

Flurry of activity in all corners of Flamborough

From Waterdown Road expansion to Clappison's big-box stores, projects are moving ahead

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One quick scan at Clappison's Corners would tell even the most casual observer that what had once sat vacant in terms of undeveloped land is now seeing a rejuvenation.

This is a good news story for Flamborough residents on several fronts. We now will be provided with the shopping choices that traditionally had required most of us to travel outside of our community, along with the ability to create more commercial dollars to help offset the residential tax burden.

With stores like Zellers, Canadian Tire, Mark's Work Warehouse, Rona, expanded food stores and the like, the first phase of development will total 600,000 square feet. Once the full build-out is complete for all the phases, between 1,200 to 1,500 jobs will be provided.

But what perhaps is the best part about the long-awaited development is the negotiated road improvements that will now coincide with the new development. Hamilton Public Works Department, along with the Provincial Government, the Ministry of Transportation and the developers, worked to bring \$61 million worth of much-needed road infrastructure to the traffic corridor of Highways 5 and 6.

Successful negotiations have now produced shopping choices, much needed tax dollars, and road safety improvements at no cost to the taxpayer.

Waterdown Road

And while we are on the topic of road improvements, the much talked about Waterdown and Burlington transportation plan finally moves forward. Many of you might remember the Waterdown/Aldershot Master Transportation Plan, which dealt with the Waterdown Bypass from back in the days when we were still Flamborough.

The upshot is this: we are required to create an east-west and north-south transportation corridor to accommodate the future growth of Waterdown. Once the province passed Official Plan Amendment (OPA 28) in June 2002, it mandated that the transportation corridor be dealt with by both Flamborough and Burlington.

OPA 28 opens the doors for 6,500 new residential units (upwards of 15,000 new residents) in Waterdown, all of which will be built within the next 10 years, if not sooner - and we are in the position where we have to provide a road transportation network to accommodate that growth. At long last Burlington, who signed off on OPA 28 (meaning they agreed to the terms), has now made the decision to support the consultant's findings, which identify the need to widen Waterdown Road to four lanes.

Tough decision

Burlington now concedes that fact, with the proviso the road be temporarily marked as three lanes. Understandably, the decision was a tough one, with some residents being negatively impacted by the decision.

However, it is my contention that you serve no useful purpose by delaying what every traffic study concluded as the inescapable fact that Waterdown Road needed to be widened to four lanes after every alternative had been thoroughly explored.

Obviously we have not been without our growing pains, and challenging the Cabinet decision of OPA 28 for years did little to stem the tide of growth dictated by provincial government. Now the sanctioned development requires that the essential infrastructure be put in place in order to accommodate that growth. To do less is to ignore the realities of the day, which ultimately would be more costly and indefensible to affected community residents.