



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division
and
Transportation Planning and Parking Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	March 22, 2022
SUBJECT/REPORT NO:	Waterdown Community Node Secondary Plan, Urban Design Guidelines, Implementing Zoning By-law Changes and Waterdown Community Transportation Management Plan (PED22001) (Ward 15)
WARD(S) AFFECTED:	Ward 15
PREPARED BY:	Melanie Pham (905) 546-2424 Ext. 6685 Mohan Philip (905) 546-2424 Ext. 3438
SUBMITTED BY: SIGNATURE:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
SUBMITTED BY: SIGNATURE:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department

RECOMMENDATION

- (a) That the Waterdown Community Node Secondary Plan be **APPROVED** on the following basis:
 - (i) That the draft Official Plan Amendment, attached as Appendix “B” to Report PED22001, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;

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

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

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

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- (ii) That the proposed Official Plan Amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
- (b) That City Initiative CI-21-F, to implement the policy directions of the Waterdown Community Node Secondary Plan and associated Urban Design Guidelines, for lands located within the Waterdown Secondary Plan boundary, for:
 - (i) Changes in zoning from the Urban Residential (Single Detached) “R1”, “R1-1”, “R1-2”, “R1-3”, “R1-5”, “R1-6”, “R1-13”, “R1-26”, “R1-61” Zones, the Core Area Residential “R5” and “R5-2” Zones and the Business District “BD-1” Zone in the former Township of Flamborough Zoning By-law No. 90-145-Z, to the Urban Residential (Single Detached) “R1-74”, “R1-74a”, “R1-74b”, “R1-74c”, “R1-74d”, “R1-74e”, “R1-74f”, “R1-74g” and “R1-74h” Zones and the Core Area Residential “R5”, “R5-2”, and “R5-3” and “R5-4” Zones, in the former Township of Flamborough Zoning By-law No. 90-145-Z;
 - (ii) Change in zoning from the Public Use “P” Zone in the former Township of Flamborough Zoning By-law No. 90-145-Z to the Mixed Use Medium Density (C5, 752, 754) Zone in the City of Hamilton Zoning By-law No. 05-200;
 - (iii) Change in zoning from the Mixed Use Medium Density – Pedestrian Focus (C5a) Zone in the City of Hamilton Zoning By-law No. 05-200 to the Core Area Residential “R5” Zone in the former Township of Flamborough Zoning By-law No. 90-145-Z;
 - (iv) Changes in zoning from the Neighbourhood Commercial (C2, 593) Zone, the Mixed Use Medium Density (C5), (C5, 700) (C5, 573, 582) (C5, 582) Zones, the Mixed Use Medium Density – Pedestrian Focus (C5a) (C5a, 304) and (C5a, 695) Zones, the Neighbourhood Institutional (I1) Zone, and the Community Institutional (I2) Zone; to the Neighbourhood Commercial (C2, 593) Zone, modified, the Mixed Use Medium Density (C5, 752, 754), (C5, 752, 753), (C5, 752, 754, 755) and (C5, 582, 752, 754, 755), modified, Zones, the Mixed Use Medium Density - Pedestrian Focus (C5a, 700, 752), modified, (C5a, 752, 753), (C5a, 304, 752, 753), (C5a, 752, 754), (C5a, 573, 752, 754), modified, (C5a, 695, 752, 753), (C5a, 752, 754, 755), Zones, the Neighbourhood Institutional (I1, 756) Zone and the Community Institutional (I2, 757) Zone in the City of Hamilton Zoning By-law No. 05-200;

as shown on Appendices “C” and “D” attached to Report PED22001, be **APPROVED** on the following basis:

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- (1) That the draft By-laws, attached as Appendices “C” and “D” to Report PED22001, which have been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (2) That the proposed changes in zoning are consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended), and will comply with the Urban Hamilton Official Plan upon finalization of Urban Hamilton Official Plan Amendment No. XX;
- (c) That the Waterdown Community Node Urban Design Guidelines, attached as Appendix “E” to Report PED22001, be adopted;
- (d) That the Waterdown Community Node Cultural Heritage Review, attached as Appendix “F” to Report PED22001, be received, and that Planning and Economic Development Department staff be directed to prepare a capital budget submission for consideration as part of the 2023 Capital Budget, for a Heritage Conservation District Study as recommended by the Waterdown Secondary Plan Cultural Heritage Review attached as Appendix “F” to Report PED22001 and undertake the study at such time as budget approval is provided;
- (e) That the Waterdown Community Transportation Management Plan, attached as Appendix “G” to Report PED22001, be endorsed, and that:
- (i) The General Manager of the Planning and Economic Development Department be authorized and directed to file the Waterdown Community Transportation Management Plan, attached as Appendix “G” to Report PED22001, with the Municipal Clerk for a minimum 30-day public review period;
 - (ii) Upon the completion of the 30-day public review, staff be authorized and directed to program the recommended projects identified in Appendix “H” of this Report for detailed design and implementation using funds under Project ID Account No. 4032017051, and to include the additional needed funds in future Capital Budget submissions;
- (f) That staff be authorized to undertake the necessary detailed feasibility and design studies and supporting Municipal Class Environment Assessment Studies as required, for the following recommended transportation improvement plans in Waterdown:

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- (i) The extension of Clappison Avenue from Parkside Drive to North Waterdown Drive;
 - (ii) An active transportation bridge across Grindstone Creek connecting Church Street to Margaret Street Park;
 - (iii) An active transportation bridge across the rail line from Sealy Park to the west side of Grindstone Creek, and a walkway through the south side of Mill Street South to the Smokey Hollow waterfall;
 - (iv) Rerouting of planned bike lanes from Dundas Street between Hamilton Street and the Dundas Street bridge, to traverse south on Hamilton Street, east on Barton Street, east on Griffin Street, to continue through the rear of existing properties on the east side of Mill Street South and connect to the future Dundas Street bridge sidewalk on the south side of Dundas Street;
- (g) That funding for the recommended four studies under item (f) above be considered as part of the 2023 Capital Budget planning process.

EXECUTIVE SUMMARY

Planning Division and Transportation Planning Division staff have completed an integrated land use planning process for the Waterdown Community Node area as follows:

Waterdown Community Node Secondary Plan

The Waterdown Community Node Secondary Plan area is generally bounded by Parkside Drive to the north, by Grindstone Creek and First Street to the east, and generally extends west to Goldenview Court, and south to the southern end of Main Street (see Appendix “A” attached to Report PED22001). The area is identified as a Community Node within the City’s Urban Structure as identified on Schedule E in Volume 1 of the Urban Hamilton Official Plan (UHOP). This area plays a central role in the Waterdown Community as a focal point, containing a variety of businesses, commercial uses, social and cultural uses, and a Community Park. It also has a very rich heritage, which is evident in the amount of cultural heritage resources found in the area.

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The purpose of the Waterdown Community Node Secondary Plan is to create a long term land use plan for the area to:

- Support the continued vibrancy of the community;
- Support the commercial function of the Node;
- Provide direction for infill development, intensification and redevelopment;
- Maintain a transportation network that improves options for active transportation and transit; and,
- Conserve the area's heritage, which contributes to the community's unique character.

The proposed Waterdown Community Node Secondary Plan provides a detailed land use plan and related policies for the regulation of land use and development within the Secondary Plan area.

The study process to create the Secondary Plan involved extensive consultation with various internal City departments, external agencies and the public at numerous points throughout the project. This consultation contributed significantly to shaping the final plan and policies. The Secondary Plan was completed in three phases:

- Phase 1: Background research, project launch and visioning;
- Phase 2: Information analysis and development of options; and,
- Phase 3: Determination of a preferred land use plan and urban design guidelines.

Two supporting studies were directly part of the Secondary Plan process: the development of Urban Design Guidelines to support the land use plan and 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. Recommendations from the Cultural Heritage Review have been incorporated into the Waterdown Community Node Secondary Plan, the Waterdown Community Node Urban Design Guidelines, and related zoning amendments for the Plan. A further Heritage Conservation District Study is also recommended and has been included in Recommendation (d) of Report PED22001.

The timing of two other related planning initiatives was also aligned with the Secondary Plan process, so that each of these initiatives could support and provide input to the Secondary Plan and vice versa. These initiatives are the Waterdown Community Transportation Management Plan (discussed below) and the Waterdown Village Built Heritage Inventory.

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The purpose of the Waterdown Village Built Heritage Inventory was to review individual buildings in the historic village area and make recommendations for properties that should be added to the City's Municipal Heritage Register or designated under the *Ontario Heritage Act*. Recommendations for Register listings were considered by the Hamilton Municipal Heritage Committee on October 29, 2021 through Report PED21201 and were approved by Council on November 10, 2021. Recommendations for designation were considered by the Hamilton Municipal Heritage Committee on February 25, 2022 and a Council decision is expected in March 2022.

In order to implement the Plan, an amendment to the UHOP and Zoning By-laws are required. The UHOP amendment is needed to add the Secondary Plan to the UHOP (attached as Appendix "B" to Report PED22001). Zoning By-law amendments to Zoning By-law 05-200 and the former Township of Flamborough Zoning By-law 90-145-Z are needed to align zoning in the area with the directions of the Secondary Plan and the Urban Design Guidelines (attached as Appendices "C" and "D" to Report PED22001).

Waterdown Community Transportation Management Plan

In March 2014 Council directed staff (Report PED14047) to initiate a Transportation Management Plan (TMP) in conjunction with the Waterdown Community Node Secondary Plan study. Staff identified a larger area for the TMP than the Waterdown Community Node Secondary Plan Study. The study area extends from Concession 5 East to the north, Highway 6/Coreslab Drive to the west, the Niagara Escarpment to the south and the City of Hamilton boundary to the east, as shown on Appendix "A" to Report PED22001.

The Waterdown Community Transportation Management Plan (WCTMP) study was initiated in early 2019 and has followed Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process, as outlined in the Municipal Class EA, October 2000 (amended in 2007, 2011 and 2015).

The purpose of the study is to address the existing transportation issues, including speeding, neighbourhood infiltration and capacity constraints along the Dundas Street corridor in Waterdown. In addition, the study is to identify any long-term improvements needed for road network, public transit, and active transportation to accommodate growth in Waterdown, including growth within the Waterdown Community Node.

An assessment of transportation data collected from field observations (traffic counts), use of third-party data providers (Street Light® Mobility), and data trends obtained through the Transportation Tomorrow Survey (TTS) were used to inform the

transportation analysis. Based on this data, it was found that approximately 81% of employed Waterdown residents commute to locations outside Waterdown for employment and only 19% live and work in Waterdown. About 88% of trips made by Waterdown residents are by car (90% for commuters). Of the trips originating in Waterdown, about 65% are destined to areas outside of Waterdown. The data indicates the opportunity to provide more employment opportunities within Waterdown to assist with promoting shorter trip distances using more sustainable modes of transportation. The data also identifies an opportunity to shift longer distance commuting trips to other modes such as transit and carpooling. At an intersection level, the analysis indicates the network can generally accommodate growth to the year 2031. However, there will remain some local pinch points within the Community Node and along Dundas Street where there will be insufficient capacity and it is not feasible to increase road capacity in order to meet travel demands.

Based on the analysis and input obtained from the community and the project's Community Focus Group, the following Problem and Opportunity statement was developed consistent with the Municipal Class EA process:

“Waterdown's transportation network capacity is insufficient to accommodate the current and future traffic volumes, resulting in congestion, safety concerns, and traffic infiltration into residential neighbourhoods and the downtown core.”

To address the Problem and Opportunity statement, the implementation of previously approved road network improvement projects will be necessary to support growth. These projects include North Waterdown Drive, the Ministry of Transportation's Highway 6 interchange at Dundas Street and Highway 5, additional travel lanes on Dundas Street east of Spring Creek Drive, road improvements/reconstruction of Mountain Brow Road and Burke Street, and road improvements/reconstruction of Waterdown Road.

In order to address future travel demands, the preferred alternative focuses on encouraging a travel mode shift to transit and active transportation, thereby reducing the dependence on single-occupancy vehicles. There are limited opportunities to provide new or expanded roadways in order to increase system capacity in Waterdown beyond those previously planned improvements without having a negative impact on the quality of life and businesses, especially within the core. For example, increasing capacity on Dundas Street by adding lanes within the core area was examined in detail as it provides some operational benefit. However, this option was not carried forward as through the public consultation process significant concerns were raised about negative impacts to the community and businesses including impacts on the pedestrian realm and identity of the core as an important commercial district for Waterdown.

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A transit service review was undertaken and opportunities were identified for future consideration and investment in new routes and service enhancements to support sustainable transportations in Waterdown. Future transit service enhancements are undertaken and reviewed annually by the Hamilton Street Railway (HSR) and submitted through the annual budgeting process. Investments to build transit ridership to support the L-Line development of the BLAST network to connect Waterdown with the Downtown and McMaster is within the long-range plan.

The MyRide transit pilot in Waterdown was developed by HSR during the study process and this on-demand transit pilot will continue to be evaluated by HSR for future refinements. The study also integrates the planned Dundas Bus Rapid Transit (BRT) corridor, which extends from Toronto to Waterdown. This includes the identification of a stop near the Dundas Street East and Hamilton Street intersection. The Dundas BRT is expected to operate within existing travel lanes through Waterdown and will not operate in an exclusive transit lane.

In addition, a recommended active transportation network and measures to enhance walking and cycling trips have been identified to support the network. This includes ten locations for pedestrian crossings. Implementation of the pedestrian crossings are recommended in the short term or medium term. These will be planned and designed in accordance with existing City guidelines and implemented where there is existing demand and in conjunction with future redevelopment. The appropriate crossing type and location will be determined by the Transportation Operation and Maintenance Division.

Finally, road safety concerns expressed by the community are being addressed through the Application of Vision Zero and Complete Streets principles with the recommendation to provide traffic calming and management measures for 18 streets.

The study recommendations are provided in Appendix “G” attached to Report PED22001.

Alternatives for Consideration – See Page 48

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Waterdown Community Node Secondary Plan, Urban Design Guidelines, Implementing Zoning Changes and Heritage Conservation District Study

Financial: The Heritage Conservation District Study in Recommendation (d) of Report PED22001 will require additional funding to complete. A capital

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budget submission is needed for the study. Due to limited staffing capacity to undertake heritage-related studies, the study would need to be completed by a heritage consultant on the City's approved roster. The cost of the study is estimated to be between \$50 K and \$100 K.

Staffing: There are no staffing implications.

Legal: As required by the *Planning Act*, Council shall hold at least one Public Meeting to consider an Official Plan Amendment and a Zoning By-law Amendment. No person or public body may request an amendment to a new Secondary Plan for two years after the date that any part of the plan comes into effect. The proposed Zoning By-law Amendments are not subject to a two year restriction on amendments as this only applies to a simultaneous repealing and replacing of all the zoning by-laws in effect in a municipality.

Waterdown Community Transportation Management Plan

Financial: The study recommends several transportation improvement projects and studies. Currently there is approved budget of \$230 K under Project ID Account No. 4032017051. Additional funding will be required in the coming years to implement the recommendations and also to undertake the four studies listed under Recommendation (f). The estimated project costs that can be identified at this stage for the construction projects are indicated in Appendix "H" attached to Report PED22001 and the estimate is \$2 M. The estimated cost to undertake the four studies listed under Recommendation (f) is \$900 K.

In addition to this, the need for additional funding for HSR service improvements has been identified in this Report, to be detailed through future service plans and annual budgeting processes.

Staffing: There are no staffing implications.

Legal: Municipal infrastructure undertakings such as roads, water and wastewater projects are subject to Ontario's *Environmental Assessment Act*. The Act allows for the approval of the project if the planning process follows and completes the requirements set out in the Municipal Engineers Association Class Environmental Assessments document October 2000 (amended in 2007, 2011 and 2015). The study recommended several projects to address speeding, traffic infiltration and safety concerns which

all fall under Schedule A or A+ projects and are pre-approved under the Municipal Class EA process. Therefore, there is no option for public appeal of any of the recommended projects to the Ministry of Environment, Conservation and Parks.

HISTORICAL BACKGROUND

September 2009: The City-Wide Secondary Plan Review is approved by Council (Report PED08017(a)), identifying the Waterdown Community Node area as one of the priorities for developing a Secondary Plan based on a number of factors, including:

- Direction in the Urban Hamilton Official Plan for Secondary Plans to be prepared for all Community Nodes (identified conceptually on Schedule E – Urban Structure, Urban Hamilton Official Plan);
- A need to protect the heritage characteristics located within the historical Waterdown downtown area;
- A need for urban design guidelines to ensure that redevelopment is appropriately integrated into the existing community; and,
- The need to address concerns related to traffic and access in the area.

March 2014: Council endorses a strategy with respect to traffic management and land use for the Waterdown Village Core area (Report PED14047). The strategy directs that the City initiate the Waterdown Community Node Secondary Plan, and that the City also initiate a Transportation Management Plan in conjunction with the Secondary Plan.

July 2017: An updated Commercial Market Assessment is completed for the Downtown Waterdown Business Improvement Area (BIA). The study process included a thorough review of the demand and supply characteristics of the BIA and provided strategic direction for action items. The assessment noted that completion of a Secondary Plan for the BIA area would help to create an enhanced downtown environment for visitors and businesses.

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- Spring 2018: Waterdown Village Building Heritage Inventory (WVBHI) is initiated. The WVBHI 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 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 is undertaken in parallel with the Waterdown Community Node Secondary Plan process to inform the Plan.
- September 2018: Waterdown Community Node background report received by Planning Committee (Report PED18181), formally initiating the Waterdown Community Node Secondary Plan Study.
- January 2019: The Waterdown Community Transportation Management Plan is initiated, to be undertaken concurrently with the Secondary Plan in accordance with Council's 2014 direction.
- January 2019 to November 2019: Public Consultations take place for the first phases of the Waterdown Community Node Secondary Plan Study, the Waterdown Community Transportation Management Plan and for the WVBHI.
- June 2019 and August 2019: The Waterdown Secondary Plan Cultural Heritage Review and the Waterdown Community Node Urban Design Guidelines are initiated as part of the Waterdown Community Node Secondary Plan Study to support the Secondary Plan.
- May 20, 2020: Interim Control By-laws (ICBLs) 20-101 and 20-102 are passed, applying to the study area for the Waterdown Community Node Secondary Plan Study. By-law 20-101 applies to lands zoned under the Township of Flamborough Zoning By-law No. 90-145-Z. By-law 20-102 applies to lands zoned under Zoning By-law No. 05-200. The purpose of the Interim Control By-laws is to temporarily freeze the lands from most land use changes while the Waterdown Community Node Secondary Plan Study is being completed for the area.
- July 2020 to Public Consultations take place for the second phases of the

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- October 2020: Waterdown Community Node Secondary Plan Study and the Waterdown Community Transportation Management Plan and additional consultations take place for the WVBHI.
- May 4, 2021: An Information Update Report is received by Planning Committee (Report PED21085), providing an update on the Waterdown Community Node Secondary Plan Study and options for extending the ICBLs or letting them expire.
- May 20, 2021: By-law Nos. 20-101 and 20-102 (ICBLs) expire after one year in effect.
- May 2021 to June 2021: Public Consultations take place for the third phase of the Waterdown Community Node Secondary Plan study.
- July to September 2021: Final modifications and refinements made to Secondary Plan and supporting Urban Design Guidelines and Cultural Heritage Review based on comments received.
- Review of zoning undertaken within the project study area to identify changes needed to align with the directions of the proposed Secondary Plan.
- September to October 2021: Public circulation and commenting on the draft zoning changes takes place.
- March 3 and 4, 2022: Notice of public meeting given for Official Plan Amendment and Zoning By-law Amendments.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Waterdown Community Node Secondary Plan

Provincial Planning Policy Framework

The Provincial Planning Policy framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (PPS). 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. 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 PPS (2020)

and other Plans such as the Growth Plan for the Greater Golden Horseshoe (Growth Plan) (2019, as amended), the Greenbelt Plan (2017), and the Niagara Escarpment Plan (2017).

Provincial policies provide direction on a wide variety of planning issues, including economic development, land use planning, urban form, housing, natural heritage and natural resource protection, transportation and infrastructure. The PPS, the Growth Plan, the Greenbelt Plan, and the Niagara Escarpment Plan all contain policies which apply to the Waterdown Community Node Secondary Plan.

A detailed overview of Provincial policies applicable to the Waterdown Community Node Secondary Plan is provided in the Summary Report attached as Appendix “I” to Report PED22001.

It is staff’s opinion that the Waterdown Community Node Secondary Plan is:

- Consistent with Section 3 of the *Planning Act*;
- Consistent with the Provincial Policy Statement (PPS) (2020);
- Conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
- Conforms to the Greenbelt Plan (2017); and,
- Conforms to the Niagara Escarpment Plan (2017).

Urban Hamilton Official Plan (UHOP)

The mechanism for the implementation of Provincial plans and policies is through the Official Plan. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of the City of Hamilton Official Plans, the City of Hamilton has established the local policy framework for the implementation of the Provincial planning policy framework. Official Plan matters are reviewed and discussed in the Official Plan analysis that follows.

The goal of the UHOP is to establish compact, complete communities where people 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. That structure directs a significant proportion of intensification to occur along major roads and in commercial

nodes or activity centres. The general area around the intersection of Hamilton Street and Dundas Street in Waterdown is identified as a Community Node within this Urban Structure (Schedule E of the UHOP).

Community Nodes 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 such as nodes and corridors are to be the focus of population growth and redevelopment. The UHOP directs the preparation of detailed secondary plans for nodes to provide greater direction on an appropriate mix of uses, heights, densities, built forms and design in each node area.

The Waterdown Community Node Secondary Plan establishes permitted land uses, densities, development forms and development standards within the area. A detailed boundary for the Community Node is identified as part of the Secondary Plan, along with policy directions to achieve a compact, mixed use area. The plan also provides guidance on changes to the public realm, urban design, heritage, transportation and infrastructure.

The following land use designations in the UHOP apply to the Secondary Plan area, as shown on Schedule E-1 - Urban Land Use Designations of Volume 1:

- Neighbourhoods;
- Mixed Use - Medium Density; and,
- Open Space.

The proposed designations and policies of the Secondary Plan take their direction from the policies of the UHOP and are consistent with the general intent and purpose of the plan. However, an amendment is required to the Urban Hamilton Official Plan to implement the Secondary Plan. The purpose of the Official Plan Amendment is to:

- Incorporate the Waterdown Community Node Secondary Plan into Volume 2 of the UHOP, which sets out the land use vision and associated policy framework for the Waterdown Community Node Secondary Plan area;
- Define the Community Node Boundary;
- Refine the extent of the Mixed Use – Medium Density Designations;
- Apply residential designations to lands adjacent to the Community Node;
- Remove certain lands from the Waterdown West and Waterdown North Secondary Plans and add them to the Waterdown Community Node Secondary Plan;
- Implement policy to promote appropriate levels of intensification in the Node;

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- Identify new pedestrian focus street areas;
- Provide direction for site and building design within the Node and in adjacent neighbourhoods to ensure high quality design compatible with local character;
- Identify and provide direction for the conservation of cultural heritage resources;
- Provide direction for infrastructure, climate change resilience, and implementation;
- Implement the recommendations of the Waterdown Community Transportation Management Plan;
- Amend existing Maps and Schedules in the Official Plan to reflect the Waterdown Community Node Secondary Plan area;
- Remove a site specific policy from Volume 3 that applies to the Secondary Plan area; and,
- Delete a policy in Volume 1 of the UHOP which limits redevelopment in the Waterdown Community Node until a Secondary Plan is completed.

The proposed Official Plan amendment is attached as Appendix “B” to Report PED22001.

The proposed Waterdown Community Node Secondary Plan is consistent with the direction provided for the function, scale and design of Community Nodes in Section E.2.3.3 of the UHOP. It promotes a range of uses to service the community within a mixed use - medium density environment that includes additional residential uses. It is planned to meet or exceed the target density of 100 persons and jobs per hectare within the Community Node by 2041. The Plan establishes a strong pedestrian focus for the Community Node and provides direction for ensuring compatible design that respects existing built form and adjacent existing neighbourhoods.

Waterdown Community Transportation Management Plan

The study followed the requirements as outlined in the Municipal Class EA document, October 2000 (amended in 2007, 2011 and 2015).

RELEVANT CONSULTATION

Public Consultation formed an integral component of the development of the Waterdown Community Node Secondary Plan and the Waterdown Community Transportation Management Plan. A summary list of all consultation events is attached as Appendix “N” to Report PED22001.

Waterdown Community Node Secondary Plan

Consultation on the Waterdown Community Node Secondary Plan included consultation with staff, consultation with external agencies and stakeholders, and public consultation. Staff consultation included five meetings with the City's internal Technical Advisory Committee, circulations of material to internal staff for comments at key points of the study, and individual meetings with various staff groups where necessary.

Consultation with agencies and stakeholders included the circulation of notices and an invitation to provide comment at each stage of the project, as well as individual follow-up as needed.

A variety of consultation methods were used in the preparation of the Waterdown Community Node Secondary Plan, including:

- One Open House/Community Workshop;
- One Urban Design Workshop;
- Two Virtual Public Information Meetings;
- Five Focus Group Meetings;
- Seven Stakeholder/Community Group Meetings;
- Three Pop-up events at local venues;
- Online Surveys/Commenting for each phase of the study; and,
- Online posting of information and use of the Engage Hamilton platform.

A variety of methods were also used to advertise workshops, open houses, public information meetings and online commenting opportunities. These included:

- At the initiation of the project, notice to every property in the study area;
- Notice of all public meetings and workshops in the Flamborough Review newspaper;
- Email and mail notices to all contacts on the project mailing list;
- Notification in the Councillor's eNewsletter;
- Notification to Engage Hamilton's registrant list; and,
- Posting of notice on social media (Twitter).

Due to the Covid-19 pandemic, public consultations and focus group meetings for the second and third phases of the project were conducted virtually. The Waterdown Community Node Secondary Plan Summary Report attached as Appendix "I" to Report PED22001 provides a detailed description of the public consultation conducted at each

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stage of the study and a summary of the comments and feedback received throughout the process.

Written comments received from external agencies on the draft plan circulated in June 2021 are summarized below, including staff’s responses. Public comments are discussed in the Summary Report attached as Appendix “I” to Report PED22001.

Agency	Comment	Staff Response
Niagara Escarpment Commission (NEC)	<p>The study documents mention the need for various infrastructure improvements and upgrades. Although some infrastructure facilities may be exempt from the requirement to obtain a Development Permit from the NEC, we continue to recommend that we be contacted prior to undertaking infrastructure works to confirm whether a permit may be required for lands within the NEC Area of Development Control, which applies to a portion of the study area.</p> <p>The Niagara Escarpment is referenced in the policies of the Secondary Plan in various ways including “Niagara escarpment” or “escarpment”. We would prefer that all references to the geologic feature be “Niagara Escarpment”.</p> <p>We note that one of the maps referenced in Policy 4.4.12, the “Natural Heritage Map” refers to the “Niagara Escarpment Plan Protection Area”. It is not clear from the map whether it is referring generically to lands within the Plan Area or if it is meant to depict lands designated “Escarpment Protection Area” in the NEP. We would prefer that the lands designated Escarpment Natural Area and Escarpment Protection Area within the study area be shown as such. We also recommend that the boundary of the lands in the NEP Area and the boundaries of the land use designations in the NEP be verified and updated as necessary, as those map layers may have changed in the NEP 2017 as a result of the Co-ordinated Plan Review.</p>	<p>No infrastructure projects are being directly undertaken as part of the Secondary Plan. Identified planned improvements are recommended through the TMP and will obtain NEC permits as required on a project specific basis.</p> <p>Two references to Niagara Escarpment corrected within Secondary Plan text.</p> <p>NEP layer on Natural Heritage Map has been verified. Note has been added to map stating that the NEP mapping is shown for information only and that the NEP should be consulted to verify boundaries.</p> <p>There are no Escarpment Natural Areas located within the Secondary Plan Boundary, and as such this layer has not been added to the map as requested. Legend text has been updated to “Niagara Escarpment Plan - Escarpment Protection Area”.</p>

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Agency	Comment	Staff Response
Hydro One	<p>Thank you for sending us notification regarding (Waterdown Community Node Secondary Plan Study). Secondary Land Use group is aware of this project. Please continue construction conversations with Joan Zhao, Hydro One Senior Real Estate Coordinator. Please inform us if the scope of the project changes so that we may assess the impact to our assets. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.</p> <p>In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.</p> <p>Also, we would like to bring to your attention that should (Waterdown Community Node Secondary Plan Study Phase 3) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016).</p> <p>If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.</p>	<p>No infrastructure projects are being directly undertaken as part of the Secondary Plan. Individual development applications would be circulated to Hydro One in the normal manner and would be required to conform to Hydro One's standard requirements.</p> <p>Public undertakings (such as construction of new pedestrian crossings or multi-use paths, or other transportation network improvements) would also require review and approval from Hydro One in the normal manner.</p>

Agency	Comment	Staff Response
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OUR Vision: To be the best place to raise a child and age successfully.
 OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.
 OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

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<p>Hydro One Continued</p>	<p>In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.</p> <p>Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.</p> <p>Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.</p>	
<p>Conservation Halton</p>	<p>We have reviewed the Secondary Plan material as per CH's responsibilities under Ontario Regulation 162/06; the Provincial Policy Statement (PPS) (delegated responsibility for comments relating to provincial interests under Sections 3.1.1-3.1.7 inclusive); the Memorandum of Agreement (MOA, 2013) with the City of Hamilton; and as a public body under the Planning Act.</p> <p>Pursuant to Ontario Regulation 162/06, CH regulates all watercourses, valley lands, wetlands, Lake Ontario and Hamilton Harbour shoreline and hazardous lands, as well as lands adjacent to these features. The Study Area is traversed by (and adjacent to) Grindstone Creek and the associated flooding and erosion hazards. CH regulates a distance of 15 metres from the greater of the limit of the flooding or erosion hazards for this creek system. This area also has potential to contain hazardous sites of unstable bedrock (e.g. karst), which are regulated by CH.</p>	<ol style="list-style-type: none"> 1. The utility designation policies are only intended to reference utility requirements. Staff recognize that permission from the Conservation Authority may also be required in this area. This is addressed in policy 4.4.12.1 and relevant mapping. 2. The utility designation policies are only intended to reference utility requirements. Staff recognize that permission from the Conservation Authority may also be required in this area. This is addressed in policy 4.4.12.1 and relevant mapping.

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Agency	Comment	Staff Response
<p>Conservation Part Continued</p>	<p>any development with CH's regulated area and must meet CH's Policies and Guidelines regulated Administration of Ontario Regulation 62/06 (https://www.ontario.ca/regulation/policies-and-guidelines) to policy to reflect this.</p> <p>Based on 3.21) Staff the material available at this time, staff raise the following concerns for the City's consideration including cumulative impacts in the list of factors to consider.</p> <p>Secondary Plan Text Secondary Plan Maps</p> <ol style="list-style-type: none"> 4.4.9.1: As lands designated Utility on Map 10 CH's regulated area, staff recommend this section should be updated to indicate that permission is required, as applicable. While CH does permit trails within the regulated area, in order to meet CH Policy, the proposed trail must be located outside of the hazards, generally located as close to the outer edge of the 15 metre regulatory allowance as possible. Based on aerial photos and contours, it appears the proposed path is unstable bedrock (e.g. karst) which are regulated by CH, we also recommend adding associated erosion hazard. The alignment of this connection should be revisited to avoid hazard lands; and 4.4.13.21): While staff are happy to work with the City to ensure the proposed active transportation connections within the regulated area can be supported by CH Regulatory Policy, staff note that for all applications, the cumulative impacts of multiple crossings on requirements, associated technical studies, etc. taken into consideration through our review of the Recreational Trails Master Plan when updated. 	<p>9. Connection location was shown as abutting the property line in error. The pathway location was intended to be located outside of the existing freeline. Location has been amended on mapping 4.4.12.1 and relevant mapping to indicate that proposed locations of active transportation connections are approximate and may require further refinement through the Recreational Trails Master Plan. The proposed connection as shown would not cross Grindstone Creek. It would connect to the existing shoulder/sidewalk on Mill Street South. Further investigation of crossing design, impacts, and feasibility will be needed as part of the Recreational Trails Master Plan.</p> <p>4. The utility designation policies are only intended to reference utility requirements. Staff recognize that permission from the Conservation Authority may also be required in this area. This is addressed in policy 4.4.12.1 and relevant mapping.</p> <p>5. Requested edit made</p> <p>6. Acknowledged. Further requirements are acknowledged</p> <p>7. Requested edit made</p> <p>8. Requested edit made incorporated into the Waterdown Community Node Urban Design Guidelines.</p>

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Agency	Comment	Staff Response
<p>Conservation Halton Continued</p>	<p>8. Natural Heritage and Hazards – Appendix B:</p> <ul style="list-style-type: none"> • Thank you for including CA regulated limits. Staff request a note on the map be included that states CA ARL mapping should be consulted for the most up to date information; and, • ‘Conservation Authority Regulated Area’ in the legend should be updated to read ‘Conservation Authority Approximate Regulation Limit.’ <p>Urban Design Guidelines</p> <p>4.2.1 c: As CH requires that only native species be planted within the regulated area, we recommend that the text within this section be updated to indicate only native species should be planted within and adjacent to core areas and regulated areas.</p>	
<p>Huron-Wendat Nation</p>	<p>Could you please let us know if any archaeological studies or fieldwork will be necessary as part of this project?</p>	<p>Staff have undertaken historical research of the area through a Cultural Heritage Review, however no archaeological studies or fieldwork are being completed as part of this project. Archaeological studies will be required as part of any development approvals or City initiated works (as per the City of Hamilton Archaeology Master Plan).</p>

Zoning Changes within the Waterdown Community Node Secondary Plan area

To implement the Secondary Plan, zoning changes needed to align with the Waterdown Community Node Secondary Plan policies were also developed. Consultation on the proposed zoning changes included distribution to a variety of internal staff and external agencies and stakeholders for review and included a circulation of the notice and an

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invitation to provide comment via the same notification methods used for the Secondary Plan.

Public consultation included:

- A meeting with the Flamborough Community Council;
- One Focus Group meeting; and,
- Posting of materials online via Engage Hamilton for commenting.

Written comments from received from external agencies on the draft zoning circulated in September 2021 are summarized below, including staff’s responses. Public comments are discussed in the Summary Report attached as Appendix “I” to Report PED22001.

Agency	Comment	Staff Response
Conservation Halton	Based on a review of the material, CH has no specific feedback/recommended edits. While some of the proposed zoning changes include properties regulated by CH, staff have no concern as we rely on the zoning map which includes the ‘Conservation Authority Approximate Regulation Limit’ and advises readers to consult CA ARL mapping for the most up to date information.	No response required.
Niagara Escarpment Commission	NEC staff has no objections to the proposed zoning changes.	An initial inquiry from NEC requested confirmation of whether there are any significant height increases proposed in the zoning. Staff confirmed that no increases in height permissions were included within the proposed zoning. The current zoning standard of 22 metres (6 storeys) in the Mixed Use – Medium Density areas is being maintained. Maximum heights are being decreased to three storeys (11 metres) within the portion of the Community Node east of Hamilton Street.

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Agency	Comment	Staff Response
Hydro One	<p>Secondary Land Use group is aware of this project. Please continue construction conversations with Joan Zhao, Hydro One Senior Real Estate Coordinator. Please inform us if the scope of the project changes so that we may assess the impact to our assets. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.</p> <p>In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning. Also, we would like to bring to your attention that should (Waterdown Community Node Secondary Plan Study Proposed Zoning Changes) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016).</p> <p>If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.</p> <p>In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.</p>	<p>No infrastructure projects are being directly undertaken as part of the Secondary Plan. Individual development applications would be circulated to Hydro One in the normal manner and would be required to conform to Hydro One's standard requirements.</p>

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Agency	Comment	Staff Response
Hydro One Continued	<p>Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.</p> <p>Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.</p> <p>We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com</p>	

Additional Waterdown Community Node Secondary Plan Study Comments

One comment letter from MHBC on behalf of the United Property Resource Corporation (UPRC) was also received on December 7, 2021, which is after the requested commenting period for the draft Secondary Plan and the related zoning amendments. This letter is included as Appendix “M” attached to Report PED22001.

The letter outlines concerns with the draft institutional policies and the draft zoning as it relates to 306 and 308 Parkside Drive, where St. James United Church is located. The letter notes that a housing development is being actively pursued on a portion of the site and that the proposal being contemplated will require a Zoning Amendment Application but not an Official Plan Amendment based on the current and in effect Official Plan policies.

Concerns noted by MHBC were that the proposed Secondary Plan policies are considered to be too restrictive and would impact the feasibility of the redevelopment proposal by restricting intensification opportunities on the site. Amendments were requested to the policies to retain the applicability of the Neighbourhoods policies for the subject lands, which allow for additional residential densities and types of uses to be contemplated within Neighbourhoods areas.

In response to the MHBC submission, staff met with MHBC. During the meeting revisions to the policies of the Waterdown Community Node Secondary Plan were

explored that would to allow additional low-rise multiple dwelling housing forms on properties designated institutional in the Secondary Plan, subject to a zoning by-law amendment to determine appropriate development standards for these uses. Staff noted that it is important that proponents demonstrate compatibility with adjacent land uses, avoidance of negative impacts to cultural heritage landscapes, and the provision of sufficient parking. As a result of discussions with MHBC, the June 2021 draft Secondary Plan has been amended to allow for development to occur as-of-right subject to the aforementioned criteria. New residential development would continue to be limited in height to two storeys, except three storeys where a zoning amendment or variance application is submitted and additional site design requirements such as enhanced setbacks and buffering are provided.

Waterdown Community Transportation Management Plan

The study completed Phases 1 and 2 of the Class EA study process for Master Plans. Public consultation is a requirement under the Municipal Class EA process. The study completed several public consultations exceeding the minimum requirement stipulated in the Class EA process.

Public consultation measures and events included:

- Sending PIC notices to the public, agencies, and stakeholders on the circulation list and notification through the Councillor's monthly eNewsletter;
- Publishing PIC Notices in the local newspaper two times prior to each PIC;
- Two Public Information Centres (PIC), the first one on October 10, 2019 and the second one held virtually on October 21, 2020 (Sixty participants registered and signed in for the second PIC);
- Providing comment sheets, including online submission options to solicit comments and suggestions. An online survey remained open from February 12 to November 8, 2019. (Received 395 comments including those relating to the Secondary Plan study. Received 38 comment sheets at the first PIC, and comments on worksheets/sticky notes);
- Responding to public and stakeholder comments;
- Three Community Focus Group meetings;
- Two presentations to the Flamborough Community Council;
- Consultation meeting with the Waterdown BIA including one walking tour of the core area to understand various transportation issues; and,
- A project website to solicit comments and to provide updated information throughout the study process.

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Due to the Covid-19 pandemic, the second PIC, the third Focus Group meeting, and the second Flamborough Community Council meeting were conducted virtually.

Stakeholder consultation included the Waterdown Focus Group which also provided feedback on the Secondary Plan study, the Waterdown Business Improvement Area, Conservation Halton, the Ministry of the Environment, the Ministry of Transportation, Metrolinx, the Flamborough Community Council and a number of other relevant agencies which are detailed in the project file report attached as Appendix “G” to Report PED22001.

The main transportation comments received through the public consultation process included:

- Speeding issues on several streets including Spring Creek Drive, Laurendale Avenue, and Braeheid Avenue;
- Safety issues including those due to lack of pedestrian crossings;
- Traffic infiltration through residential roads including Niska Drive and Church Street;
- Congestion and delay at some intersections and roads;
- Inadequate pedestrian crossings/more crossings required;
- Inadequate transit facilities and connections;
- Inadequate active transportation facilities;
- Lack of public parking spaces serving the portion of the core east of Hamilton Street;
- Concerns with truck traffic on Dundas Street; Parkside Drive and Hamilton Street; and,
- Delays in the implementation of planned road infrastructure projects (e.g. North Waterdown Drive).

Lack of public parking serving the portion of the core east of Hamilton Street was also raised by the community and the BIA. Currently there are a limited number of on-street public parking spaces on Dundas Street East and intersecting streets within the core area. The review highlights the difficulty in increasing parking supply, given the lack of publicly owned land suitably located for off-street parking and the significant cost associated with building parking structures. The Secondary Planning Study includes policies to investigate the feasibility of providing public parking spaces in the future, including joint development opportunities.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

Waterdown Community Node Secondary Plan

The Waterdown Community Node Secondary Plan provides direction for change and development within the Waterdown Community Node, and also provides for direction on infill and changes within the historic stable neighbourhoods adjoining the node.

As part of the Secondary Plan process, the following key issues were identified:

- Maintaining the village character of the node;
- Supporting local businesses in the node;
- Transportation network challenges;
- A need for a more robust and safer active transportation network to support walking and cycling;
- Heritage conservation;
- Ensuring compatible built form and building design both in the Community Node and within adjoining historic residential neighbourhoods;
- Maintaining sufficient parking to support commercial uses;
- The need for more sustainable development;
- Greening the public realm; and
- Providing high quality site and building design.

As part of the first phase of the study process, a vision for the area was created, in conjunction with six main principles which support the vision and guide the policies of the plan. The Waterdown Community Node Secondary Plan also includes a list of objectives related to each principle, which provide further direction for the Secondary Plan. The vision, principles and objectives were further refined and subsequently endorsed by the community focus group and the public as part of the second and third phases of the study.

The vision of the Waterdown Community Node Secondary Plan is:

“The Waterdown Community Node Secondary Plan 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 historic identity and small town village character of the community will be celebrated and conserved, while still allowing for the integration of respectful and well-

designed new development. The Community 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 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. The vision for this area is to maintain a low-rise scale of development and ensure that changes respect existing heritage character.”

The six principles established in relation to this vision are:

- Support business in the Node;
- Improve the function of the transportation network;
- Conserve the community’s heritage;
- Create attractive places and spaces;
- Provide a high quality and equitable living environment; and,
- Improve sustainability and resilience to climate change.

The Waterdown Community Node Secondary Plan Summary Report, attached as Appendix I to Report PED22001 provides a summary of the issues and how they were addressed through the Secondary Plan and through proposed zoning amendments.

Important elements of the Waterdown Community Node Secondary Plan include:

- The identification of the Community Node Boundary within the plan;
- The identification of Pedestrian Focus streets within the Community Node;
- The identification of various cultural heritage landscapes and the significant attributes of these landscapes;
- The identification of appropriate densities and heights for various types of land uses;
- Direction for the conservation of cultural heritage resources;
- Urban Design direction for new development;
- Policies relating to active transportation, transit and parking;
- Direction for infill and redevelopment occurring within existing established residential neighbourhoods;
- Infrastructure, energy and sustainability policies;
- Implementation policies; and,
- Area and Site Specific policies.

Supporting Studies

Waterdown Community Transportation Management Plan (TMP)

The TMP has been undertaken concurrently with the Waterdown Community Node 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.

Waterdown Village Built Heritage Inventory (WVBHI)

The WVBHI 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 evaluating 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.

Waterdown Community Node Urban Design Guidelines (WCNUDG)

The WCNUDG, attached as Appendix "E" to Report PED22001, were completed concurrently with the development of the Waterdown Community Node Secondary Plan. The purpose of the WCNUDG is 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 is also provided for neighbourhood areas outside of the Community Node. The WCNUDG do not form part of the Secondary Plan but are a complimentary document adopted by Council to provide guidance to proponents and City staff when reviewing development proposals. The Waterdown Community Node Secondary Plan requires all development in the Secondary Plan to comply with the applicable provisions of the WCNUDG.

Waterdown Community Node Secondary Plan Cultural Heritage Review (WCNSP CHR)

The WCNSP CHR was completed to support the development of the Waterdown Community Node Secondary Plan and is attached as Appendix "F" to Report PED22001. The WCNSP CHR provided direction for conserving the area's cultural heritage resources through Secondary Plan policy and in the Urban Design Guidelines

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associated with the Secondary Plan. As part of the WCNSP CHR, six significant cultural heritage landscapes were identified, which are recognized in the Waterdown Community Node Secondary Plan. The WCNSP CHR also recommended that a future Heritage Conservation District Study be completed to determine if an additional Heritage Conservation District should be established in the area. This is included in Recommendation (d) to Report PED22001.

Land Use Designations in the Secondary Plan

The proposed land use map for the Waterdown Community Node Secondary Plan is attached to Appendix “B” of Report PED22001 (Official Plan Amendment) as Map 4.4-1 (see Appendix “G” to the OPA) and contains the following designations.

Residential Designations:

	Permitted Uses	Density (Units / Net Hectare)	Maximum Building Height	Location
Low Density Residential 1	Single Detached Dwelling, Duplex Dwelling	0 to 60	2.5 storeys	Within stable residential neighbourhoods.
Low Density Residential 2	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.
Low Density Residential 3	Single Detached Dwelling, Duplex Dwelling, Semi-Detached Dwelling, Street Townhouse Dwelling, Block townhouse dwelling, Back-to-Back Townhouse Dwelling	20 to 60	3 storeys	Existing sites within stable residential neighbourhoods and within the Community Node
Medium Density Residential 2	Multiple Dwellings (includes various forms of townhouses)	60 to 100	3 storeys	In the Community Node only

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	Permitted Uses	Density (Units / Net Hectare)	Maximum Building Height	Location
High Density Residential 1	Multiple Dwelling	100 to 200	8 storeys	In the Community Node, and on two existing multiple dwelling sites on Edith Court

Commercial Designations:

	Uses	Building Height	Location
Mixed-Use - Medium Density	<p><u>Permitted Uses</u></p> <ul style="list-style-type: none"> ● 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; ● Institutional uses such as hospitals, places of worship and schools; ● Arts, cultural, entertainment, and recreational uses; ● Hotels; ● Multiple dwellings; and, ● Accessory uses. <p><u>Prohibited Uses</u></p> <ul style="list-style-type: none"> ● Vehicle dealerships and garden centres. 	<p>Maximum 6 storeys Up to 7 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)

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	Uses	Building Height	Location
Pedestrian Predominant Street (Overlay)	<p><u>Permitted Uses</u></p> <ul style="list-style-type: none"> • Same as Mixed-Use - Medium Density Designation. • Drive through facilities are restricted. <p><u>Additional Prohibited Uses</u></p> <ul style="list-style-type: none"> • Gas bar, car wash. 	<p>Minimum 2 storeys Maximum same as Mixed Use – Medium Density</p>	<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, Barton and Flamboro Streets)</p>
Local Commercial	<p><u>Permitted Uses</u></p> <ul style="list-style-type: none"> • Retail and service uses such as a craftsperson shop, day nursery, commercial school, financial establishment, office, motor vehicle service station, personal service, place of worship, repair service, restaurant, studio, art gallery, tradesperson shop, and veterinary service; • Medical offices or clinic, and, • Residential uses above commercial uses <p><u>Prohibited Uses</u></p> <ul style="list-style-type: none"> • Drive through facility, motor vehicle service station, motor vehicle gas bar 	<p>Maximum 3 Storeys</p>	<p>South-west corner of Hamilton Street and Dundas Street East (272 Dundas Street West)</p>

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Parks and Open Space Designations:

	Function	Location
Parkette	Small open spaces with no or limited recreation facilities.	Margaret Street Parkette
Neighbourhood Park	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
Community Park	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
General Open Space	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
Natural Open Space	Provides important biological and ecological functions and may include passive recreation opportunities.	Lands abutting Grindstone Creek, woodland on 40 Hamilton Street

Other Land Use Designations:

Mary Hopkins Elementary School, three existing places of worship within the neighbourhood and one retirement home within the Community Node are designated “Institutional”. The existing rail corridor along Grindstone Creek is designated “Utility”.

Area and Site Specific Policies:

A number of Area and Site Specific policies have been included in the Waterdown Community Node Secondary Plan to provide more detailed direction for land use, built form, or urban design beyond the framework of the other Secondary Plan policies, or to recognize existing permissions that are being carried over into the Secondary Plan. The proposed zoning aligns with and implements the Area and Site Specific policies in the Secondary Plan.

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A description of each Area and Site Specific policy is provided below. Area and Site Specific policies are shown on the land use map for the Waterdown Community Node Secondary Plan attached to Appendix “B” of Report PED22001 (Official Plan Amendment) as Map 4.4-1 (see Appendix “G” to the OPA).

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 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;

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- 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 streets to this area and creates a building setback 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 setback 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.

Additional Considerations

Intensification

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, 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.

At 76 persons and jobs per hectare, the current density within the Community Node area of the Waterdown Community Node Secondary Plan is reflective of a medium density mixed use area with a higher concentration of jobs and population than the neighbourhood areas around it. 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. Intensification is expected to slow over time as the number of intensification opportunities in the Node is reduced. More detailed information on the growth estimates prepared for the Community Node are included in the Summary Report attached as Appendix “I” to Report PED22001.

A portion of the Community Node east of Hamilton Street is proposed to have the planning permissions reduced to a height limit of three storeys to address the context and character of the area and ensure compatibility with the cultural heritage resources in this area. To assess the impact of this change, staff reviewed the difference in potential growth between existing permissions for heights and land uses within the Node versus the permissions proposed by the Secondary Plan. The review indicates that there is no overall change in potential intensification opportunities as there are

limited locations within the easterly portion of the Community Node where lot consolidation could result in a building taller than three storeys and meet performance standards and design requirements. The height limitations in these areas are offset by increases in permissions for other lands in the Node being added to the Mixed Use – Medium Density Designation and the Medium Density Residential Designation. The greatest potential for growth exists on the large lots and commercial plazas that are located along Hamilton Street North.

Growth/intensification estimates developed for the recommended Secondary Plan were incorporated into the growth estimates prepared for the GRIDS2 study as part of the development of the GRIDS2 growth scenarios. The recommended Secondary 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 3,344 persons living within the Community Node by 2051, which is approximately 1,948 additional dwelling units.

Infrastructure Capacity

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 were provided to Public Works Department staff. A high level review of impacts to wastewater systems based on the 2006 Water and Wastewater Master Plan was completed. As the current water and wastewater master plan is based on the 2006 GRIDS study which contemplated growth only to 2031, the internal analysis reviewed servicing needs to 2031 only. The analysis confirmed that there are no high level servicing issues to 2031 based on the growth estimates for the Secondary Plan.

Secondary Plan growth estimates for 2031 to 2051 were incorporated into population estimates for the GRIDS2 study. 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 by staff of the Growth Management Division 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.

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Servicing and/or stormwater management studies may still be needed for individual development 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.

Urban Design

Ensuring that new development is designed to be complementary to the vision for the Waterdown Community Node is 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 Guidelines are intended to support the policies of 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 Secondary Plan's urban design policies require all development within the Plan to comply with the Waterdown Community Node Urban Design Guidelines. The proposed zoning by-law changes align with the Urban Design Guidelines. The Urban Design Guidelines are attached as Appendix "E" to Report PED22001.

The Urban Design Guidelines were developed in phases with extensive input from the 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 included in the Summary Report attached as Appendix "I" to Report PED22001.

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 within 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.

Cultural Heritage

Heritage conservation was a key theme noted throughout all phases of the Waterdown Community Node Secondary Plan project. There is significant interest from the community in ensuring that existing cultural heritage resources in the area are retained and that new development respects existing heritage character.

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The study area includes the Mill Street Heritage District, a heritage district designated under Part V of the Ontario Heritage Act containing approximately 110 properties. Additionally, there are five properties within the study area 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 properties as candidates for designation under Part IV of the *Ontario Heritage Act*. Current designated properties and register listings are included in the Secondary Plan mapping and are shown on Appendix "I" to the OPA attached as Appendix "B" to Report PED22001.

As part of the Waterdown Community Node Secondary Plan study, a Cultural Heritage Review (CHR) was completed by Archaeological Services Inc (ASI). The CHR provided recommendations for Secondary Plan policy and for the urban design guidelines, to ensure that cultural heritage resources in the area are appropriately identified and conserved. The CHR identified six significant cultural heritage landscapes (CHLs) within the Secondary Plan, which are shown on Appendix "I" to the OPA attached as Appendix "B" to Report PED22001. These are:

- The Dundas Street CHL;
- The Main Street CHL;
- The Sealey Park CHL;
- The Waterdown Heights Subdivision CHL;
- The Waterdown Memorial Park CHL; and,
- The Union Cemetery CHL.

The heritage policies in the Secondary Plan list the identified significant attributes associated with each of these landscapes in addition to providing policy direction for conservation of the heritage resources when development or change is proposed. The CHR Report also recommended that a further Heritage Conservation District Study be completed for the historic village of Waterdown, to assist in the conservation of the historic village as a whole. This Study is included as Recommendation (d) to Report PED22001. Based on the research that has been already completed, a proposed study area boundary for the future Heritage Conservation District Study has been identified in the CHR (see page 56 of the CHR, attached as Appendix "F" to Report PED22001).

Transportation

A Transportation Management Plan (TMP) study was completed in conjunction with the Secondary Plan and its conclusions and recommendations are included in this Report.

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. Map B.4.4-2 of the Secondary Plan shows a variety of existing and proposed transportation network elements based on the TMP recommendations. (see Appendix “K” to the OPA attached as Appendix “B” to Report PED22001). 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.

Parking

The Secondary Plan contains some specific policies regarding parking within the Community Node which respond to feedback raised through public consultations. This feedback noted that finding parking in the historic part of the node can be a challenge and the City should look at ways to ensure a sufficient amount of parking. 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.

There are several approaches which have been taken to address these concerns. These include promoting active transportation and transit use within the Secondary Plan, policy language in the Secondary Plan about maximizing and maintaining existing on-street parking, and policy language in the Secondary Plan which directs the City to consider the feasibility of creating a municipal parking facility within this 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. The Secondary Plan also promotes payment of cash-in-lieu of parking where parking requirements cannot be met, to fund future municipal parking and parking demand management options.

A change in the zoning standards to add a parking requirement of one to two spaces for uses less than 450 square metres in gross floor area was also suggested in public feedback and was considered by staff as part of the zoning updates. Existing Mixed Use Medium Density (C5 and C5a) Zoned lands do not require parking for certain uses less than 450 square metres in gross floor area such as office, personal service and retail uses. This exemption was put in place City-wide when commercial zones were established in 2017 in Zoning By-law 05-200. The intent of deregulating parking for these uses was to promote flexibility and reduce 'red tape' for small scale businesses.

Having sufficient parking in the core is an important objective, but it also needs to be balanced with other objectives, such as 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. Based on these considerations, although this additional parking requirement was considered, it is not included in the recommended zoning by-law updates.

Neighbourhoods Abutting the Community Node

In addition to the Community Node area, the Secondary Plan also includes low density neighbourhood areas which are closely linked to 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 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 Secondary 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, impacts to cultural heritage landscapes, and the compatibility of new homes within these areas, including on institutional sites, located within the neighbourhood. The Secondary Plan contains specific policies to address 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.

Zoning Changes

During the study, concern was noted about development pressures in the area and the time it may take for the City to update and revise the existing zoning to align with the policies and designations of the Secondary Plan. Concerns related to the implementation of lower height standards within the historic portion of the Community Node, and compatibility of new development which may occur in the short term within existing neighbourhoods, either in the form of existing dwellings being demolished for new dwellings, or redevelopment of institutional properties. To address these concerns, the existing zoning was reviewed following the third phase of consultations on the draft Secondary Plan to identify changes needed to align with the directions of the Secondary Plan. Proposed zoning changes are included as Appendices “C” and “D” attached to Report PED22001.

The scope of the zoning review was focused on Mixed Use – Medium Density designated lands, institutional lands and lands in the Low Density Residential 1 and 2 designations. The zoning of lands within the Low Density Residential 3 designation (block townhouse sites), the Medium Density Residential 2 designation and the High Density Residential 1 designation was excluded from the scope of the zoning review and will be completed as part of future phases of the City-wide residential zoning project.

Changes proposed for residential neighbourhood areas in recommendation (b)(i) of Report PED22001 will be carried forward and integrated into the City-wide residential zoning project at such time as updated zoning for low-density areas is completed City-wide.

Key Zoning changes for Mixed Use Medium Density lands include:

- Changing the zoning for some lands from the Mixed Use Medium Density (C5) Zone to the Mixed Use Medium Density – Pedestrian Focus (C5a) Zone, to recognize the expanded pedestrian focus area in the Secondary Plan;
- Applying a requirement for a common ground floor amenity area in new development where more than 20 dwelling units are proposed;
- Requiring a building setback at the front and side of buildings above the second storey, where buildings taller than three storeys are proposed;
- Removing permissions for car-oriented uses such as motor vehicle service stations and gas bars from 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;
- Aligning planting strip requirements with the Waterdown Community Node Urban Design Guidelines;
- Within the historic portion of the Community Node:
 - Restricting the height of development to 3 storeys;
 - Allowing a ground level commercial parking facility; and,
 - Specifying window and door coverage minimums and maximums for new buildings and types of exterior cladding materials permitted;
- Outside of the historic portion of the Node:
 - Requiring a minimum front yard of 2 metres;
 - Requiring commercial parking structures to have commercial uses fronting a street; and,
 - Specifying window and door coverage minimums on the ground floor facing a street.

Key Zoning changes for Institutional lands 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 (two storeys) for low density residential uses;
- Prohibiting flat roofs for residential uses;
- Prohibiting rooftop amenity areas; and,
- Restricting the location of balconies and terraces.

Key Zoning changes for Low Density Residential lands 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 use permissions for a duplex dwelling and associated design regulations;
- Additional provisions for dormers;
- Applying a maximum 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;
- Regulating 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.

Waterdown Community Transportation Management Plan (TMP)

Several options for transportation improvements for the Waterdown TMP study area were identified and evaluated based on various criteria, including a “do nothing” option. The criteria used for evaluating the options included: transportation needs, safety, feasibility, impact to the community, impact to business, and impacts on active transportation, transit, cultural and heritage values. The TMP also considered the need to preserve the heritage character of the downtown core area.

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Based on an analysis of existing and future transportation operations, three network pinch-points were identified within the study area:

- Dundas Street at Mill Street;
- Dundas Street at Highway 6; and,
- Parkside Drive at Spring Creek Drive.

The TMP concluded that the previously approved road network improvements are still valid and necessary to improve the transportation system and facilitate growth and will likely address the deficiencies at Highway 6 and Spring Creek. The TMP investigated a number of potential improvements beyond those already approved or planned but found that additional major road network improvements are not feasible due to numerous constraints. Constraints include the special topography of the area, the Niagara Escarpment, the lack of available lands for right-of-way widenings due to cultural heritage and historical buildings within the Waterdown core, mature developments, and the need to protect cultural heritage resources.

To further resolve transportation deficiencies, the recommended options focus primarily on reducing the demand and dependence on single occupancy vehicle travel, and encouraging other modes of transportation (i.e. transit, cycling and walking). Key recommendations are highlighted below by mode.

Overarching these recommendations is the fundamental goal to reduce the impacts of vehicle travel on existing communities in terms of reducing speeds and improving safety. Accordingly, the TMP recommends traffic calming measures for eighteen streets. Traffic infiltration prevention measures were recommended for nine streets. (See Appendix “H” attached to Report PED22001).

Active transportation recommendations include:

- Installation of new pedestrian crossings at ten locations.
- A multi-use path along the west side of Hamilton Street from Dundas Street to North Waterdown Drive;
- A multi-use path on Dundas Street west of Hamilton Street, through the “Invest in Canada Infrastructure Program” (ICIP);
- A multi-use path on the south side of Dundas Street from First Street to the City’s eastern boundary;
- Rerouting a cycling connection through Hamilton Street South, Barton Street and Griffin Road, crossing Mill Street, traversing the rear of existing properties on the east side of Mill Street and connecting back to Dundas Street at the Grindstone Creek bridge;

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- Initiating detailed study for a pedestrian crossing bridge from Sealey Park over the Canadian Pacific rail line to the west of Grindstone Creek and connecting to Smokey Hollow falls and its associated trail network; and,
- Initiating detailed study for a pedestrian crossing across Grindstone Creek from Church Street to Margaret Street Park.

The recommended active transportation improvements are shown in Appendix “G” attached to Report PED22001.

The three active transportation projects identified above for detailed investigation/feasibility studies will be considered under the Recreational Trails Master Plan and the Cycling Master Plan. The Class EA Schedule for these projects will be determined as part of the future detailed investigation/feasibility study and is dependent on the extent of environmental impact and project costs.

Recommendations that support improved transit include:

- Providing transit coverage to a wider area by introducing new routes;
- Increasing service hours;
- Supporting Metrolinx’s BRT route along Dundas Street, recognizing that it will operate within existing general purpose lanes on Dundas Street; and,
- Providing a transit node facility close to the intersection of Dundas Street and Hamilton Street.

As part of improving the transportation system in Waterdown, HSR has introduced on-demand transit (MyRide) for Waterdown which has been operational since September 2021.

Recommendations that are identified to improve road network operations for passenger vehicles and goods movement include:

- Undertaking detailed study for the extension of Clappison Avenue from Parkside Drive to North Waterdown Drive;
- Requesting the City of Burlington and Halton Region to expedite the implementation of the Dundas Street East widening project for the section between Spring Creek Drive and Kerns Road (City border);
- Working with the Ministry of Transportation to advance the detailed design and construction of Highway 5 and 6 interchange.

Expediting the Highway 6 and Dundas Street interchange project is seen as a critical initiative from a number of perspectives. The existing at-grade intersection is reaching

its capacity and as a result major development projects that are in proximity to and rely on this intersection may be impacted (i.e. phasing of development may be necessary). Additionally, Highway 6 is the main route for longer distance travel including goods movement. Continued degradation of level of service at Highway 5 is likely to result in longer distance travel diverting to other routes that are not designed/intended for this purpose. Increasingly, Highway 6 is impacted by traffic diversions when there is an incident on Highway 403. As the most significant vehicular intersection for Waterdown, this has impacts for the entire community. Therefore, it is recommended that MTO implement the construction of the Highway 6 and Dundas Street interchange in the short term.

In addition to this, an extension of Clappison Avenue northwards from Parkside Drive to North Waterdown Drive will help to address future localized traffic issues including traffic infiltration through nearby residential areas. This recommendation will require a Class EA Schedule for the construction works, and an update to “Schedule C – Rural Functional Road Classification” map in the Rural Hamilton Official Plan will be needed to add the proposed roadway. With the ongoing implementation of North Waterdown Drive that includes the connection to Highway 6, the traffic volume on Dundas Street is expected to decrease.

ALTERNATIVES FOR CONSIDERATION

Waterdown Community Node Secondary Plan

With respect to the Secondary Plan, the following alternatives may be considered:

1. Council may choose not to approve the Waterdown Community Node Secondary Plan and implementing zoning changes. This alternative would not address the vision established for the neighbourhood and endorsed by the community. Development that is inconsistent with the vision for the neighbourhood may occur.
2. Council may choose to approve the Plan and zoning changes, with modifications. This alternative would establish comprehensive development and design standards for the Plan to guide long term land use change. Modifications may lead to development that is not consistent with plan directions developed based on extensive consultation with the community, stakeholders and staff.
3. Council may choose not to proceed with a Heritage Conservation District Study or direct that the initiation of the study be deferred to a later date. This is not recommended because this study was identified as an important action for heritage conservation by the Waterdown Secondary Plan Cultural Heritage

Review. The study will determine if a Heritage Conservation District is appropriate within the area. A Heritage Conservation District could help to implement the policy directions of the Secondary Plan by providing an appropriate mechanism for review of changes to identified cultural heritage resources.

Waterdown Community Transportation Management Plan

Council has the following alternatives for consideration:

1. Council may choose not to approve the recommendations. This would result in the inability to address the existing transportation problems and plan for future transportation improvements for the study area.
2. Council may choose to approve the Plan, with modifications.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community

Economic Prosperity and Growth

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

Healthy and Safe Communities

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

Clean and Green

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.

Built Environment and Infrastructure

Hamilton is supported by state-of-the-art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

Culture and Diversity

Hamilton is a thriving, vibrant place for arts, culture, and heritage where diversity and inclusivity are embraced and celebrated.

APPENDICES AND SCHEDULES ATTACHED

- Appendix "A" - Study Areas Location Map
- Appendix "B" - Official Plan Amendment (Secondary Plan)
- Appendix "C" - Zoning By-law Amendment to Zoning By-law 05-200
- Appendix "D" - Zoning By-law Amendment to Zoning By-law 90-145-Z
- Appendix "E" - Waterdown Community Node Urban Design Guidelines
- Appendix "F" - Waterdown Secondary Plan Cultural Heritage Review Report
- Appendix "G" - Waterdown Community TMP Project File Report
- Appendix "H" - Waterdown Community TMP Project List
- Appendix "I" - Waterdown Community Node Secondary Plan Summary Report
- Appendix "J" - Table of Urban Hamilton Official Plan Changes
- Appendix "K" - Table of Zoning By-law 05-200 Changes
- Appendix "L" - Table of Zoning By-law 90-145-Z Changes
- Appendix "M" - Additional Public Comments
- Appendix "N" - Summary of Consultation Events