



Hamilton



**WATERDOWN ONLINE SURVEY
PUBLIC FEEDBACK REPORT**

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

1. ABOUT THE ONLINE SURVEY

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

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

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

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

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

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

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

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

2. GENERAL THEMES AND KEY MESSAGES HEARD

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

Figure 1 – General Themes and Key Messages Frequently Noted

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

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

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

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

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

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

3. NEXT STEPS

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

Waterdown Community Node Secondary Plan Study

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

Waterdown Village Built Heritage Inventory

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

Waterdown Transportation Management Study

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

Appendix 1

Detailed Survey Responses

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

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

<p>I would love the quaint village feel of the Historic area of Waterdown to be left as just that - a quaint village; No additional homes and or businesses. We have enough residential units in the historic area. I envision our Historic area of Waterdown being a quiet, residential pocket with beautiful old homes set in a larger community; not a hustling bustling city but a community; Like Rosedale is to Toronto, but on a smaller scale, where you knew and felt the boundaries of this distinct area. I would love if the little commercial buildings along Dundas St, Mill and Main could provide our little residential area with a bakery, a butcher, general store, a cheese shop, a farm market, and other essential stores. If the prices weren't outrageous, our neighbourhood would walk there to shop and people would come from surrounding areas to avoid the big box stores and enjoy the simplicity and quality of the "old world" charm. There is a real opportunity for the jam factory to play into that or, it could also make a great restaurant like the one in Aberfoyle; Prestigious, charming, a real attraction. Let's use the historic charm we have to keep our area historic, prestigious and attractive.....Like Niagara on the Lake. Charming. Quiet. Look at the CBC program - Escape to the Country. No further development - leave the charm.</p>
<p>The Waterdown Node should be an area of quaint shops and restaurants within the business district and walkable historic Village of Waterdown. Heritage Buildings should be protected and the overall height limit on buildings within this area should be 3 stories except for Hamilton Street where higher buildings could compliment this area.</p>
<p>Remains picturesque</p>
<ul style="list-style-type: none"> -Transportation network is designed to serve all modes of travel in a safe and efficient manner -Development is phased with transportation infrastructure -Less medium/ high density development
<p>More accessible within and out of Waterdown it self</p>
<p>Center for family outing.</p>
<p>Seamless integration with the rest of Hamilton, including all the other major BIAs. Easier-to-access Bruce Trail and Smokey Hollow Falls without dangerous pedestrian-car conflict points along Waterdown Rd</p>
<p>Your question comes too late. The community has been obliterated by the rampant expansion if the area</p>
<p>The Waterdown Node will be a Victorian Village and surrounding complete community. It will be distinct, maintain its Victorian character, agricultural neighbours, country roads and provide a complete range of goods services to its local community, including a housing stock that is affordable for all levels of income. It will be accessible from Hamilton and Burlington by transit 7 days a week, 18 hours daily. It will be a town of the future, walkable and cyclable, and major roadways will be accessible without raiding the core of town.</p>
<p>will be a great place for people to live work and play</p>
<p>The Waterdown Node should be a walk-able area with shopping, food and recreation.</p>

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

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

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

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

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

Small business with affordable accommodation for the entrepreneur

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

A calmer and more walk -able downtown Village

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

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

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

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

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

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

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

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

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

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

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

2. What do you love about the Waterdown Node?

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

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

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

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

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

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

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

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

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

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

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

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

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

<p>Mill St. Main St</p>
<p>The houses lining Mill (north and south), Main and Dundas in the 'node' are all part of the village that we love.</p>
<p>Highway 5 older homes up Vinegar Hill, Main St Mill St Basically the village core And the homes on Highway 5 to the new builds All the big homes on Hwy 5 by Dairy Queen</p>
<p>Accessibility and walkability of Dundas Street through the core. maintain the green space of residential streets in core (Union to Parkside, 1st Street to Hamilton).</p>
<p>Mill, Main, Behind on south side of Hwy 5 to the Snake Road bridge, ,</p>
<p>Not just Mill St I think all the streets have merit</p>
<p>Main north of Dundas.</p>
<ul style="list-style-type: none"> - Mill Street - Main Street - Griffin Street - Union Street - Snake Road - Waterdown Road - Church Street
<p>Union Street, Griffin, Mill, main, Dundas downtown over to Hamilton,</p>
<p>All of them.</p>
<p>Victoria, Mill, Main, Elgin, John where they are not yet messed up.... pretty much the entire Node area. Lower Victoria is a bit of a mess and there are a few other streets that seem to have escaped regulations.</p>
<p>The entire downtown core of Waterdown. Main, Mill, and all the streets in between.</p>
<p>Mill Street, Main Street, Parkside Drive. Waterdown Road North, Old Waterdown Road, Mountain Brow Road.</p>
<p>I wish that we could make alternate routes available to allow our downtown core to be similar to King St in Dundas. Walkable, parking available, alternate routes for the heavy traffic flow.</p>
<p>The core Main and Mill.</p>
<p>Each and every one!!!</p>
<p>Current Mill Street Heritage Corridor, some of the older houses south of Dundas, Dundas (Between Hamilton and Mill),</p>
<p>Mill and Main. Dundas downtown. Waterdown road.</p>
<p>The entire district north and south should have some preservation. But with the opportunity to softly add accessory units in the main. Building or accessory building. Need more people in a short walk to support the stores</p>

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

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

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

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

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

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

<p>Excessive use of a large bus going around Waterdown empty most of the time There should be small mini vans like DARTS have that make more sense in a community of young families and old people who depend on cars so there's not a great need for a big bus A mini bus wouldn't impact the residents at all so then you could run a mini bus up Mill St and Main St That way people in the village could access the Go easier and other parts of Waterdown</p>
<p>Getting to and from down town Hamilton and Burlington with pubic transit is challenging. Driving through downtown core is near impossible. Hwy 6 & Dundas dangerous with trucks</p>
<ol style="list-style-type: none"> 1. The bus system is designed only for commuters, 2. it doesn't connect to Hamilton (it sort of but it takes 2-3 bus ride to get to Hamilton and westdale) The absence of connectivity to Hamilton 3. It doesn't serve locals to get mobile around town without having to drive <p>As a result, the bus system is very underused.</p>
<p>Dundas St impassable at rush hr side streets are being used to avoid Dundas not enough parking supplied in for new developments (1.25 spots per unit and almost everyone has 2 cars</p>
<ol style="list-style-type: none"> 1. Traffic congestion on Hwy 5 and Parkside Drive is very bad between Avonsyde Drive and Hamilton Street. The Hwy 5 / Hwy 6 intersection at Clappison's Corners is also very congested. The planned bypass to the north needs to be built ASAP. A bypass to the south would also help to relieve congestion. 2. There is a lot of speeding and driving through red lights. There is only 1 red light camera to control this. There should be more red light cameras and more police presence because these do make the roads safer.
<p>Traffic there is a huge need for more major roads for traffic to flow east and west</p>
<p>Slow downs on Highway 5 east in the evening, too much traffic in downtown core, backup along mill at 5 turning west,</p>
<p>It this small community would be so much more with prioritizing safe walking and cycling options. Most journeys within the town are close enough to leave the car at home. ONLY when it is safe and easy, will that happen.</p>
<p>Grid lock on Hwy 5 east eastbound when highway has issues</p>
<p>There is not enough parking in Waterdown Village. It is my understanding that Dundas St (Hwy 5) will be made into 4 lanes of traffic and the removal of the current parking spots. I have customers calling or commenting that they tried to get to my shop but were unable to find parking.</p>
<p>Too much traffic - volume, Loud big trucks.</p>
<p>Buses that are oversized for the current passenger loads and not making enough money to cover the cost of a driver. Who does the economics for these services that I'm paying for? Time to study ridership and cost! Uber paid for by the City would be better until Uber cost exceeds the cost of a bus and driver. Hwy 5 is a daily bottleneck during rush hours and weekends are periodic traffic nightmares. Parkside is now much, much better west of Hamilton Street but needs attention to the east. Just high traffic volume.</p>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

<p>The residential areas - especially the Heritage District - needs stronger, written, legislated protection from development to preserve its charm and character. A freeze should be placed on development until roads and infrastructure can catch up.</p> <p>More electrical outlets should be installed in the business/ commercial sectors for hybrid and electric vehicles.</p> <p>More trees should be planted on all boulevards and public spaces.</p> <p>More land should be designated for green spaces.</p> <p>Large trucks should be re-routed away from the core (especially the gravel trucks).</p> <p>Listen to the people who live and work here - not the developers who only want to make a buck and move on.</p> <p>Embrace and protect our historical homes and buildings.</p> <p>Mimic the architectural character of our historical buildings in all new builds.</p> <p>Protect our farmland from development. We want to be able to locally source our food.</p> <p>Waterdown is at maximum development now. Please stop building!!!</p>
<p>There are unmaintained fitness stations on the Waterdown North/ John MacLennan wetland Trails. They are at the point where they are almost unsafe.</p>
<p>Protect our historic village. Protect the integrity of the community of Waterdown. Calm the traffic before another child is killed. Reduce/stop vehicles speeding through traffic on residential streets; particularly Mill and Main. Stop ignoring Mill and Main; start ticketing vehicles, city of Hamilton could make a lot of money on Mill. Make it impossible for cars to speed through residential streets. Increase police presence for residential streets, especially Mill and Main.</p>
<p>The rezoning of downtown Waterdown from 3 storeys to 6 storeys should have an exemption 570 put in place, similar to Ancaster's, within the entire Mill Street Heritage District, Dundas Street and Main Street.</p>
<p>Can we get better buses or other means of transportation from Waterdown to Burlington and Burlington to Waterdown as well, I like on spring creek, go to school in Dundas and work in Burlington, transportation is quite awful</p>
<p>Please don't widen streets, I would like to see better investments in cycling and transit</p>
<p>There are developers who own very old commercial buildings and are waiting for allowances to be made, so they can sell to developers, demolish the buildings and build anew, along Main Street in particular. I hope the City will not allow this to happen.</p> <p>Downtown Waterdown can be as attractive to tourists as promoted areas of Hamilton if the resources and efforts are provided to promote it and include it in Hamilton's promotional materials and messaging. The City should not expect to have great initiatives (free bus up the mountain for cyclists, for example) and not implement them City-Wide (we have a mountain too), and then expect Waterdowners to feel as though they are part of a City. We are distinct, for sure, and are geographically isolated, but can share in being a historic town that is part of the vision of the future.</p>
<p>I hope the strategy looks at the</p> <ol style="list-style-type: none"> 1. solving congestion first 2. State of Infrastructure second (sustainability concept as well) <p>prior to considering spending money on bike lanes and transit.</p>
<p>The charm of Waterdown is its small town feel. The growth it is seeing is eroding some of this feel due to poor planning to coordinate growth with transportation accommodations. The core "village" is becoming little more than a cut through for people trying to avoid Hwy 403. All these plans for East-West bypass, North-South bypass, Waterdown Road expansion, Hwy5/6 interchange sound great, but without actual action it is becoming too little too late as massive</p>

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

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

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

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

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

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

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

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

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

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

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

Commuting is terrible and getting worse

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

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

Now 2000 units at Clappison Corner and Hwy 5

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

Perhaps they'll go to Shoppers then down Waterdown Rd

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

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

Why??

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

Perhaps they could then go into subdivisions or the Core to pick up people wanting better transport

Switch the big bus to downtown Hamilton and give us one of the really nice Darts vans that I see at the General

Perhaps a bus that goes to the General Hospital every hour so many people use that hospital

Look at what people's needs are not just - let's drive a big bus around Waterdown to show we do have transit

It's ridiculous planning

Put some one on that bus for a week and do a survey

Then perhaps a more appropriate transit vehicle could be used and not polluting us

I've lived here a long time and I'm not opposed to developing Waterdown

But get nice designed townhouses along the highway , not placed close to the highway and perhaps a nice buffer planned before approving the build so that instead of walking out the front door and facing zooming traffic there'd be budged and trees on a boulevard

That's poor planning and money from fast developers just throwing up a unit

I also want to comment on how citizens don't find out about any planning unless you happen to catch it on your phone or review

It should be repeated a few times

We're not home every day or have a chance to read paper or articles once

Waterdown needs set meetings with everyone before things such as speed bumps are installed

The idea that slow traffic is safe Travis not in the highway acin fact slo driving by the use oh impediments such as bumps and parking cars on both sides of Main St N contribute to accidents and car damage and constant replacement of bumps from snowplough damage

We are concerned that road infrastructure is taking a back seat to development. This is doing things backwards and will just lead to more congestion.

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

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

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

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

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

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

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

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

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

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

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

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