

Consultation Summary Waterdown Node Secondary Plan

Event: Focus Group Meeting #1

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

Date: January 30, 2019

Time: 6:00 pm to 8:00 pm

Participants: 18 (10 Stakeholder/Residents and 8 Staff)

Event Description

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

What We Heard

Planning Framework

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

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

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

Transportation

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

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

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

Infrastructure

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

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

Natural and Cultural Heritage

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

Visioning Exercise

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

Transportation

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

Land Use

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

Social

- Community driven



Hamilton

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

Heritage

- Heritage buildings