messages heard be read in conjunction with the verbatim detailed comments found in Appendices 1 and 2.

**Figure 2 – High-level Overview of Feedback**

Topic	Key Themes
<b>Overall comments</b>	<p>Some comments were not in favour of any growth or new development as traffic and population density were already seen to be very problematic.</p> <p>Support for the overall intent of the residential zoning changes was noted by multiple respondents. Comments noted that it is important to ensure that certain areas are kept with original character. Comments expressed a desire to prevent large executive style homes that change the look and feel of the community.</p> <p>There is a desire for the zoning amendments to assist with preventing developments that are not felt to be appropriate for the area. Examples of developments that were not supported included the former Connon Nurseries site (outside of study area) and other higher density developments outside of the study area, as well as several new developments and single detached dwellings within the study area. The property at 118 Main Street North was referenced in several comments as a new dwelling that does not conform to the visual theme, building materials, and height of the neighbourhood.</p>
<b>Maintaining mature trees</b>	<p>Support for restrictions on mature tree removals was expressed in multiple comments. Mature trees should be protected when new development takes place. They add privacy and contribute to the core's identity. Trees removed should be replaced by comparable trees in size and density.</p>
<b>Institutional Zoning: Some of the changes to the institutional zoning were seen to be important, particularly a maximum two storey height. Additional requirements such as density limits and restrictions on townhouses were suggested</b>	<p>The two-storey height for infill residential on institutional sites was identified as important and was supported.</p> <p>Other considerations suggested regulating the distance required between property lines in backyards and new buildings (rear yards), establishing a maximum density requirement to limit the number of units that could be permitted as infill on institutional sites, and restricting uses to not allow for townhouses.</p> <p>It was asked how the (Secondary) Plan takes into account the parking needs of housing that may be built on institutional land in the future. A parking requirement of two spaces per unit was suggested.</p>



Topic	Key Themes
<b>Potential development at 306 Parkside Drive</b>	There continue to be concerns about the potential impacts of development at 306 Parkside Drive, both traffic impacts and impacts to existing residential uses.
<b>Commercial Zoning: Comments regarding heights and parking</b>	<p>Commercial zoning comments noted that height limits are needed and architectural design also needs to be taken into consideration to ensure development that fits with historic character.</p> <p>The amendments to the parking standards were noted as a positive amendment, however additional suggestions were made regarding how the standard might be adjusted for office and personal service uses to better reflect parking needs.</p>
<b>Commercial Zoning: Zoning changes for 3 properties on 50, 54, and 56 Barton Street</b>	Objections were raised by two landowners regarding the proposed changes in zoning for the lands at 50, 54, and 56 Barton Street. It was noted that these homes have no historical value and that there are already high density developments on lands near the property. High density permissions for the lands were requested to allow for the future development of apartments.
<b>Residential Zoning: Providing housing options and flexibility</b>	<p>It was noted that housing needs are significant, and homeowners need flexibility to meet housing needs because more families are living intergenerational within dwellings, children are living at home longer, and wages do not match housing costs. This requires flexibility to meet the needs of the homeowners.</p> <p>One comment noted that the area needs to be to responsive to its community members, not simply to those who wish to buy "a small town feel". Certain zoning changes such as lowering height allowances, restricting driveway widths and only allowing attached single garages were felt to oppose the goal allowing families to make affordable changes to their current homes in order to maximize space to support family needs. Parking was raised as a problem and restricting a homeowner's ability to provide parking on their property was not supported.</p> <p>Support for allowing secondary dwelling units to increase housing choice and supply was noted in several comments.</p>

Topic	Key Themes
<b>Residential Zoning: Height limits</b>	<p>Agreement was noted for setting height limits as part of the residential zoning scope, to maintain character.</p> <p>How height is measured was noted as an important function of building sympathetically to the neighbourhood. Staff were requested to take into consideration the effect of roofline massing. A new definition of height was suggested that would establish height to the roof peak, rather than the midpoint as currently provided; or, potentially the height should be measured to the peak for a 2 storey dwelling, but for single and 1.5 storey buildings it can be measured from the midline to better accommodate future dormers.</p> <p>It was also recommended to staff that a height definition that restricts flat roofs to 9m and allows peaked roofs at 10 or 10.5m would encourage greater variety of built form in the future, as well as incorporating permissions for additional height for architectural details as of right.</p>
<b>Residential Zoning: Massing</b>	<p>It was recommended that staff consider using a residential floor area/lot area regulation similar to Oakville and Mississauga to control building massing. It was also suggested that staff consider the use of varying side yard setbacks/lot frontage ratios used in Mississauga's older communities.</p>
<b>Residential Zoning: Lot Coverage</b>	<p>A comment suggested that consideration be given to limiting accessory building coverage to 5% of the lot area maximum beyond the proposed restriction of 25% or 35% total lot coverage to help support those requiring more storage which cannot be accommodated in a garage, and to support enclosed areas for pool equipment to mitigate noise on abutting lots.</p> <p>Consideration should also be given to requirements for covered vs. uncovered decks since they do not have the same visual or drainage impacts.</p>
<b>Residential Zoning: Rear Yard Setbacks</b>	<p>A question was submitted asking whether an assessment been done as to whether the proposed approach would limit a property's ability to achieve other aspects of the zoning regulations.</p>

Topic	Key Themes
	<p>It was requested that staff consider the height of a structure that projects beyond the rear walls of abutting dwellings or</p> <p>consider greater setbacks to both the main floor and upper levels to step the building further away from the lot line, where it projects beyond the rear wall of the abutting dwellings.</p>
<p><b>Residential Zoning: Some specific concerns were raised about proposed regulations for driveway widths, restrictions on the shapes of driveways, on garage sizes, on garage door widths; and on balcony restrictions</b></p>	<p>Multiple comments suggested that certain proposed requirements were too restrictive, or that they were unnecessarily limiting the flexibility of landowners. Some opinions were that certain standards about driveways, garages and balconies should not be regulated by the zoning by-law.</p> <p>Specific requirements noted as being too restrictive were prohibiting T-shaped and circular driveways, width limits for garages and driveways, and prohibitions of balconies above the first floor.</p> <p>A comment stated that a single car garage requirement is too restrictive. Residents should be able to have 2 car garages and 2 car driveways as there is a need for this parking and on-street parking is already well-used. Reducing garage space for the sake of "visibility/appearance" was not supported.</p> <p>A concern with the restriction on having one wide garage door instead of two regular width doors was also noted.</p> <p>Questions were also asked about how the new standards would be applied to existing homes, particularly where an existing garage or driveway design is non-compliant with the proposed standard.</p>
<p><b>Residential Zoning: The historical orientation of residential lots on School Street creates a unique garage condition</b></p>	<p>A submission was received which noted that due to the historical orientation of homes abutting School Street, garages here are oriented differently and located between homes and the street. Revisions to the proposed standards to remove the garage location and driveway standards were requested for these lots.</p>

Topic	Key Themes
<b>Traffic Issues: There continue to be concerns about traffic issues in the community and the impact of development on existing traffic issues</b>	<p>It was expressed that development permissions in the area should be limited due to the density of already existing development and existing traffic levels. Concerns were raised about transportation infrastructure being inadequate for future development. Specific traffic issues on Dundas Street and Parkside Drive were described, as well as overall traffic levels during peak travel times.</p> <p>One comment requested that Dundas Street be converted to 4 lanes by removing on-street parking, to address traffic and congestion issues.</p>
<b>Transportation infrastructure</b>	<p>It was noted that adequate bike paths are needed to support commercial uses in the core, in addition to zoning.</p>
<b>Additional questions and concerns were raised about other elements of the Secondary Plan Study, developments outside of the study area, or about lands in the study area not subject to zoning changes.</b>	<p>Other areas mentioned in the comments include potential development at the southern end of Berry Hill Avenue, and the design of Memorial Park.</p> <p>Comments from a resident and the Mill Street Heritage Committee noted a desire to complete a study to possibly expand the existing Heritage Conservation District on Mill Street and/or create a new Heritage Conservation District to help guide changes in the neighbourhood.</p>

### 3. NEXT STEPS

Following the virtual consultation, City Staff are moving into the final and last phase of the study which includes preparing the Staff report and recommendations for presentation to Planning Committee and Council for approval. This is expected to occur within the next 3 to 4 months.

## Appendix 1 – Comments received through Engage Hamilton

Through Engage Hamilton, the City's online public engagement platform, the public was able to submit general written comments on the Zoning Review Materials. The following are the comments received. For the following, specific names and addresses provided have been omitted from this report. Each represents an individual's comments. The following comments are verbatim.

Provide your feedback on the Draft Zoning Information:

1. Could someone explain to me the change at the bottom of Berry hill Ave and Dundas? It looks like it's proposed a change to allow a 6 story building versus like the current industrial. It's already a very busy intersection my kids cross every day. Adding an apartment building would be not right and would adversely affect traffic and the skyline, neighbourhood.
2. One of the biggest concerns in the neighbourhood is around density and traffic issues in the core. A density requirement must be considered for these industrial sites as the neighbourhood can't accommodate further traffic around Parkside and Main Street. Looking at the possibility that 40 residences could be build in at st James united church means 80 additional vehicles on that one site plus guest parking. Density in the core is of key importance.
3. What are the requirements around maintaining mature trees within industrial and residential sites? With any development comes the risk of trees being cut down which adds significant privacy and maintains the cores identity. All mature trees must be replaced if they are to be cut down for development.
4. I don't see mention of preserving old and mature trees in the community node. There is risk that the institutional sites will remove very mature trees in order to develop. Please ensure mature trees should remain and at the very least replaced by comparable trees in size and maturity.
5. I believe that Waterdown has so much potential but we need to grow carefully and plan this out. Construction and growth needs to allow for people to still commute within Waterdown as businesses are suffering as a result of the inability to travel.

While we want to put in a commercial area we need to ensure height limits are put in as well as architecture design taken into consideration. Putting in. Hi slings that don't match the historic environment of Waterdown leaves for a disjointed and divided community.

We say spend it here but unfortunately Waterdown has very few basic shops with bike paths to get to. This needs to be taken into consideration.

6. It is unfortunate that the new zones are 47 and 74. Its very confusing, and I am unsure if it is actually correct in the Draft new Zoning By-law? I was trying to find the zoning references to schedule A3, and I don't see them.

7. I support the changes. However, there is no mention of tearing down existing houses in this area and replacing with large "executive" style homes. To what extent will this continue to occur? At least 2 situations in last few years between Mill and Main, with 1 on Church street pending. These "executive" homes remove trees, and create cement based back yards with swimming pools etc that are changing the look and feel of the neighbourhood. If replacing homes is permitted, understood new construction will need to conform with new guidelines; but I support restrictions on tree removal (particularly old/large trees that add character); and some type of mandatory notification to neighbours when significant constructions projects occur (ie, house teardown, etc).
8. It strikes me that the proposal to prohibit T-shaped and circular driveways is overreach - I cannot see what business it is of the city to dictate the shape of driveways. Similarly, I oppose the width limits on garages and the prohibition of balconies above the first floor. That would make many homes non-compliant - admittedly they are not in the study area but they exist all over our town and are a nice amenity that should not be kept from people in the study area. What is the rationale for any of these proposed changes? They seem like the whims of a planner with no empirical support.
9. I love that you will be ensuring the Waterdown keeps certain areas with the original character. it is important that not just anyone can come in and build, it takes away from what the village is supposed to be. I agree with keeping heights in scope too, so important. I was from Aldershot in Burlington, and I feel like that area's vision is lost, there are some areas that they did well with the look of the buildings and others where this modern feel was brought in that doesn't match the community. If there are open seats that I could volunteer on this committee, I would love to be contacted. I live in Flamborough now.
10. Every effort MUST be made to slow the growth of traffic and congestion through Waterdown. Traffic and population density are already overwhelming.
11. The updates regarding maintaining a 2 story limit on industrial sites is appreciated and important for the area. Has consideration over the distance required between property lines in backyards and new buildings been considered? The core currently has backyards facing each other so there is adequate distance between buildings. Will limits between backyards be consistent for new development?
12. The majority of the ideas I appreciate. I am familiar with planning processes in the City of Burlington, and in general, I appreciate the efforts to retain heritage designation & appearance for Waterdown as well as a focus on medium/low density as opposed to going to 20 storeys (like Burlington's push for high density).

With that said, I am confused and unappreciative of the by-law with the requirements for garage doors. The rest of the by-law did not strike me as odd or over-reaching, but the garage door (attached and detached, and single car) seem, quite frankly, stupid and like an overreach. From what I can understand, the areas being impacted by this by-law change are largely already residential, and the vast majority of Waterdown drives. Waterdown already has an issue with a lot of street parking on its residential streets, so further limiting garages seems short-sighted. The street I live on is primarily 2 car



driveways with 2 car garages, and there is still an excessive amount of street-parking despite this. Reducing garage space for the sake of "visibility/appearance" seems silly. Unless the people living in those neighbourhoods are disgusted by garage doors, this feels like an unnecessary addition to an otherwise okay by-law proposal.

13. Hello,

The plan seems to address reasonable amount of issues within the historic core of the village. Hopefully they will lead to noticeable improvements. On the critique note, it is hard to miss the general mood of the endeavor: prohibit, restrict and demand, mostly by laying all of the burdens of changes on us residents while no attempt is made on the part of the city to give back to us from our own taxes.

Particularly, I'm talking about the bottleneck the city created on Dundas between First street and Hamilton street: historic or no, this part of Dundas street MUST be converted to a 4-laner by removing the street parking along both sides. Yes, I understand this will be unpopular measure for many but it is IMPERATIVE to remove the bottleneck: most, if not all, commercial establishments in this part of Dundas have their own customer parking in the back and thus the street parking, while convenient, is an unsustainable luxury and waste of moving space.

I hope someone will listen to these feedbacks. Best regards and wishing you success.

14. The traffic on Parkside now is overwhelming. When the bypass goes in place and enters Parkside before the railway tracks the traffic will be backed up to hwy 6. A bridge is needed over the tracks??????

15. Waterdown doesn't need to be expanded. We are suppose to be a village not a city!

16. On Page 10 of the residential document summary it is stated "Detached double car garages to a max door width of 3 metres each". Does this preclude use of a single 16 foot wide door on a detached double car garage? Many garages, including mine are configured with one wide door rather than two regular width ones.

17. I live on Kelly street in Waterdown and I am concerned that there will be an increase in traffic on Kelly street as it has been a dead end street. I would like some assurances as to what is to be made of the access path (road) that has always been chained off from 306 Parkside Drive to Kelly Street. Will there be a permanent obstacle placed on this path (road) as to ensure no additional traffic on this street. This needs to be addressed.

18. Waterdown's infrastructure cannot handle it. Traffic is a nightmare coming in and out of town. On top of that our roads are always the last to get plowed in the winter, services up here do not reflect what we pay in taxes.

19. Just no. No to the overreaching of city planning on home and what home owners can do. I would love to know if those involved in this only have one car garages and driveways. I doubt it. No one was concerned about the "heritage look of Waterdown" when all those

massive vertical communities went up (and are still going up) along dundas, but now you all are concerned?

20. Leave it as it is! No more building in the fire

21. Our names are Cindy and Mark Edwards and we are 50% owners of 56 Barton Street, along with our daughter and son in law. Below we have copied a letter submitted by our neighbour at 50 Barton Street. We are in complete agreement with the contents of this letter.

The proposed re-zoning along Barton Street from Flamboro to Hamilton Streets is unfair. Other than the three homes on the street, the rest is already high density. This rezoning would negatively impact our property value! You have let this high density happen along this short stretch of Barton Street. Changing the zoning for such a small area now is unacceptable.

The following is the letter written by our neighbour:

I live on Barton street, between Flamborough and Hamilton street, and this street block is already a high density area as development has already occurred beside my home and across from my home. This proposed zoning restriction would be (blatantly) discriminatory not only to me but the 3 remaining property owners on Barton St. who are situated beside (and across from) high density buildings. Please, I would invite you to come and take a visual look, this section of the city block already has been completely developed and there only remains 4 residential properties which have not been developed.

The proposed zoning scope should not involve the residential homes on Barton Street (between Flamborough St and Hamilton St):

These homes have no historical value

A precedent has already been set by the city of Hamilton, and a high density area of Waterdown has already been created.

Adjacent to the properties on Barton Street is a 10 story apartment dwelling

Across the street is a 7 story residential apartment building.

And within 100 yards (corner of Hamilton St and Hwy 5) another 5 or 6 story apartment unit is currently being built

People who cannot afford homes need apartments to live in, this meets the greater demand of society, and any future apartment units (on Barton St.) would be within one block of the existing transit route which goes down Hwy 5.

The homes I am referring to are 40 to 80 years old. My home is 60+ years old. Your proposed changes to zoning will negatively impact by creating (market) limits on what I can do with my property and who might buy it (reducing the value of my property).

Someone looking to build a home on my property will not look favourably investing in a property which is so close to existing high rises

A potential buyer of my home would not look favourably at investing the significant amount of money required to update my home due to its proximity to high rises/high density units. I look forward to seeing a change in your proposal, which allows my property to remained zoned for high density development.

We too would like to be notified of receipt of our letter.  
Thank you.

22. "For lands in existing residential neighbourhoods, a key concern raised by residents was ensuring that new homes fit with the existing character of the area when additions or demolitions of existing homes to build new homes take place. The zoning review has looked at the existing standards in this area and proposed some changes to help ensure that new development is a good fit with what exists in the neighbourhood."

The homogenous vanity of this statement overlooks the fact that housing facts do no look like prior. More families are living intergenerational within dwellings, whether by choice or by financial restrictions; children are living at home longer due to inability to afford/secure housing elsewhere; wages do not match housing costs - all of these options require flexibility to meet the needs of the homeowners, not additional restrictions.

So by making zoning changes such as LOWERING the height allowances, restrictions driveway widths and only allowing attached SINGLE garages, you're not allowing families to make affordable options to their current homes in order to support their family needs. It's classist and ignorant of families trying to maximizes their spaces without being forced into house poverty. The driveway width that was set at a percentage of the property width made more sense than an arbitrary 6M rule. 6M on a 35 foot lot is very different from 6M on a 100f wide lot. Parking is already a problem and now to restrict homeowner's ability to access parking on their property is overreach and a stretch.

The real issue is the constant and ever-present sprawl of high-rises and developments that surround the node. which ever with the great aversion of the community to the developers' plans in which the OBA did nothing to stop. Now you want to impose restrictive zoning amendments to compensate. It's disappointing. The "node" of Waterdown needs to be to responsive to it's community members, not simply to those who which to buy "a small town feel".

And as always, despite this project being underway for 2 years, it's disappointing to wait until just prior to final approval to ask for community input. It feel disingenuous and wishful that most people, already beaten down from the pandemic, will not object.

To be honest, instead of vanity zoning tasks, you should be looking to broaden the zoning to allow detached in-law suites, carriage houses, plumbing to sheds. This would contribute to options for housing, such as they did in Vancouver, instead of worrying about further the pretense of small town-ness.

23. My name is Andy MacLaren, Chair of the Waterdown Mill Street Heritage Committee, which consists of approx. 44 local community members. I am writing you on behalf of our committee which met virtually Tuesday Night to discuss the proposal. We would like to thank the city for all the work that has gone into the Waterdown Node Secondary Plan. As a whole, we are pleased with the zoning changes that have been proposed in the draft. One of the items that we are disappointed with is that the study to possibly expand and/or create a new heritage district in the area was removed from the Waterdown Node Secondary Plan process which would have given the area an extra layer of protection.
24. My name is Andy MacLaren and I live at 43 Mill Street N. in Waterdown. I would like to say that my wife and myself agree with the proposed zoning changes that are stated in the draft document however we are disappointed that the study to possibly expand and/or create a new Heritage District was removed from the process which would have given the area an extra layer of protection. Thank You
25. It is unclear from amendments if there will be more housing that is not based on cars ie. parking lots and driveways. Mixed use housing with small restaurants and shops on the ground floor above 3 storey condos offer a higher quality of life while being less carbon intensive.

26. To Melanie Pham...input on the Waterdown Secondary Node Plan

Thank you for the opportunity to provide input on this very important plan.

1. There are many large mature trees that border the existing designated institutional properties. These trees form a visible barrier between neighbourhood homes and institutional properties, and are a significant part of the character of our neighbourhood.
  - How does the plan protect existing trees?
  - Were there zoning or variance approvals given to protect the existing trees, when the housing properties were developed around the institutional areas?
2. How will the plan take in to account the additional parking needs of housing that may occupy institutional land in the future? Our area of Waterdown already has an issue with lack of parking and adding more housing in the area. Examples of current parking issues include Kelly Street and Main Street, and both areas could be impacted by 306 Parkside property development.
  - Could the bylaws include increasing the number of parking spaces required for each family unit to two spaces?
3. There has been some housing development, I believe 118 Main Street North, that is very much outside the visual theme, building materials, and height of the neighbourhood.

- what is the process to review, discuss, and appeal decisions on variance requests?
- what department/people within the City are charged with monitoring new developments to ensure it complies with bylaws?

27. These proposed changes are extremely welcomed our family. Recent new builds in the community have been houses that are extremely large and inappropriate for the neighbourhood or completely out of place, like 118 Main Street North.

I believe that the proposed plan is well thought out and will allow the heritage section of Waterdown to maintain its character. Our neighbour is a favourite for walkers and, as a member of the Flamborough Horticultural Society, a highlight of garden walking tours held during the summer months.

## Appendix 2 – Comments received by Email

1. Forgive the well founded skepticism that many Waterdown residents feel whenever these public "consultations" are tabled. I've been involved in numerous Stakeholder Advisory Committees and countless public meetings that seldom result in common sense or the will of the residents being taken into considerations beyond marking off the checklist that requires public consultation as part of the development process.

1/ Protecting heritage areas by allowing only new homes that fit into the surrounding architecture and character? Look no further than the modern monstrosities that were recently approved on Main St North, totally out of character for the neighbourhood. The "historic Village of Waterdown" is a farce, frankly.

2/ Stay within the character/zoning restrictions of the surrounding neighbourhood? The recent redevelopment of the former Connon's Nursery site on Dundas Street illustrates the pure lunacy of allowing ~80 three story condos such that there are no yards, insufficient parking and poor access onto the very worst gridlocked driving in the entire town. Yes, zoning evidently allows and the City opposed it but it doesn't help the outcome which not a single resident of the hundreds who attended public meetings, wanted. Worse, the developer bald faced lied while showing a few pictures taken ONE DAY as evidence there was no traffic issues on Dundas Street while hundreds of residents jeered with their own decades of the opposite experience ignored. Made no difference.

And other than some "traffic calming" measures (code for impede the flow of traffic), virtually nothing has been done to alleviate the gridlock on Dundas Street often stretching back to Evans during the afternoon rush hour. The long awaited E-W bypass is not the answer since the vast majority of cars are still trying to get home off Dundas Street and not looking to "bypass" Waterdown.

Hopefully, these new zoning initiatives are designed to actually address the poor planning and execution of the past. Colour me Skeptical.

2. Waterdown Memorial Park has been virtually DESTROYED by the busy bodies that keep chipping away at what was a nice grassy area for people and events like Car Shows and Rib Fests.

It is slowly being paved over with needless paths (walk in a Parking lot or sidewalk if grass offends) more paved parking, ridiculous podium, a Clock not needed, skating rink with huge building, etc etc.

LEAVE IT ALONE. The area as is, serves the community as it should. Enough armpit to armpit apartments. There are already too many of them in Waterdown.



3. Thank you for the opportunity to provide comments on the proposed zoning changes that intend to implement the Secondary Plan Study. I'm a resident in the village core on Church Street, and will be affected by the proposed residential zoning changes.

I am encouraged to see regulations for the proposed Character Zone that would better regulate the size and scale of new dwellings in the area. I am very much in support having zoning in place that better protects the character of the neighbourhood and provide you with some items for your consideration:

**Height:**

The definition in the Flamborough Zoning By-law provides a measurement for height at different points of the roof, depending on the type of roof. Please take into consideration the effect of roofline massing, should the definition of height remain as currently worded. I anticipate that the current definition would allow for taller single storey homes, to accommodate higher ceiling heights and lofted/vaulted areas. Perhaps in the character area, a new definition of height should be provided that establishes height to the roof peak, rather than the midpoint as currently provided. See example below, where both two-storey homes on either side of the bungalow were constructed as of right under the current zoning. The max height for any dwelling in this case is 9m, measured from grade to the peak of the roof. The house on the right is left with a flat, unappealing roofline to accommodate 9-10 foot ceilings on each floor. The house on the left builds the second floor into the roof line and results in a more sympathetic building next to two single storey homes (it still has a flat roof portion shown in the image further below). Both of these houses are constructed to the taste of the builder, which you can see vary significantly in massing and scale. Under the Flamborough definition, the building on the right could have a full pitched roof, making the structure's massing far more impactful than it already is. Even the roof over the garage for the house on the right can be a representation of how a tall single storey building can have a negative impact on the existing character. How height is measured is an important function of building sympathetically to the neighbourhood. Perhaps for two storey structures, the height should be measured to the peak, but for single and 1.5 storey buildings it can be measured from the midline to better accommodate future dormers.



**Lot Coverage:**

The definition in the Flamborough Zoning By-law provides lot coverage to include all buildings and structures, as well as decks. Perhaps consideration could be given to limit accessory buildings to 5% of lot area maximum beyond the proposed restriction of 25% or 35% total lot coverage. Lot coverage for accessory buildings is already limited to 5% in the Flamborough By-law. In my experience, when people rebuild or redevelop a residential lot, they often build to the maximum coverage, without taking into account the possibility of additional storage. You end up with variance requests, or frankly, a lot of illegal accessory buildings. Permitting accessory buildings up to 5% lot coverage in addition to the principle dwelling maximums would help support those requiring more storage which cannot be accommodated in a garage, and further, support enclosed areas for pool equipment to mitigate noise on abutting lots.

Consideration should also be given to covered vs. uncovered decks. Uncovered decks made of more permeable materials (ie, wood or composite) would not have the same visual or drainage impacts as a covered and concrete deck. Also, covered decks are more likely to be attached to the dwelling, therefore contributing to its overall massing and visual impact. In the case of a walk out condition where the deck is required to access the main living area of a dwelling, perhaps regulating the size of the deck to better control its overlook impact, rather than including it as part of lot coverage would be more appropriate. With outdoor living areas having a greater prominence in a post-pandemic culture, opportunities to improve landscaping and outdoor spaces should be regulated separately from the principle dwelling.

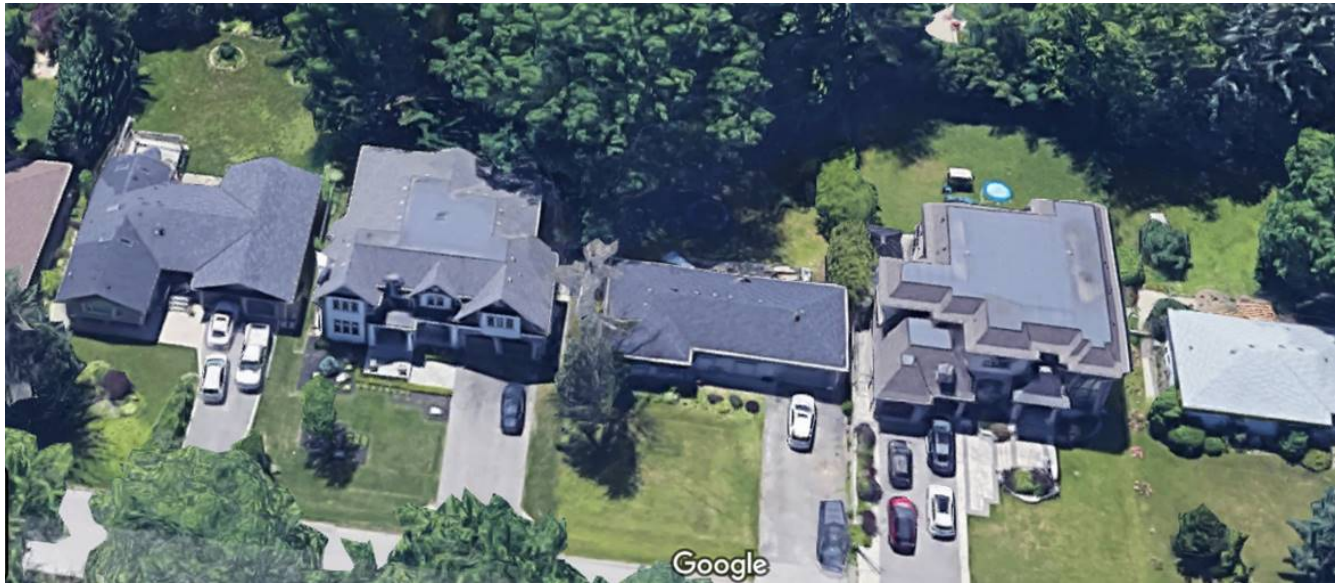
These suggestions may also be appropriate for the future residential zones in the Hamilton Zoning By-law 05-200.

**Rear Yard Setback/ Dwelling Depth:**

Has an assessment been done as to whether this proposed approach would actually limit a property's ability to achieve other aspects of the zoning regulations. For example, if the properties on either side have older, shallower dwellings, and far below the maximum lot coverage, are we preventing a reasonable sized dwelling from being constructed? Is the expectation to entertain variances in this instance to assess on a case by case basis?

Perhaps consideration can be given to the height of the structure that projects beyond the rear walls of the abutting dwellings. Or perhaps greater setbacks to both the main floor and upper levels to step the building further away from the lot line, where it projects beyond the rear wall of the abutting dwellings. This would allow a house to achieve an appropriate lot coverage, but limit the visual and massing impacts of larger dwelling onto the rear yard amenity space of the abutting properties. The example below shows the impact of having replacement homes developed next to the existing stock. I don't think the solution is to limit the depth, but limit the impact of how much deep the dwelling could be,

unless you can demonstrate that you're not providing undue hardship on the property's ability to redevelop.



Thanks for the opportunity to provide feedback.

4. These proposed zoning changes are a bit much for the average resident to absorb and much less understand. What I find extremely frustrating is all the new Waterdown development that has occurred over the last 5 years; which we as residents have tried to fight due to lack of infrastructure; that have been overturned and Waterdown is now overwhelmed.
5. As a resident of Waterdown of over 60 years I tend to welcome the growth and diversity that Waterdown has experienced over the last few decades.  
That being said I do believe it is time to put a stop to the many "monstrosities" that are starting to go up around town. The huge building at the old Shoppers Drug Mart site and the stacks and stacks of condos at Cannon nurseries are a couple of examples.  
Lets hold off on "sky scrapers" and any more condo complexes.  
As for people improving their own homes, I tend to believe they should have quite a bit of freedom. Who cares if someone puts a "wrap around" driveway in or a nice deck off their bedroom in their backyard. Again as long as their are not going nuts with added height or trying to turn a home into a 4 plex I am fine with.  
Contact me anytime with questions or comments.
6. Now they are concerned about zoning. Will these proposed zoning changes have a positive impact for residents or will it impose restrictions. If it imposes restrictions, then that becomes ironic as we've tried to fight expansion but they are building on every available square foot of land and nobody seems to be concerned about that growth. Oh, but god forbid an existing resident wants to build a double car garage or create more driveway space on his/her own land!!!

7. I have read through the zoning provided and I do appreciate the City's movement on the parking issue. My questions and comments are as follows:

- It appears to me that 19 Flamborough St is still covered under special exemption 304. Can you confirm this.
- I appreciate that a Community Node that is well serviced by alternate transit options might benefit from reduced parking requirements. This is not the case in Waterdown that is largely a rural riding with no effective transit options except the car. We own buildings in the Node and understand the business that goes on there. At the moment the more parking you have the more you can expand the business. I think your parking requirements should progress to the C5A standard over a time period as alternate transportation modes become available.
- My suggestion is as follows based on experience. Office loads are the most detrimental to downtown businesses as you have employees parking all day and typically who don't do any business. Retail and personal services attract patrons that have typically short stays while doing business in the time they are there creating a higher changeover of the parking spot and more commerce per spot.
- My suggestion is that you reduce the no requirement for parking in Office uses to 50 sq. m and in retail and personal services to 100 sq. m. and then move up by 150 sq. m as per your proposed schedule. This is something that can be reviewed every 5 years.

Thanks for your time and looking forward to hear from you.

8. After having read through the Secondary Node Plan for Waterdown, I have some concerns regarding traffic assessments and parking for business and institutional zoning. As a 25 year resident in the core of Waterdown, I have witnessed extreme growth in our Village. As is the case in many small towns, the original roadways were not designed to accommodate the current traffic congestion, let alone future density growth. Currently, the traffic issues in Waterdown are dire, especially during peak travel times.

My questions to the City of Hamilton are as follows:

- 1) With already high traffic congestion in the Waterdown core, what studies and assessments have taken place to address future requirements?
- 2) Are Traffic studies part of the Waterdown Secondary Node Plan? And if not, why?
- 3) With the addition of increased housing and business growth in the Waterdown core, what is being done about parking for all of the addition vehicles that can be expected?

I feel these are very valid concerns and the City of Hamilton needs to address these issues prior to ANY finalization or approval of the Waterdown Secondary Node Plan.

I look forward to your response.

Thank you for attention in this matter.

9. I am writing to you regarding “Proposed changes to residential zoning under the Town of Flamborough Zoning By-law 90-145-Z”, regarding the “Community Node” in the City’s Official Plan.

My name is Mary Swirski. I am the property owner of 50 Barton St., Waterdown (City of Hamilton). I object to the contemplated changes to zoning.

I live on Barton street, between Flamborough and Hamilton street, and this street block is already a high density area as development has already occurred beside my home and across from my home. This proposed zoning restriction would be (blatantly) discriminatory not only to me but the 3 remaining property owners on Barton St. who are situated beside (and across from) high density buildings. Please, I would invite you to come and take a visual look, this section of the city block already has been completely developed and there only remains 4 residential properties which have not been developed.

The proposed zoning scope should not involve the residential homes on Barton Street (between Flamborough St and Hamilton St):

These homes have no historical value. A precedent has already been set by the city of Hamilton, and a high density area of Waterdown has already been created. Adjacent to the properties on Barton Street is a 10 story apartment dwelling. Across the street is a 7 story residential apartment building. And within 100 yards (corner of Hamilton St and Hwy 5) another 5 or 6 story apartment unit is currently being built.

People who cannot afford homes need apartments to live in, this meets the greater demand of society, and any future apartment units (on Barton St.) would be within one block of the existing transit route which goes down Hwy 5.

The homes I am referring to are 40 to 80 years old. My home is 60+ years old. Your proposed changes to zoning will negatively impact by creating (market) limits on what I can do with my property and who might buy it (reducing the value of my property).

Someone looking to build a home on my property will not look favourably investing in a property which is so close to existing high rises.

A potential buyer of my home would not look favourably at investing the significant amount of money required to update my home due to its proximity to high rises/high density units. I look forward to seeing a change in your proposal, which allows my property to remained zoned for high density development.

Please may I ask that you confirm receipt of this email.

10. Good afternoon Melanie, I have had the opportunity to review the proposed zoning bylaw for the Waterdown core area and want to offer my comments based on my experiences with similar approaches in regulating infill housing.

Of specific concern is the proposed height limit of 9m. The Town of Oakville through brought forward the same standard. Prior to that time, there was greater flexibility in height for homes and that resulted more innovative designs that what is being produced

under this regulation. The concern attempting to be addressed was to ensure new homes were similar in height to existing housing stock. The next effect of that provision was to encourage the transition to new homes with flat or partial flat roofs. As new infill homes become larger the only way to achieve the building mass and interior floor heights desired in new homes was for the market to respond by incorporating flat roofs in the design. The emergence of more modern architectural styles has also been directly encouraged through this regulation. I would recommend a tour of new development in Oakville to see the impact of this height regulation.

I would strongly recommend that if the City wants to maintain the variety of roof lines found within the Waterdown Core that a height definition that restricts flat roofs to 9m and allows peaked roofs at 10 or 10.5m will encourage greater variety of built form in the future. Equally, permissions for additional height for architectural details as of right could be incorporated.

I would also recommend inclusion of permissions for secondary units as of right including secondary units in accessory buildings. The Waterdown core area has an interesting collection of old barns and other accessory buildings. The use of these structures for accessory units or home office space would go a long way to ensuring their protection. Equally the additional dwelling units will provide needed population to support the commercial uses within the core.

I would also recommend that if the City is concerned about building massing that a more effective tool is the use of residential floor area/ lot area regulation similar to Oakville and Mississauga. I would also suggest considering the use of varying side yard setbacks/lot frontage ratios used in Mississauga's older communities

The work being undertaken in Waterdown is important and I hope these comments help achieve all that is planned for area.

Please let me know if you have any questions regarding my comments.

11. Hi Melanie. My name is Denise Reinhart and I live on Mill Street North. I would like to thank you and the committee for all of your hard work and dedication to this project. Personally I am thrilled with all of the proposals as I love the heritage of Waterdown. I think it's great to honour the history of the "village" while allowing growth surrounding the original village but not within it. History is important and I think "preserving and protecting" our history helps give a community spirit. I also think it's very important to make the downtown area including Hamilton Street walkable. Thx again. So happy with the recommendations !!!!!
12. The proposed amendment to Zoning By-law 05-200 (Commercial and Institutional Zoning) is a tiny step in the right direction, however falls short in setting provisions to truly protect the old core portion of Waterdown. Simply limiting heights and setbacks, doesn't address



the very real concerns I, and many of my neighbours have.

We live on Kelly Street, backing on 306 Parkside Drive. As you will be aware there's a pending application for development of this land. I want to preface this by saying I'm not in any way shape or form opposed to development of said land. There's a need for housing in the City of Hamilton and this land can help ease the burden. What I am concerned with, is any new development which isn't in keeping with the area.

If 306 Parkside is no longer to be utilized for the purpose on which the zoning was provided, institutional, what barriers are stopping the City of Hamilton re-zoning this land back to R1 or what will be R1-74x? So, it can be in keeping with the each and every property that abuts the boundary? COH obviously has the ability to implement by-laws to control land use, wouldn't this be an excellent place to use that ability?

The large block of land which is encompassed by Church St. to Parkside Dr. and Mill St N to Main St N., currently doesn't have a single a townhouse located within, much less rows of them. How can we as a community be serious about keeping the "Core of Waterdown" an area of significance, and allow 40 plus townhouses to be built at 306 Parkside? In short, we cannot.

Development of the 306 Parkside drive property is welcomed, but not as rows of townhouses. To keep the village feel, 1-2 story detached or duplex dwellings with sufficient off-road parking would be a refreshing addition to our community, and one that I would happily support.

Lastly, can you please tell me why the Parkside end of Main St, Mill St, Kelly St and a few others in the core are not protected by a heritage by-law in the same way the Dundas St end of Main St, Mill St and Kelly St is? Surely, the larger area is significant enough to warrant its inclusion in the heritage by-law?

13. I'm sorry I missed the deadline for the zoning feedback yesterday, but the flyer sent to me was misplaced and I only ran across it this morning. I did read through things a few weeks ago though, and wanted to make comment on my street in particular, and the proposed zoning change to R1-47e.

First though, some quick background. I live at 18 School Street, which is one of the original houses in the area. At one time the property would have included everything on the South side of School Street as well as the properties which border it on Main. Originally this house fronted on Hill Street, which ran from the corner of Union and Mill to connect to Snake Road (we think). This road was removed when the rail line went through, but obviously the orientation of the house stayed the same. Because of this, our house does not front on School Street at all, and the other houses also don't really front on the street either.

We have been slowly restoring our home, which as you can image is a long process. The last item for us to complete is the garage, which we are not planning to get to for a few years yet. I was a little confused by the proposed by-law change, in that it seemed to be using R1-47 and R1 74 interchangeably (perhaps a typo). Regardless the document makes mention of a step back from the house façade of 3m for garages. However for our house and 24 School Street this makes no sense. Both of our existing garages are on the School Street end, with the house behind the garage (Again, they fronted on a street perpendicular to School Street).

Currently our garage faces 90deg to the road, but we were planning on having it face School Street to make things look less odd. The by-law change as it is written would not allow this re-orientation, and I really don't think it makes any sense for our street at all (given it's history). I would request that (if I have read the by-law correctly) the restriction on garage location be removed for School Street, as well as the restrictions for driveways. I would prefer not to get caught up in an unnecessary battle when we go to do the garage in a few years.

# APPENDIX E

Waterdown Community Node  
Urban Design Guidelines Summary  
Report

# **Waterdown Urban Design Guidelines Summary Report**

**Brook McIlroy**  
October 7, 2021

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## 1.0 Introduction

### **Purpose of the Guidelines**

The Waterdown Community Node Urban Design Guidelines were developed in conjunction with the Waterdown Community Node Secondary Plan to provide directions for the design of all new development and redevelopment within the Waterdown Community Node. The guidelines also provide high level guidance for the area's residential neighbourhoods related to the design of compatible infill and redevelopment. The guidelines are intended to support and provide more detailed guidance for the policies of the Waterdown Community Node Secondary Plan, which include urban design policy directions. Public consultation and engagement has informed all phases of the development of the guidelines, which began in Fall 2019. The project was developed in three phases. Phase 1 included a background review, analysis, and the identification of a vision and key principles for the guidelines. In Phase 2, the vision and principles were reconfirmed and specific directions for the guidelines were created. Phase 3 involved the creation of the full Urban Design Guidelines document and further refinement of the guidelines.

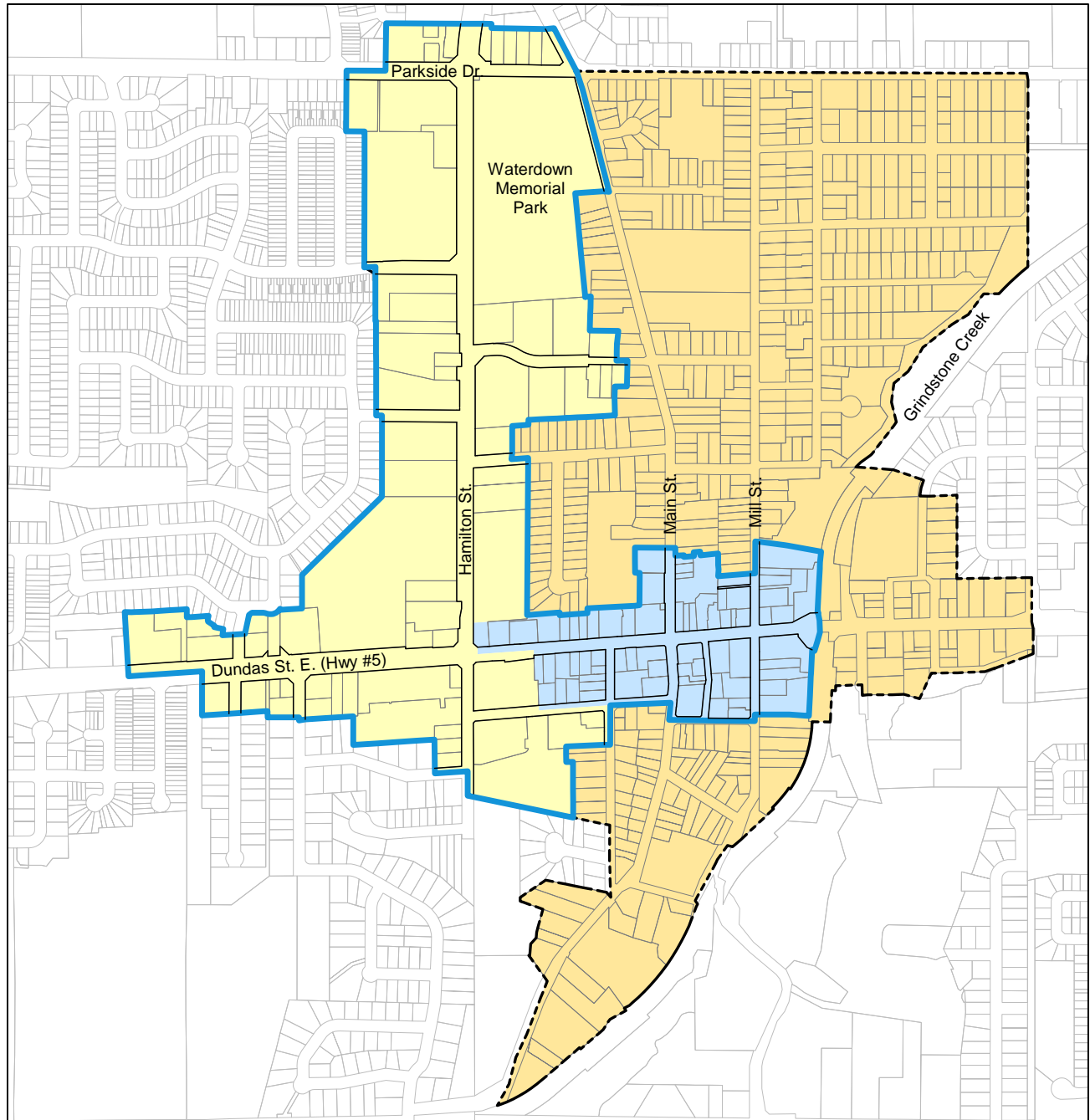
The guidelines consider opportunities associated with the development of commercial, residential, and mixed-use buildings and sites within the Community Node as well as design considerations for the public realm. The document provides recommendations related to best practices in built form, site planning, and public realm design that will ensure that new development is complementary and compatible with the Waterdown context.

The guidelines will be used by urban planners, designers, and City staff to understand the holistic design vision for the Waterdown Community Node. They will be used by City staff to evaluate the design merits of development applications (new development, redevelopment, expansions, and additions) for sites located within the Waterdown Community Node Secondary Plan. The guidelines are intended to complement policies and directions in the Urban Hamilton Official Plan, the Waterdown Community Node Secondary Plan, and other relevant urban planning and urban design documents. They will also support and inform existing, ongoing, and future work by the City, including policy initiatives, design master planning processes, and street improvements.

### **1.1 The Study Area**

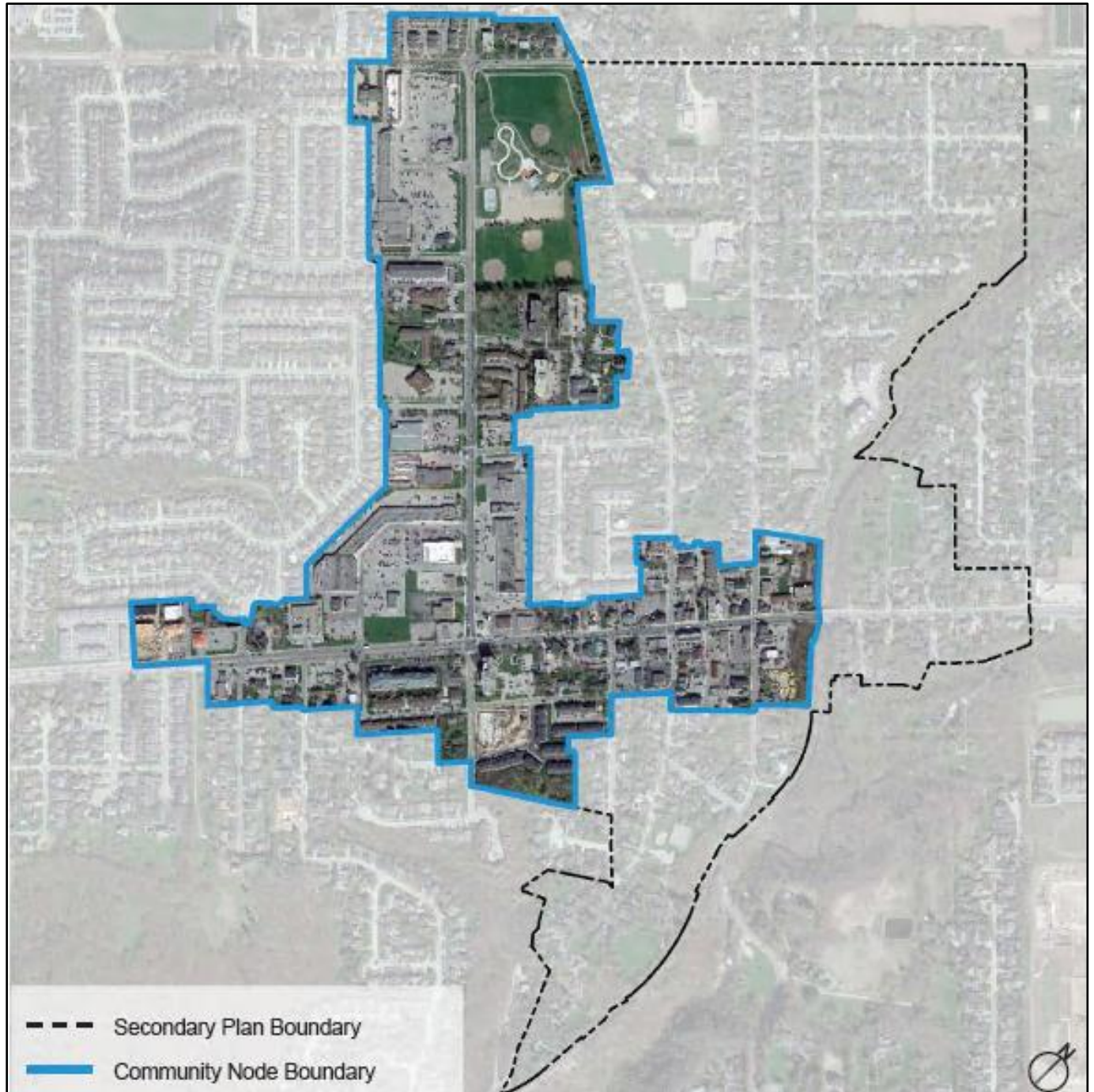
The Waterdown Community Node Urban Design Guidelines apply primarily to the Waterdown Community Node, which is a subset of the larger Waterdown Community Node Secondary Plan Area. The Community Node includes the lands outlined in blue on the Study Area Map (below), centred around Hamilton Street and Dundas Street.





- |  |  |   |
|--|--|---|
| ----- Secondary Plan Boundary  | <span style="display: inline-block; width: 20px; height: 10px; background-color: #ffffcc; border: 1px solid black;"></span> Hamilton-Dundas Character Area     | <span style="display: inline-block; width: 20px; height: 10px; background-color: #ffcc66; border: 1px solid black;"></span> Low-Rise Residential Neighbourhoods |
| <span style="display: inline-block; width: 20px; height: 2px; background-color: blue; border: 1px solid blue;"></span> Community Node Boundary | <span style="display: inline-block; width: 20px; height: 10px; background-color: #ccffff; border: 1px solid black;"></span> Historic Commercial Character Area |   |

Map 1: Study area map



Map 2: Aerial view of Community Node

## 2.0 The Consultation Process

The Waterdown Community Node Urban Design Guidelines have been created with the help of a robust program of public consultation. Phase 1 of public consultation began with an immersive in-person Community Design Workshop that guided residents and stakeholders through an urban design exercise of identifying visual preferences and creating visions for the built form and public realm of three Opportunity Areas within the Community Node. Feedback from this session shaped the guiding principles for the Urban Design Guidelines and the reconfiguration of the Opportunity Areas and resulting Character Areas.

Phase 2 of the consultation process involved a Focus Group presentation to a group of area stakeholders assembled by City staff. This process allowed the consulting team to engage with residents in a more intimate conversation and to receive feedback on details of the work to-date. Phase 2 also included a Public Information Centre including a live presentation and a web-based video and survey component. This consultation with the wider public allowed consultants to further refine the content of the draft Urban Design Guidelines. The team also presented and consulted with the City's internal staff Technical Advisory Committee (TAC) and received technical feedback from staff.

Phase 3 of the consultation process involved a second Focus Group presentation and a second Public Information Centre of similar format to those in Phase 2. Phase 3 also included a TAC Consultation and a presentation to the Design Review Panel to gather feedback from experts. This approach allowed the consultant team to further refine the Urban Design Guidelines and ensure that the details within the Guidelines fully capture the principles and directions expressed by the groups consulted.

### 2.1 Summary of Phase 1 Consultations

#### ***2.1.1 Event #1: Community Design Workshop (November 9, 2019)***

##### **Overview of Session**

A design workshop was held on the morning of November 9, 2019 at the Waterdown Memorial Hall. The purpose of the event was to introduce the community to the process of creating the Waterdown Community Node Urban Design Guidelines and to gather early ideas, priorities, and directions from stakeholders in a participatory public workshop format.

The workshop was informed by display board viewing and a presentation from Brook McIlroy. The presentation provided an overview of the Waterdown Community Node Secondary Plan Study. This involved informing the participants of the Secondary Plan boundaries, as well as the Secondary Plan process and timeline. To encourage meaningful participation, the consultants provided an overview of the principles of urban

design and defined key terms that are meaningful in the process of creating Urban Design Guidelines. Three Potential Opportunity Areas were presented and included Hamilton Street between Parkside Drive and Silver Court, Dundas Street west of Hamilton Street, and Dundas Street east of Hamilton Street.

Following this overview, Brook McIlroy led a one-and-a-half-hour public design workshop with the attendees. The established Opportunity Areas provided the structure for place-based feedback. For each opportunity area, participants were invited to engage in a visual preference exercise, whereby images of built form types, public realm ideas, and site design approaches were reviewed and specific images selected as inspiration for the Urban Design Guidelines for that Opportunity Area. Participants at each table were also encouraged to develop and discuss their visions for built form, public realm, and site design for each Opportunity Area.

### **What We Heard**

For Opportunity Area 1 (Hamilton Street), the visual preference exercise favoured a built form of mid-rise buildings with stepped-back upper floors. Public realm images of interest included shared green space with furnishings, active building frontages and pedestrian areas, and wide sidewalks with curb plantings and furnishings in the public realm. In a residential context, framed courtyards among traditional buildings, and green courtyard space in low-scale residential areas were preferred.

The participants also discussed their vision for Opportunity Area 1 which included:

- Encouraging walkability, wider sidewalks, mid-block connections, and streetscape amenities
- Promoting cycling by creating protected bike lanes and cycle routes
- Safely incorporating vehicle traffic by creating layby parking, reducing vehicle speeds, locating parking at the rear of buildings, and encouraging below-grade parking
- Enhancing the Community Node with landscaped areas in streets, parking lots, parks, and open spaces, as well as new trees, connections to natural areas, seating, and improvements to existing parks
- Allowing heights from 3 storeys up to 8 storeys with sufficient setbacks and step-backs, and maintaining a consistent 3 storey street wall with step-backs above
- Encouraging transitions in height, street-facing buildings, and locating taller buildings toward Hamilton Street
- Creating contemporary buildings that use traditional materials and respect the historical village feel
- Including a mix of commercial, employment, retail, as well as residential uses with a diverse mix of unit types including affordable units, and downsizing units to encourage diversity
- Using building frontages, outdoor patio spaces, and public art to activate the pedestrian realm, and using building setbacks for landscapes and active transportation

For Opportunity Area 2 (Dundas Street, West of Hamilton Street), participants favoured images depicting the conservation of existing heritage architecture, with sensitive additions and a public realm enhanced by street trees. The participants expressed an interest in framed courtyards among traditional buildings, wide sidewalks with curb plantings and furnishings, and residential setbacks with green frontages.

The participants also discussed their vision for Opportunity Area 2 which included:

- Greater walkability and connectivity with wider sidewalks, seating, separated multi-use bike pathways, lighting, landscaped pedestrian buffers, traffic calming measures, below-grade parking, and occasional pedestrian-only concepts
- Encouraging more landscaping in the public realm, including new street trees and lighting, parkettes and public spaces, planted boulevards with seating, and planted buffers for privacy
- Allowing heights of 4 to 6 storeys, with tall buildings appropriate within commercial areas, transitioning down to 3 storeys near residential areas
- Requiring setbacks to preserve sky views and mitigate shadowing
- Encouraging buildings that respect the scale, built form, and architecture of the historic village core, and contemporary designs in a variety of styles that differentiate from one another and fit into the context
- Using appropriate building setbacks to create an active public realm
- Creating more parks, open spaces, green elements, and public art
- Conserving heritage buildings and facades
- Providing more rental units in new buildings and greater consistency and formality in land use, architecture, and density
- Locating servicing, loading, and parking away from the street

For Opportunity Area 3 (Dundas Street, East of Hamilton Street), participants preferred similar imagery to that of Opportunity Area 2, favouring images of conservation of existing heritage architecture, with sensitive additions and a public realm enhanced by street trees. The participants expressed an interest in framed courtyards among traditional buildings, wide sidewalks with curb plantings, unit pavers, and furnishings, and residential setbacks with green frontages.

The participants also discussed their vision for Opportunity Area 3 which included:

- Ensuring new density can be supported by the existing road network
- Increasing walkability and inclusivity by creating wider sidewalks with seating, landscaped boulevards, speed mitigation, and safe and signalized pedestrian crossings
- Improving streetscapes and the open space network with new trees and lighting, spill-out patio space, parkettes, landscaping, parks, open spaces, pedestrian plazas, community spaces, weather protection, public art, and event space
- Enhancing cyclist safety by incorporating protected, separated bike lanes

- Providing on-street parking to support local businesses
- Providing connections to and from natural areas and Bruce Trail pathways and providing views of the Niagara Escarpment
- Preserving mature trees
- Allowing heights from 3 to 4 storeys up to 6 storeys
- Maintaining heritage facades in new buildings and stepping back upper floors at the front and rear of buildings
- Encouraging adaptive reuse of historic properties and maintenance of heritage character in new developments
- Ensuring new buildings fit with the existing and planned heritage context, are similar in built form to existing buildings, use traditional materials, and have an interesting character
- Encouraging mixed-use street-facing development with small setbacks, retail and commercial uses at grade, and loading, servicing, and parking located at the rear

### ***2.1.2 Incorporation of Feedback***

The feedback gathered at the Community Design Workshop provided the base for the structure and content of the Urban Design Guidelines, and particularly the Urban Design Vision. The vision builds on the qualities that make the Waterdown Community Node a special and unique place to live, work, play, and visit, by promoting a human-centred scale, walkability, and a variety of residential, commercial, retail, and restaurant services in the historic Waterdown Village Core. The Guidelines include the following six guiding urban design principles:

#### **1. Create a Connected Waterdown**

Participants expressed an interest in enhancing the walkability of all 3 Opportunity Areas. This principle is expressed throughout the Urban Design Guidelines, including policies supporting the creation of parking, circulation, and site servicing approaches that protect pedestrians and enhance the public realm (Section 4.3), new mid-block connections and crossings (Section 4.4), and public realms that encourage pedestrian use (Sections 4.5, 6.3, and 7.3).

#### **2. Create Animated Streetscapes**

Participants expressed a vision of activated building frontages and streetscapes. This principle has been expressed throughout the Urban Design Guidelines, notably in sections concerning the Public Realm (Sections 4.5, 6.3, and 7.3) as well as Articulation, Façade Design & Materials (Section 5.2).

#### **3. Create More Compact and Efficient Development Through Intensification**

The Community Design Workshop provided insight on appropriate building heights for each of the 3 Opportunity Areas. Creating more compact and efficient development through intensifying key areas can create a more walkable and animated Waterdown. Guidelines for Building Design (Sections 6.2 and 7.2)



provide direction for the creation of an intensified Waterdown that respects the context of the area.

#### **4. Protect Neighbourhoods**

Chapter 8.0 Low-Rise Neighbourhood Guidelines has been inspired by the visions articulated by participants in the Community Design Workshop to address infill development within existing residential neighbourhoods. Guidelines within Chapter 8.0 reflect the participants' desire to maintain the prevailing design character of low-rise residential neighbourhoods adjacent to the Community Node. Chapter 5.0 General Community Node Building Design Guidelines also notes that buildings should demonstrate appropriate transitions, massing, and scale within and between each character area.

#### **5. Conserve and Enhance Natural and Cultural Heritage**

Participants in the Community Design Workshop stressed the importance of conserving and enhancing the cultural heritage resources of Waterdown, and connecting to nearby natural heritage. Section 5.3 Compatibility with Heritage Resources and Section 8.2 Cultural Heritage Landscapes provide further guidance in support of this principle.

#### **6. Promote High Quality Site and Building Design**

Participant feedback in the Community Design Workshop also noted a preference for high quality site and building design throughout the 3 Opportunity Areas. This principle has influenced the Urban Design Guidelines as a whole, and Sections 6.1, 6.2, 7.1, and 7.2 in particular.

## **2.2 Summary of Phase 2 consultations**

### ***2.2.1 Event #1: Focus Group Presentation (July 6, 2020)***

#### **Overview of Session**

The City of Hamilton consulted a Focus Group consisting of area residents and stakeholders to provide further input as the Urban Design Guidelines evolved. Brook McIlroy presented an introduction to the Urban Design Guidelines in a participatory online session. The presentation consisted of a review of the feedback received from the Community Design Workshop, an overview of the proposed structure for the Urban Design Guidelines, and an overview of the guiding principles of the work. Brook McIlroy also provided an overview of the proposed Character Areas and the overall design vision for Waterdown.

#### **What We Heard**

Participants responded positively to the presentation of the evolving Urban Design Guidelines. They reinforced the vision of the participants of the Community Design

Workshop and noted that new buildings should incorporate sustainability, public art, and reflect the heritage character of existing areas. They noted the importance of revitalizing the Waterdown area with new buildings and open spaces, as well as the desire to see existing buildings adaptively reused, and heritage buildings protected.

The participants noted the importance of using setbacks effectively to reduce the perceived height, mass, and bulk of taller buildings and mitigate shadowing. The idea of promoting a walkable Waterdown resonated strongly with the Focus Group members, as did the idea of providing new public spaces and enhancing existing spaces with street trees, landscaping, seating, lighting, and weather protection elements.

### ***2.2.2 Event #2: Public Information Centre and Online Commenting (October 15 and October 1-31, 2020)***

#### **Overview of Session**

To provide further opportunities for engagement, the City of Hamilton hosted a live online Public Information Centre on October 15, 2020. The presentation was also pre-recorded and available online during the month of October in the form of a narrated presentation. The City accepted online comments on the Urban Design Guidelines from October 1-31, 2020.

The presentation for the PIC included an overview of where the Urban Design Guidelines will apply, the purpose of Urban Design Guidelines, the feedback gathered to date, the proposed structure of the Urban Design Guidelines, guiding principles, proposed Character Areas, and the design vision for Waterdown.

#### **What We Heard**

Survey respondents provided varied feedback, noting that the Opportunity Areas provide ample space for new mixed-use development at an appropriate scale. Respondents noted that new building heights should be controlled to ensure appropriate fit with existing buildings, with some variation in opinion on the heights that were most appropriate for each area.

Respondents were supportive of maintaining the heritage character of the residential neighbourhoods within Waterdown. To maintain the character of the area, respondents suggested guidelines to limit the scale of new residential development, as well as guidance on choosing materials and styles that blend with existing heritage buildings.

With respect to the public realm, respondents emphasized a desire for increased walkability and connectivity to core areas in Waterdown. They noted that pedestrian safety is lacking in some parts of the Community Node, with some respondents suggesting reducing vehicle traffic in the Opportunity Areas would provide a more comfortable pedestrian environment.

### **2.2.3 Incorporation of Feedback**

Following consultation in Phase 2, Brook McIlroy refined the Draft Urban Design Guidelines to reflect the feedback provided by the focus group as well as survey participants. In particular, residents' emphasis on protecting neighbourhood character influenced the consulting team to broaden the Urban Design Guidelines beyond the identified Opportunity Areas to include directions for surrounding residential areas.

Phase 2 of consultation also led the consultation team to simplify the 3 Opportunity Areas to 2 Character Areas. Feedback about the historic commercial area led to the creation of a proposed Historic Commercial Character Area encompassing the historic village core. The Hamilton-Dundas Character Area captured the balance of the Community Node, which residents felt had similar qualities and were differentiated from the Historic Commercial area. Feedback from participants also prompted the need for additional guidance on maintaining the character of low-rise neighbourhoods throughout the Secondary Plan area.

## **2.3 Phase 3: Final Urban Design Guidelines**

### **2.3.1 Event #1: Focus Group (May 27, 2021)**

#### **Overview of Session**

The Focus Group meeting consisted of two presentations. The first presentation was given by City of Hamilton Staff and provided an overview of the draft Secondary Plan Study. Brook McIlroy provided a second presentation of the Urban Design Guidelines.

The presentation on the Urban Design Guidelines reviewed previously provided elements of the Guidelines, and provided information on the full draft Urban Design Guidelines. The presentation included two contemplated Character Areas, and the proposed vision for each character area was provided. Precedent images were shown to illustrate the proposed character of the areas. Finally, principles for development within low-rise residential neighbourhood areas were discussed.

#### **What We Heard**

Focus group members provided positive feedback on the format, content, and vision for the Urban Design Guidelines. Members reacted favourably to the reconfiguration of the two Character Areas and response to the precedent images shown was positive, with members noting that the resulting streetscapes would improve walkability, beauty, and consistency of design language within the Community Node.

### **2.3.2 Event #2: Design Review Panel (June 10, 2021)**

#### **Overview of Session**

The consultation process included a presentation to the City's Design Review Panel on June 10, 2021. During the Design Review Panel session, panel members were asked to reflect on the following questions:

1. Do the guidelines capture the essence of the two character areas?
2. Are there additional considerations that could be included to promote a unified character throughout the node?
3. Do the urban design guidelines provide suitable guidance to ensure that new development proposals are compatible with adjacent lands and promote high quality design in both the public and private realms?
4. Are there design considerations that have not been contemplated that would contribute to design excellence?

#### **What We Heard**

The panel appreciated the directions provided in the draft urban design guidelines and the presentations provided by staff and the consultant. The panel remarked that the guidelines provided some good language for future developers and staff regarding compatibility and complementary design and improvements to the public realm and will help improve the Hamilton Street corridor. Suggestions for improvements to the guidelines included feedback noting that the overall vision for the Waterdown Community Node should be strengthened to include a higher-order, bolder vision for the next 20 to 30 years. Members noted that the guidelines should provide clarity on the existing attributes of the Waterdown village character, which would help to guide future development that fits within the context. The panelists noted that because the Guidelines were clearly focused on feedback from the community, they may be limiting the development potential of the area.

The panel noted the importance of highlighting the historic commercial character area in the guidelines and ensuring that the Guidelines push to retain and enhance the historic character of the area. The panel also noted the importance of the large shopping plaza site at Hamilton and Dundas Streets, and requested the Guidelines provide more direction for this site.

The panel recommended that the Urban Design Guidelines provide more specific examples of contemporary buildings that are compatible with heritage resources. Concern was expressed over the requirements for angular planes and step-back requirements that could create an inefficient pattern of development for the relatively low-rise 4 to 6 storey buildings. Panelists also noted that the Guidelines could address equity, diversity, and inclusion with an emphasis on providing diverse housing options in the Community Node, promoting inclusive design and active transportation in the public realm, consistent, wide sidewalks, and pedestrian pathways.

Finally, the panelists commented on a general need for more illustrative images and examples to clarify the intent of the guidelines.

### ***2.3.3 Event #3: Public Information Centre and Online Commenting (June 17 and June 2-30, 2021)***

#### **Overview of Session**

Phase 3 of consultation included a second online Public Information Centre and online commenting period from June 2 to 30, 2021. The live online presentation on June 17 was also pre-recorded and available online during the month of June. The presentation included an update on the project timeline and an overview of the work completed on the Urban Design Guidelines. The presentation reviewed the feedback gathered in previous phases of consultation, which resulted in the current draft of the Urban Design Guidelines.

The presentation also included key details on the proposed character areas. The Hamilton-Dundas Character Area was proposed to maintain larger lots for comprehensive mixed-use development. The proposed character of the area included built form that defines street edges to activate the area, and support for multi-modal street design. Overall, intensification within the Waterdown Community Node is planned to be primarily focused in the Hamilton-Dundas Character Area.

The Historic Commercial Character Area had a proposed character of a small-scale commercial village with small lots, low-rise buildings that define the street edge, and enhanced public realm and streetscape elements. Overall, the presentation noted the importance of new development that sensitively integrates into the existing context in this area.

Finally, the presentation identified the balance of the Secondary Plan area as a low-rise neighbourhood that will remain stable, but not static. It was noted that additions, renovations, and rebuilding may occur in this area, and select large institutional sites may be intensified over time. Overall, new development should not erode existing character within the neighbourhoods and should complement the prevailing design character of the area.

#### **What We Heard**

The Public Information Session presentation included a question and response period in which attendees could ask the consulting team and City staff about the content of the Urban Design Guidelines. Additionally, questions were posed to attendees at the meeting. One question was posed regarding the Urban Design Guidelines:

1. Do you think the Urban Design Guidelines give suitable guidance for new development proposals to ensure that they are compatible and of a high-quality design. Should anything should be changed or added?

Feedback from attendees included a number of questions about the zoning by-law as well as active development proposals. Attendees were informed that Urban Design Guidelines will provide direction for future developments to maintain existing the existing character of Waterdown while also allowing for new development to occur in the area.

The online survey allowed participants to share their comments on all of the materials presented in Phase 3 of the project. Comments included a desire to see sustainability and resilience to climate change, lower vehicle speeds for arterial roads, and safer cycling and other modes of active transportation addressed in the documents. Respondents were in favour of limiting building heights in the historic areas, enhancement of the public realm, and setbacks for upper floors to maintain sky views.

### ***2.3.4 Incorporation of Feedback***

Phase 3 of the consultation program resulted in further refinements to the Urban Design Guidelines. Revisions included an expanded and more clearly articulated vision for the future of the Community Node with accompanying inspirational images. The importance of the heritage attributes in the Village Core were underscored, and the desire to enhance and expand particular elements into the remaining areas of the Community Node were articulated. Gateway opportunities were highlighted at the eastern edge of Dundas Street at Grindstone Creek, and the boundaries of the Historic Commercial Character Area were refined based on feedback received. Concepts about compatibility of heritage characteristics were further articulated and illustrated in the Guidelines, and supported with examples of well-executed integration of contemporary and heritage design elements. Requirements for angular plane compliance were refined to allow for flexibility in building design and construction while protecting privacy and sky views of existing residences. Commentary on inclusivity, equity, and diversity was added to address the value of diversity of housing, and opportunities for inclusive housing within the community. Additional precedent images were added to illustrate active transportation elements, landscape and amenity space design, heritage compatibility and contemporary design, material use, and to communicate notions of scale, character, and human-centred design.

In response to feedback received from Conservation Halton, adjustments were made to various Guidelines to address goals for improved sustainability in landscapes, protection of bird species, and stormwater management practices.



## 3.0 The Urban Design Guidelines

The extensive consultation process described above has shaped the Urban Design Guidelines throughout the three phases of the project. Participation from the public as well as select stakeholders, staff, and design experts has informed the structure, guiding principles, and content of the document, including the identification of the two distinct Character Areas within the Community Node.

### Structure of the Document

The Urban Design Guidelines are structured in the following way:

**1.0 Introduction:** Provides information on the role of the Urban Design Guidelines.

**2.0 Study Area:** Provides information on the boundaries of the Waterdown Community Node Secondary Plan area, a brief history of the evolution of the Waterdown area, and an overview of design opportunities within Waterdown that were identified during the consultation process. These include connection, consistency & walkability; intensification & infill development potential; and improving streetscape design & mobility.

**3.0 Urban Design Vision:** Establishes the overall design vision for the Community Node. The vision builds on the existing Waterdown context and promotes a strong community village character with human-scaled development, walkability, and a variety of uses and built forms to meet the needs of residents and visitors. The vision also establishes six urban design principles based on the overall vision:

1. Create a Connected Waterdown
2. Create Animated Streetscapes
3. Create More Compact and Efficient Development Through Intensification
4. Protect Neighbourhoods
5. Conserve and Enhance Natural and Cultural Heritage
6. Promote High Quality Site and Building Design

**4.0 General Community Node Site Design Guidelines:** Includes the Site Design Guidelines that apply generally to the Community Node area. The section reflects the feedback received during the public consultation process by including the following sub-sections:

- 4.1 Sustainable Site Design
- 4.2 Landscaping
- 4.3 Parking, Circulation & Site Servicing
- 4.4 Mid-Block Connections & Crossings

#### 4.5 Public Realm

**5.0 General Community Node Building Design Guidelines:** Includes the Building Design Guidelines that apply generally to the Community Node area. The section reflects the feedback received during the public consultation process by including the following sub-sections:

5.1 General

5.2 Articulation, Façade Design & Materials

5.3 Compatibility with Heritage Resources

**6.0 Historic Commercial Character Area Guidelines:** Applies to the Historic Commercial Character Area and provides guidance on site design, building design, and public realm considerations within the area.

**7.0 Hamilton-Dundas Character Area Guidelines:** Applies to the Hamilton-Dundas Character Area and provides guidance on site design, building design, and public realm considerations within the area.

**8.0 Low-Rise Neighbourhood Guidelines:** Applies to the balance of the Waterdown Secondary Plan area and includes guidelines that apply generally to development in low-rise residential areas surrounding the Community Node. It also provides a sub-section of guidelines relating to Cultural Heritage Landscapes.

## 4.0 Policy Recommendations

Policy recommendations that resulted from the Urban Design Guidelines Process included policies related to site design and building design, and were a result of the final Urban Design Guideline directions informed by public, stakeholder, staff, and expert feedback.

Policy recommendations regarding site design included:

- Sites shall be designed comprehensively and shall be developed with buildings and open spaces that exhibit high quality landscape design, urban design, and architecture.
- Where sites abut public rights-of-way, buildings shall be located immediately adjacent to the right-of-way and exhibit high quality interfaces with the public realm. Site design shall be complementary and compatible with the existing and planned context.
- Where a large site is intended to redevelop over multiple phases or over an extended period of time, a phasing plan shall be submitted to the City at each interim and final stage to demonstrate coordination of utilities, roads and mid-block connections, buildings, parking, landscaping, and open spaces.
- The design of sites shall consider the relationships between the placement and orientation of buildings, the integration of landscaping and public realm features, and the design and layout of circulation, parking, storage areas, and loading.
- Major redevelopment for sites on the west side of Hamilton Street shall introduce a secondary fine-grained street network grid that provides improved connectivity throughout the area and connects with existing public rights-of-way. The development of site utilities and landscaping shall be coordinated with street design.
- New development along Dundas Street, east of Hamilton Street, shall consider the area's unique walkability and explore opportunities for publicly accessible open spaces, courtyards, and plazas in the interior of blocks, as well as mid-block connections.
- Future development adjacent to Grindstone Creek shall create a transition to the natural area which may include architectural or landscape transitions.

Policy recommendations regarding building design included:

- The bulk, scale, and shape of buildings within the Waterdown Community Node shall be complementary to and compatible with existing and planned buildings and land uses, and shall ensure appropriate access to light, views, and privacy.

- Buildings within the Waterdown Community Node shall create a comfortable sense of pedestrian scale and enclosure along the Dundas Street and Hamilton Street rights-of-way.
- Façade design and material use shall be complementary with the character of existing historic buildings within the Node. Contemporary additions to buildings shall maintain the prominence of the original construction.
- The retention and integration of existing cultural heritage resources shall be prioritized in the Waterdown Community Node.
- New development shall be compatible in design and massing with adjacent cultural heritage properties to minimize impacts to, and maintain the prominence of, identified heritage attributes and sites.
- Development within the Mill Street Heritage Conservation District (HCD) shall adhere to the HCD plan and its policies.
- Development within identified cultural heritage landscapes along Dundas Street, Main Street, and within the Waterdown Heights subdivision shall be compatible with and maintain the presence and prominence of existing heritage resources.
- Appropriate built form and landscape transitions shall occur where development is located adjacent to Waterdown Memorial Park to ensure minimal shadow impacts, access to sunlight and sky views, and a positive interface between development and the park.

Policy recommendations were provided to City staff at the beginning of Phase 2 of the project and have been integrated into the Secondary Plan's structure and policy language. Further refinements and expansions to the wording of policy recommendations have been made through the various phases of development and review for the draft Secondary Plan.

## 5.0 Conclusion

The Waterdown Community Node Urban Design Guidelines are based on best practices in Urban Design and have been extensively shaped by input from the public, along with input from City staff and the City's Design Review Panel. Consultation has taken place at each stage of the guideline's development to verify the approaches taken and build on previous input. This has resulted in a high quality Urban Design Guidelines document that clearly articulates the vision and design directions for the area. The Guidelines will support the Waterdown Community Node Secondary Plan by providing detailed design guidance to supplement the policies of the Secondary Plan. The implementation of the Guidelines will result in a more beautiful, walkable, connected Waterdown that celebrates its rich history and works toward achieving the long-term vision of the Secondary Plan.