

# Fruitland-Winona Secondary Plan

## Summary Report



**City of Hamilton  
Planning and Economic Development  
2013**

## Fruitland-Winona Secondary Plan Summary Report

---



## TABLE OF CONTENTS

<b>1.0</b>	<b>Introduction . . . . .</b>	<b>1</b>
1.2	Secondary Plan Area . . . . .	1
1.3	Planning Policy Context . . . . .	1
1.3.1	Places to Grow Growth Plan . . . . .	1
1.3.2	Greenbelt Plan . . . . .	2
1.4	History and Background . . . . .	2
<b>2.0</b>	<b>Secondary Plan Study and Process . . . . .</b>	<b>3</b>
2.1	Work Plan and Approach . . . . .	3
2.2	Public Consultation . . . . .	4
2.2.1	Public Information Centres . . . . .	4
2.2.2	Community Advisory Committee . . . . .	5
2.2.3	Internal and Agency Consultation . . . . .	6
2.2.4	Website . . . . .	8
<b>2.3</b>	<b>Secondary Plan Supporting Studies . . . . .</b>	<b>8</b>
2.3.1	SCUBE Commercial and Employment Analysis . . . . .	8
2.3.2	SCUBE Transportation Master Plan . . . . .	10
2.3.3	Fruitland-Winona Municipal Class EA Study . . . . .	11
2.3.4	SCUBE Sub-Watershed Studies . . . . .	12
2.3.5	Other Studies . . . . .	13
<b>3.0</b>	<b>Developing the Draft Fruitland-Winona Secondary Plan. . . . .</b>	<b>14</b>
3.1	Vision and Objectives . . . . .	14
3.2	Secondary Plan Issues and Opportunities . . . . .	14
3.2.1	Transportation System . . . . .	15
3.3	Environment . . . . .	17
3.3.1	Natural Open Space . . . . .	17
3.3.2	Air Drainage . . . . .	17
3.4	Heritage and Culture . . . . .	18
3.5	Residential Density.. . . .	18
3.6	Commercial . . . . .	19
3.7	Employment Lands . . . . .	19
3.8	Community Facilities . . . . .	19
3.8.1	Community Parks . . . . .	19
3.8.2	Neighbourhood Parks . . . . .	20
3.8.3	School Sites . . . . .	20
3.8	Servicing and Infrastructure . . . . .	20
3.10	Barton Street Assembly Employment Land Conversion . . . . .	21
<b>4.0</b>	<b>Land Use Options and Preferred Plan . . . . .</b>	<b>21</b>
4.1	Draft Land Use Concepts . . . . .	21
4.2	Draft Preferred Land Use Plan and Policies . . . . .	25
4.2.1	Natural Heritage . . . . .	25

## TABLE OF CONTENTS

4.2.2	Transportation System . . . . .	26
4.2.2.1	Collector Road System . . . . .	26
4.2.2.2	Rapid Transit. . . . .	27
4.2.2.3	Active Transportation and Connectivity . . . . .	28
4.2.3	Commercial . . . . .	28
4.2.4	Community Park and Foal Point . . . . .	29
4.2.5	Schools/Institutional. . . . .	30
4.2.6	Neighbourhood Parks . . . . .	30
4.2.7	Barton Street Employment Land Conversion . . . . .	31
4.2.8	Secondary Plan Designations . . . . .	31
4.2.8.1	Residential Designations . . . . .	31
4.2.8.2	Commercial Designations . . . . .	33
4.2.8.3	Parks and Open Space Designations . . . . .	34
4.2.8.4	Area and Site Specific Policies . . . . .	35
4.2.8.5	Other Designations . . . . .	38
4.2.9	Other Secondary Plan Policies . . . . .	38
4.2.9.1	Cultural and Built Heritage . . . . .	38
4.2.9.2	Storm Water Management Ponds. . . . .	38
4.2.9.3	Block Servicing Strategy . . . . .	39
4.2.9.4	Air Drainage . . . . .	40
<b>5.0</b>	<b>Urban Design Guidelines.</b> . . . . .	<b>40</b>
<b>6.0</b>	<b>Recommendations.</b> . . . . .	<b>41</b>

## **TABLE OF CONTENTS**

### **LIST OF MAPS**

- Map 1: Fruitland-Winona Secondary Plan Area  
Map 2: Stoney Creek Urban Boundary Expansion Area

### **LIST OF APPENDICES**

- Appendix A: Summary of Comments from Public Information Centre #1  
Appendix B: Mapped Comments from Public Information Centre #2 (Issues and Opportunities)  
Appendix C: Concept Comments (Option A, B, and C) from Public Information Centre #3  
Appendix D: Community Advisory Committee Role and Mandate  
Appendix E: Fruitland Road Class Environmental Assessment Preferred Alternative  
Appendix F: SCUBE East and West Sub-watershed Study Area  
Appendix G: Fruitland-Winona Secondary Plan Objectives  
Appendix H: Summary of Issues Raised at Public Information Centre's and Community Advisory Committee Meetings  
Appendix I: Barton Street Employment Land Conversion Location Map  
Appendix J: Community Advisory Committee Draft Land Use Concept A  
Appendix K: Community Advisory Committee Draft Land Use Concept B  
Appendix L: Staff Draft Land Use Concept C  
Appendix M: Draft Preferred Land Use Plan  
Appendix N: Natural Heritage System  
Appendix O: Transportation Classification Plan  
Appendix P: Block Servicing Strategy Area Delineation  
Appendix Q: City Criteria for Employment Land Conversion  
Appendix R: Fruitland-Winona Urban Design Guidelines  
Appendix S: Fruitland-Winona Secondary Plan – Recreation Needs Assessment

## **INTRODUCTION**

The Fruitland-Winona Secondary Plan Summary Report provides a summary of the process leading to the development of the Fruitland-Winona Secondary Plan including the context and rationale for the development of the Secondary Plan. This report outlines the main issues and opportunities that were identified and the subsequent decisions that were made throughout the Secondary Plan process and the rationale behind those decisions. This report also outlines the public consultation process and includes a summary of comments and concerns identified.

### **1.2 Secondary Plan Area**

The Fruitland-Winona Secondary Plan study area consists of the lands east of Fruitland Road, north of Highway No. 8, south of Barton Street (including Winona); and the lands east of Winona, north of Highway No. 8, south of the QEW, and west of the City limits (refer to Map No.1). The Secondary Plan area consists of approximately 376 hectares of land. The area available for future development is approximately 291 hectares of land.

### **1.3 Planning Policy Context**

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

#### **1.3.1 Places to Grow - Growth Plan for the Greater Golden Horseshoe (2006)**

The Places to Grow – Growth Plan for the Greater Golden Horseshoe (2006) is the Ontario government's plan to manage growth and development in a way that supports economic prosperity, protects the environment and helps communities achieve a high quality of life across the province. This Plan guides decisions on a wide range of issues, including: economic development; land-use planning; urban form; housing; natural heritage and natural resource protection; and, provincial infrastructure planning. More specifically, it provides broad-level policies generally applicable throughout the Greater Golden Horseshoe.

The Growth Plan provides direction for managing growth including greenfield areas. The Plan generates more consistent urban growth decisions in the City, promotes urban residential intensification, as well as provides a means to better utilize past and future infrastructure investments. For greenfield developments, growth is to be managed by encouraging compact, transit-supportive communities, reducing dependence on the automobile through the development of mixed-use, transit supportive, pedestrian-friendly urban environments, and by encouraging the development of a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space, and easy access to local stores and services. The designated density target for greenfield areas is

a minimum of 50 residents and jobs combined per hectare. The Fruitland-Winona Secondary Plan area is considered a greenfield area and, therefore, subject to the direction set out in the Growth Plan for new greenfield developments.

### 1.3.2 Greenbelt Plan (2005)

The Greenbelt Plan is an overarching strategy identifying where and how future growth should be accommodated as well as what features must be protected for current and future generations. The Greenbelt Plan identifies a Greenbelt Area within which there are lands subject to the Greenbelt Plan and Niagara Escarpment Plan. More specifically, the Greenbelt Plan identifies where urban growth should not occur in order to provide permanent protection of the agricultural land base and the ecological features and functions of this landscape. Approximately 30% of the study area is included within the Greenbelt Area (refer to Map 1). The overall purpose is to safeguard and enhance viable agricultural and agricultural-related uses within the protected area, while accommodating appropriate rural uses on lands not identified as prime agriculture or specialty crop areas. The Greenbelt Plan provides a level of certainty for the agricultural industry with respect to operation and investment decisions. No urban development is permitted on lands within the Greenbelt Plan area.

## **1.4 History and Background**

On October 23, 2003, the City of Hamilton adopted amendments to the Regional Official Plan (ROPA 14) and the Stoney Creek Official Plan (OPA 99) to expand the urban boundary in lower Stoney Creek to include lands east of Fruitland Road to the Hamilton municipal boundary between Highway 8 and Barton Street, as well as lands north of Barton Street on the west side of Fifty Road and north of the CNR tracks as illustrated on Map No. 2. Two appeals were filed against the urban boundary expansion and subsequently in 2005, the Province's Greenbelt Plan came into effect and removed approximately one third of the original urban boundary expansion area proposed for urban use. In November of 2005, the Ontario Municipal Board issued a decision on the appeals (OMB Decision/Order No. 1202, issued April 30, 2007) which approved the City and Province's settlement to allow the lands outside the Greenbelt area to be designated "Urban" with a Special Policy Area. The Special Policy Area required a transportation study, water, wastewater and storm water analysis and an evaluation of the appropriateness of commercial development on lands located north of the CN Railway tracks and east and west of Fifty Road. Once these studies were complete, the City could proceed with comprehensive planning for the entire area including a general land use concept for all the lands on the basis of housing density and mix, projected population, school requirements, commercial lands, and employment lands. A second OMB Decision was issued on September 9, 2010, to add three parcels that were within the Province's



Greenbelt Plan (970 Barton Street, 1361 Barton Street, and 347 Fifty Road into the Urban area and Special Policy Area 'F'.

To implement the Secondary Planning process as directed by the OMB, the City began the process in 2007.

## **2.0 SECONDARY PLAN STUDY AND PROCESS**

The Fruitland-Winona Secondary Plan process provided the opportunity to plan for the future development of the area as a complete community by encouraging a diverse mix of land uses, a range and mix of employment and housing types including high quality public open spaces while facilitating densities and protecting the stable residential area of Winona. The intent of the Secondary Plan for Fruitland-Winona is to determine future land uses and transportation networks; identify and protect the existing cultural and natural heritage features and establish requirements for community facilities within the context of the Hamilton Official Plan and with public input.

The Fruitland-Winona Secondary Planning process was tasked with creating a complete community while considering compatibility with the stable residential community of Winona. In addition, the Secondary Plan also addresses the interface of the new community with existing adjacent Employment lands north of Barton Street, and Greenbelt Plan lands to the south.

### **2.1 Work Plan and Approach**

The Fruitland Winona Secondary Plan was carried out in four phases: Phase 1 – Background Review: Information Gathering and Issue Identification, Phase 2 – Visioning and Objectives, Phase 3 - Development of Land Use Concepts, and Phase 4 - Development of Draft Preferred Plan.

#### Phase 1 – Background Review: Information Gathering and Issue Identification

Phase 1 of the Secondary Plan study process included gathering background information relevant to the study area in order to provide the context necessary to set priority areas. This information provided the foundation for the direction of the Secondary Plan and the baseline of conditions that currently existed in the study area. The information collected during this phase was compiled into a Comprehensive Information Document. During Phase 1, the Community Advisory Committee (CAC) for the project was established.

#### Phase 2 – Visioning and Objectives

Phase 2 of the Secondary Plan study process included identifying the issues and opportunities and establishing the vision, goals and development principles for

the Secondary Plan that informed and guided the development of the proposed land use concepts and policies.

### Phase 3 – Development of Draft Land Use Concepts

Phase 3 of the Secondary Plan study process included the preparation of land use concepts based on background information and studies, the vision, goals and development principles established in Phase 2, as well as site visits and discussions with key stakeholders. There were three draft land use concepts developed, two of which were developed by the CAC with staff assistance and the third drafted by staff.

### Phase 4 – Development of Draft Preferred Land Use Plan and Policies

Phase 4 of the Secondary Plan study involved developing the draft preferred land use plan and policies for the Fruitland-Winona study area based on comments received from the public, City staff, agencies and stakeholders throughout the process and on the three draft land use concepts developed in Phase 3.

## **2.2 Public Consultation**

### 2.2.1 Public Information Centres

Public consultation was integral to the development of the Fruitland-Winona Secondary Plan. Extensive formal public consultation began in June 2007, and continued to June 2010. In addition, staff liaised with the public informally through emails, phone calls, and meetings. Staff continued to engage the public over the course of the study. Each Public Information Centre (PIC) attempted to inform and gather input from residents, landowners, and other stakeholders and were held at key milestones during the Secondary Plan process.

A total of four PIC's were held. Notification of these meetings was published in the Hamilton Spectator and the Stoney Creek News, and mailed to residents within the study area on the contact list and within 120 metres around the study area. The following is a summary of the four Public Information Centres:

#### Public Information Centre 1 - June 19, 2007

The Secondary Plan project was formally introduced to the public on June 19, 2007, at a Public Information Centre (PIC #1) held in Stoney Creek. The meeting was attended by 138 people from the community. The focus of this meeting was to present background information relevant to the Secondary Plan study area including the process by which the lands became urban and the provincial and municipal policy framework within which Secondary Plans are implemented. PIC #1 was also an opportunity for attendees to apply to participate on the Community Advisory Committee (CAC) that would help inform the Secondary

Planning process and to fill out a comment sheet regarding their thoughts on the Secondary Plan area (refer to Appendix 'A' for a summary of comments received).

#### Public Information Centre 2 - December 4, 2007

A second Public Information Centre (PIC #2) was held on December 4, 2007, to engage the community in an issues and opportunities exercise. This meeting was an activity based workshop where staff worked with attendees to identify opportunities and constraints using aerial maps of the study area. This meeting was attended by 70 people from the community. The information collected at PIC #2 was used to assist in the development of the three draft land use concepts (refer to Appendix 'B').

#### Public Information Centre 3 - June 9, 2009

On June 9, 2009, the three draft land use concepts for the Fruitland-Winona Secondary Plan were presented to the public at PIC #3. The objective of the meeting was to gather input on the ideas presented in all three concepts. This meeting was attended by 157 people. Upon review of the comments received from PIC #3 and other staff and agency circulation, a draft preferred plan was developed (refer to Appendix 'C').

#### Public Information Centre 4 - June 24, 2010

On June 24, 2010, PIC #4 was held to present the draft preferred land use plan and policies to the public for review and comment. At this meeting staff from the City's Public Works Department also presented the Stoney Creek Urban Boundary Expansion (SCUBE) West Sub-watershed Study and the SCUBE East Sub-watershed Study Phase 1 information. This meeting was attended by 115 members of the community.

#### 2.2.2 Community Advisory Committee (CAC)

The City established a Community Advisory Committee (CAC), a group of 38 stakeholders from the community comprised of residents, landowners, businesses and agencies, to inform the Secondary Plan process. This group was established by soliciting interested stakeholders at the first Public Information Centre and through discussions with the Ward Councillor. CAC meetings were often attended by members of the general public who were not on the CAC but were welcome to attend and observe meetings. The CAC met with the project team at key points during the process to provide feedback on emerging issues. The role of the CAC was to provide a community perspective on issues, planning processes and solutions (refer to Appendix 'D' for CAC Role and Mandate). In total there were 10 meetings held to discuss various issues from developing the vision, goals and development principles for the Secondary

Plan to providing input into the development of the various draft land use concepts and the draft preferred plan. The following is a summary of the purpose of each of the meetings:

- CAC Meeting #1: Introductory Meeting – Introduce the project and preliminary identification of issues and opportunities
- CAC Meeting #2: Develop a Vision for the Secondary Plan
- CAC Meeting #3: Develop Goals and Objectives for the Secondary Plan
- CAC Meeting #4: Finalize the Secondary Plan Goals and Objectives
- CAC Meeting #5: Develop Design Alternatives for the Fruitland-Winona Secondary Plan Area
- CAC Meeting #6: Review of the Secondary Plan Process / Presentation on the Fruitland Road Environmental Assessment
- CAC Meeting #7: Secondary Plan Workshop – Residential Component (land use concepts and density)
- CAC Meeting #8: Review Concept Plans, Goals and Objectives
- CAC Meeting #9: Preferred Plan Presentation and Group Discussion
- CAC Meeting #10: Review of the Draft Preferred Plan

### 2.2.3 Internal and Agency Consultation

An internal staff Technical Advisory Committee (TAC) was established to provide the expertise of a multi-disciplinary team to assist with the development of the Secondary Plan. The role of TAC was to provide input and feedback on the Secondary Plan process and related planning studies. Committee members provided detailed input on the studies from their area of expertise. Members assisted in identifying issues, developing and reviewing alternative solutions, and providing comments on the Fruitland-Winona Secondary Plan and policies and other related studies. It included representatives from the following departments and divisions:

- Emergency Services
- Hamilton Police Services
- Planning and Economic Development:
  - Business Development;
  - Community Planning and Design;
  - Culture Division;

- Downtown and Community Renewal;
- Growth Management;
- Municipal Parking;
- Strategic Planning and Special Projects; and
- Economic Development and Real Estate.
- Public Health Department
- Community Services Department:
  - Recreation;
  - Healthy Living; and,
  - City Housing Hamilton.
- Public Works Department
  - Rapid Transit;
  - Operations and Maintenance;
  - Strategic and Environmental Planning;
  - Traffic Engineering and Operations;
  - Waste Management;
  - Infrastructure and Source Water Planning,
  - Open Space and Development; and,
  - Hamilton Street Railway.

The following external agencies that might be impacted by the Secondary Plan were also consulted at the project initiation phase, at the development of the draft concepts phase, and at the preferred draft land use plan phase:

- Bell Canada
- Bell Mobility
- Canadian National Railway
- Canadian Pacific Railway
- Cogeco Cable
- French Catholic School Board
- French Public School Board
- Hamilton Conservation Authority
- Hamilton International Airport
- Hamilton Niagara Haldimand Brant
- Hamilton Public Library
- Hamilton Wentworth District School Board
- Hamilton Wentworth Catholic Separate School Board
- Haudenosaunee
- Horizon Utility Corporation
- Huron-Wendat First Nation of Wendake
- Ministry of Natural Resources
- Ministry of the Environment
- Ministry of Transportation
- Ministry of Food and Rural Affairs (OMAFRA)
- Mississaugas of the New Credit First Nation Elected Chief and Council
- Municipal Property Assessment Corp.



- Niagara Escarpment Commission
- Niagara Region
- Rogers Wireless Inc.
- Six Nations of the Grand River Territory First Nation
- Source Cable and Wireless
- Telus Mobility
- Town of Grimsby
- Union Gas

#### 2.2.4 Website

As part of the public consultation process, City staff created a site on the City of Hamilton's website specifically dedicated to the Fruitland-Winona Secondary Plan ([www.hamilton.ca/fruitlandwinona](http://www.hamilton.ca/fruitlandwinona)). Staff provided all of the Public Information Centre dates and materials, Community Advisory Committee information and other related information on the website. In addition, digital comment sheets were available online for members of the public to provide comments for PIC #3 and PIC #4. The website was updated when new information became available. The website was a key tool to distributing information to the greater community.

### **2.3 Secondary Plan Supporting Studies**

To support the Secondary Plan process and the development of the preferred land use plan and policies, studies were completed and are summarized below:

#### 2.3.1 SCUBE Commercial and Employment Analysis (2007)

Sorensen Gravely Lowes Planning Associates and Robin Dee & Associates were retained by the City of Hamilton in January 2007, to assist Hemson Consulting Ltd., in undertaking a commercial and employment land use analysis for the Stoney Creek Urban Expansion (SCUBE) area. The purpose of the study was to provide input to the City's preparation of a general land use concept for the SCUBE area and also to assist staff in their consideration of development applications for the area (ROPA-05-004, OPA-05-020, ZAC-05-11): a proposed rest-stop and truck re-fuelling facility, and a proposed retail centre containing a department store, home improvement and other retail uses, including a cinema, located at the southeast quadrant of Fifty Road and the Niagara QEW. This report provided a review of the existing retail commercial structure in lower Stoney Creek and East Hamilton and reviewed the commercial land needs in the Fruitland-Winona (SCUBE area) and evaluated commercial distribution alternatives from an urban structure perspective. The Commercial and Employment Analysis concluded that additional retail space was needed in the Lower Stoney Creek/East Hamilton area. It also recognized a lack of both food shopping and department store type merchandise in the eastern portion of the expansion area and the existing residents were quite underserved in that area.

The Commercial study also did not identify the need for more than one additional neighbourhood centre in the eastern section.

The development applications mentioned above for the truck rest spot and retail centre at the south-west quadrant of the intersection of the Queen Elizabeth Way and Fifty Road were approved (for commercial uses). The pre-approval of this block compromised the ability to establish an identifiable commercial node within the study area. Therefore, in 2010, Sorensen, Gravely and Lowes was retained again to provide further review of the potential for local commercial space within the Fruitland -Winona Secondary Plan in light of the approvals. Their findings were as follows:

*Area West of Winona:*

1. Expand onto the commercial space located on Highway No. 8 east of Fruitland Road. There is already a small node established and it could be expanded to approximately 2.5 ha of commercial space. However, this location is not central to the Fruitland portion of the planning area and would result in the need for more auto trips.
2. A small commercial node of approximately 2 ha could be established at the intersection of the proposed arterial and Highway No. 8 with another 0.5 ha at the Fruitland Highway No. 8 location. The arterial/Highway No.8 location would be a highly visible site desirable of the retailers. However, again it is not centrally located.
3. A small commercial node of approximately 2 ha could be established at the intersection of the proposed arterial and the proposed collector road with another 0.5 ha at the Fruitland Highway No. 8 location. The proposed arterial/collector location would be a visible site and would be centrally located, but in-board sites such as this are rarely successful particularly for an arterial road of such short extent.
4. A small commercial node of approximately 2 ha could be established at the intersection of the Jones Road and Highway No. 8 with another 0.5 ha at the Fruitland Highway No. 8 location. The Jones Road site would be opposite the former Stoney Creek municipal building. This is a central location with good visibility from Jones and from Highway 8. It also provides the opportunity with the former municipal building to build a central neighbourhood centre with synergies between the retail, office and possible institutional uses.

The latter site was recommended for the local commercial node with a small 0.5 ha node around the existing commercial space on Highway 8 east of Fruitland Road.

The possible options for retail space in the Winona portion of the Secondary Plan area were fewer. It was recommended that the City build on the retail space currently existing along Highway 8 to create a pedestrian oriented retail main street.

This retail node would extend from Bel-Air Ave to just east of Winona Road and encompass the southern half to two-thirds of the school site. The extent of the retail designation would be approximately 400 metres in length, which creates an ideal main street, and the former secondary school site would provide the opportunity for a grocery store tenant.

To be successful, however, the City would need to institute on-street parking and create a suitable pedestrian realm including wide sidewalks, pedestrian lighting, seating, urban landscaping and other suitable streetscape elements.

### 2.3.2 SCUBE Transportation Master Plan (TMP) (2008)

The Stoney Creek Urban Boundary Expansion Transportation Master Plan Report, also known as SCUBE TMP, was endorsed by the Public Works Committee on September 28, 2008 (PW08114) and was filed in December of 2008. The Master Plan addressed Phase 1 (Problem or Opportunity) and Phase 2 (Alternative Solutions) of the Municipal Class EA process. Upon completion of the study, an Environmental Study Report was prepared and made available for public review and comment. The TMP was finalized in November 2008.

The objectives of the SCUBE TMP were to prepare a transportation strategy that supported the Lower Stoney Creek Urban Boundary Expansion (SCUBE). This strategy included the identification of any problems or opportunities related to transportation issues up to the year 2021, and recommended alternative solutions. In addition, this study proposed to identify and protect future transportation corridors, provide transportation policies and funding.

The study area was bounded by Fruitland Road (west), QEW (north), City Boundary (East) and Highway No. 8 (South). The recommendations from the study are summarized below:

#### Road Network Improvements

- As development progresses, conduct detailed studies to confirm operational improvements at major intersections along Highway No. 8 and Barton Street.
- Undertake further studies to confirm road widening to a 3-lane cross section on Highway No. 8 and Barton Street.
- Fruitland Road - Subject to other ongoing studies (Fruitland Road Municipal Class Environment Assessment).

### Cycling Network Improvements

- Ensure integrated and connected network by incorporating a cycling network with the following links:
  - Barton Street between Jones Road and Fifty Road;
  - Glover Road; and,
  - Winona Road.

### Rapid Transit

Assess the potential for rerouting the proposed transit/rapid transit route from Highway No. 8 to Barton Street.

### 2.3.3 Fruitland Road Municipal Class Environmental Assessment Study (2010)

Fruitland Road forms the western boundary of the Secondary Plan area. In September 1992, the former Regional Municipality of Hamilton – Wentworth completed the Fruitland Road Realignment Class Environmental Assessment (Class EA) Study which focused on addressing problems related to traffic flow and volumes on Fruitland Road. The 1992 Environmental Study Report (ESR) recommended the realignment of Fruitland Road from Barton Street to Highway No. 8, which did not rule out a future extension up to the Niagara Escarpment. This realignment was subsequently adopted in the former City of Stoney Creek's and Regional Municipality of Hamilton-Wentworth's Official Plans, however the road was never built and the approval expired. With the initiation of the Fruitland-Winona Secondary Plan area, another EA for Fruitland Road was initiated.

The purpose of the Fruitland Road Class EA study was to:

- Update the Regional Official Plan (to be superseded by the new Urban Official Plan), which was guided by the results of the 1992 Fruitland Road Realignment (Highway No. 8 to Barton Street) Class EA Study; and,
- Investigate applicable traffic and access management measures with the potential to improve safety and traffic operations for all roadway users within the study area.

The preferred alternative, (Appendix 'E'), recommends that trucks utilize a proposed new north/south road, east of the existing Fruitland Road between Highway No. 8 and Barton Street and that the existing section of Fruitland Road between Highway No. 8 and Barton Street remain open. In addition, proposed gateway features and enhanced pedestrian crosswalks on Fruitland Road at Highway No. 8 and at Barton Street will become a new visual traffic calming measure and identify to motorists that they are entering a residential neighbourhood and to drive accordingly.

The preferred alternative proposed two possible alignments, originating and aligned with the Sunnyhurst Road/Barton Street intersection then taking two different paths to Highway No. 8. These options provide flexibility as the lands will be developed under private ownership and the final alignment and detailed design of the new north/south road will be determined through future studies associated with development applications.

In addition, the preferred alternative also proposes an east/west connection to Sherwood Park Drive from the proposed north/south collector to facilitate direct traffic movement from the existing development to the new growth area.

#### 2.3.4 SCUBE Sub-watershed Studies (East and West) (2010)

Sub-watershed studies were undertaken in support of the Secondary Plan for Fruitland-Winona. Separate Phase 1 and Phase 2 Sub-watershed Study reports were completed for the lands on the east and west sides of McNeilly Road (Appendix 'F'). The SCUBE West Sub-watershed Study addresses lands within the drainage boundaries of Watercourses 5.0, 6.0 and 7.0. The SCUBE East Sub-watershed Study addresses lands within the drainage boundaries of Watercourses 7.2, 9, 10, and Fifty Creek.

The Phase 3 Sub-watershed Study Report addresses both the SCUBE East and SCUBE West study areas in one comprehensive report. Collectively, this study encompasses roughly all of the lands between Fruitland Road in the west to the City of Hamilton's boundary with Niagara Region in the east from Lake Ontario in the north to just above the Niagara Escarpment in the south.

The Phase 1 and Phase 2 Reports characterize existing environmental conditions and identify opportunities and constraints to development based on background review, field investigations, and modelling. They also assess potential land use impacts on the natural resources of the study areas and review alternative management measures to mitigate these impacts. Each of the Phase 1 and Phase 2 Reports (i.e. one report for SCUBE West and one for SCUBE East) concludes with a recommended Sub-watershed Strategy that consists of a series of stormwater management controls, stream works, and management measures to maintain, protect and enhance the study area's significant natural heritage features and ecological functions, including the identification of a recommended Natural Heritage System (NHS). The recommended works and measures which comprise each Sub-watershed Strategy can be classified into five general categories:

- Stormwater management controls;
- Drainage and infrastructure improvement works;
- Establishment of the recommended NHS, including Core Areas and Linkages;
- Environmental restoration and enhancement; and,



- NHS management.

The Phase 3 Report of the Sub-watershed Study provides an implementation plan to guide future work within the above categories by the City of Hamilton and development proponents.

The SCUBE Sub-watershed study was presented to General Issues Committee on June 20, 2012 and was tabled pending the completion of further flow monitoring works for Watercourses 5 and 6 as well as undertaking a breeding birds survey (as requested by the Hamilton Conservation Authority).

### Breeding Birds Survey and Species at Risk

As a follow up to the Sub-watershed studies, Stantec was retained by the City of Hamilton in 2012 to conduct avian Species at Risk (SAR) surveys and Breeding Bird Surveys within the Fruitland-Winona Secondary Plan area. Species at Risk surveys were conducted for Bobolink, Eastern Meadowlark, Barn Swallow and Chimney Swift as these species were considered to potentially occur and breed in the Secondary Plan area. Each of these provincially threatened species typically nest and forage in human-altered habitats throughout much of eastern North America, including areas with a mix of rural and urban land use such as occur within the Secondary Plan area. The purpose of these surveys was to determine whether particular avian Species at Risk occur within the Secondary Plan area and to identify locations where avian Species at Risk occur. Based on the findings, no areas were recommended for preservation for Species at Risk due to small or non-existent populations, poor quality habitat which appears to be further declining in value as breeding habitat. Accordingly, Stantec recommended that the City be aware that these species and habitats occur in the study area and that the City cooperate with the Ministry of Natural Resources to ensure that the Endangered Species Act is properly applied to these species and all SAR species during future development and the review of future land use changes in the area.

### 2.3.5 Other Studies

The development of the Fruitland-Winona Secondary Plan was coordinated with a number of other City studies that may impact the study area. Where possible, the recommendations and direction of these studies have been incorporated into the Secondary Plan. These studies include the following:

- Cycling Master Plan: Shifting Gears, 2009
- Hamilton Truck Route Master Plan, 2010
- Stoney Creek Transit Hub Feasibility Study, 2011
- Outdoor Recreation Facilities and Sports Field Provision Plan, 2011

## **3.0 DEVELOPING THE DRAFT FRUITLAND-WINONA SECONDARY PLAN**

### **3.1 Vision and Objectives**

One of the first steps in developing the Secondary Plan for Fruitland-Winona was to work with the community and stakeholders to develop a common vision for the future of the community. The vision drafted for the Fruitland-Winona Secondary Plan is as follows:

*“Fruitland-Winona is a Community that recognizes the character of two distinct areas that will together strive for a safe, clean Community with green canopy neighbourhoods connected by safe transportation corridors. The heritage Community of Fruitland-Winona will accommodate people of all ages within a variety of housing choices that will be supported by excellent schools, parks and trail systems. Within the heart of the Community, a people oriented focal point will provide for activities such as a farmers market, recreation centre and other community activities. This generally low-density Community will support neighbourhood commercial and other higher density housing at appropriate locations. The Fruitland-Winona community provides a balance between a forward-looking community and a small town place to live.”*

Once this vision was established, goals and objectives were developed to provide the framework for the Secondary Plan and that were in keeping with the vision.

The Secondary Plan objectives were developed according to the following general categories:

- Strengthen Existing Neighbourhoods;
- Transportation, Transit and Active Transportation Linkages;
- Safe Community;
- Natural Open Space and Parks;
- Residential;
- Institutional;
- Commercial;
- Urban Design; and,
- Utility Services and Municipal Services.

Refer to Appendix ‘G’ for the Fruitland-Winona Secondary Plan Objectives.

### **3.2 Secondary Plan Issues and Opportunities**

The Secondary Plan area is a predominantly greenfield area that presented many challenges during the development of the preferred land use plan. There

were a number of issues and opportunities that shaped the final design of the land use plan. The Plan area is located adjacent to an existing partially developed business park to the north, separated by Barton Street (an arterial road and truck route). The lands to the south of the Plan area are regulated by the Niagara Escarpment, containing rural and open space land uses. One of the most challenging elements was the centrally located Greenbelt block that divides the Secondary Plan area. In addition to the physical challenges of the geography of the study area there were also a number of issues that were identified during the background information gathering phase and through supporting studies that were carried out for the study area, as well as by City staff and stakeholders who participated on the Community Advisory Committee and attended the Public Information Centres (for the summary list of issues gathered refer to Appendix 'H').

The following sections provide a detailed summary of the issues and opportunities that were considered during the development of the Fruitland-Winona Secondary Plan.

### 3.2.1 Transportation System

The SCUBE Transportation Master Plan (SCUBE TMP) studied the Secondary Plan area in anticipation of the Secondary Plan process. As was determined through the SCUBE TMP, the Secondary Plan area is generally well serviced for transportation by the existing transportation routes. The study area consists of an established higher level arterial system. It is bound by the following arterial roads: Fruitland Road, Barton Street, Fifty Road and Highway No. 8. With the higher level arterial system established, the SCUBE TMP recommended an east/west collector road spine through the middle of the Secondary Plan area. In addition, a number of new north/south connections were also recommended, generally providing mid-block north/south connections through land blocks delineated by existing north/south roads such as Jones Road, Glover Road, McNeilly Road, Lewis Road and Winona Road. The SCUBE TMP did not specifically address Fruitland Road transportation concerns, and did not provide direction in the area between Fruitland Road and Jones Road; this was addressed through a subsequent study, the Fruitland Road Environmental Assessment Study.

#### Collector Road System

##### *Fruitland Road to Jones Road:*

Fruitland Road, from Barton Street to Highway No. 8, has had a long history of traffic concerns directly related to the presence of a truck route through a residential area. The SCUBE TMP did not provide any recommendations for Fruitland Road other than the need to further study this road section. As noted in Section 2.3.3, a study was completed by the City to address safety concerns on Fruitland Road. The Fruitland Road Class EA Study determined that a mid-block north/south collector road from Barton Street to Highway No. 8 and an east/west

collector road between Fruitland Road and Jones Road was the preferred transportation alternative. In addition to this proposed north/south road functioning as the collector road between the two arterial roads (Barton Street and Highway No. 8) it is also planned to accommodate the truck traffic that currently uses Fruitland Road. The preferred intersection of this road with Highway No. 8 was not finalized through this study. The final location of the connection of this new north/south collector road with Highway No.8 will be determined through the development approvals process.

*Jones Road to Glover Road:*

The SCUBE Transportation Master Plan (SCUBE TMP) proposed a new north/south mid-block collector road connection between Jones Road and Glover Road that would connect Barton Street to Highway No. 8. An east/west collector road was also proposed between Jones Road and Glover Road, however, the subwatershed study identified core natural heritage features in this area that were to be protected. In conjunction with Public Works staff, it was determined that this block could function without the east/west collector, as other access points would be available from Jones Road or Glover Road.

*Lewis Road and Western built edge of Winona:*

The SCUBE TMP proposed a new north/south collector road east of Lewis Road and just west of the built edge of Winona which would connect with a potential extension from Arvin Avenue north of Barton Street. At the time of development of the SCUBE TMP, an Environmental Assessment was underway to address Arvin Avenue connectivity within the Employment Lands. The preferred alternative (PW09002, December 2008) for the Arvin Avenue Extension resulted in a cul-de-sac of Arvin Avenue, therefore negating the required new collector road alignment with Arvin Avenue.

Proposed Inter-Regional Transit Terminal

Through the Growth Related Integrated Development Strategy (GRIDS), the Fifty Road and Queen Elizabeth Way (QEW) intersection was identified as an inter-modal interchange. Further, the Urban Hamilton Official Plan, Appendix B - Major Transportation Facilities and Routes, refines this location by identifying the southwest quadrant of the subject intersection as the "Future Multi-Modal Hub". The SCUBE Transportation Master Plan recommended that the City of Hamilton assess the potential and protect lands for an inter-regional and multi-modal terminal at the southwest corner of Fifty Road and the South Service Road, adjacent to the CN rail lines.

Within this southwest quadrant, development applications (By Law 09-183 and 09-184) have been approved to permit District Commercial and other uses. A number of conditions must be satisfied prior to the development of these lands; one condition was the completion of the Stoney Creek Transit Hub Feasibility Study. In addition, GO Transit completed an Environmental Study Report,

Niagara Rail Service Expansion, to review and select a preferred alternative for expansion between Hamilton and the Niagara Peninsula, identifying possible transit station locations. On January 26, 2011, Council passed a resolution that City of Hamilton Staff shall communicate with GO Rail to advise that the station be located inside the commercial development on the southwest corner of Fifty Road and the South Service Road in Winona. This location for the transit hub will provide opportunities for commercial shoppers and residents to make use of an efficiently located transit terminal. The future of this site for GO Rail is dependant on growth of the population and demand for the service, and will be reviewed again in the future.

### Traffic Infiltration

The existing Winona community expressed concern regarding possible traffic infiltration on Winona Road from the District Commercial lands north of the railway. As development proceeds, Traffic Impact Studies will assist the City with addressing possible negative impacts on Winona Road.

### Active Transportation and Connectivity

Staff and members of the Community Advisory Committee identified connectivity challenges within the study area early in the Secondary Planning process. The spatial disconnect caused by the central Greenbelt block (Glover Road to McNeilly Road) results in a mid-block collector road break. Barton Street and Highway No. 8 are both arterial roads with truck routes that will act as active transportation corridors.

## **3.3 Environment**

### 3.3.1 Natural Open Space

The SCUBE Sub-watershed studies have identified a natural heritage system for the Fruitland-Winona Secondary Plan area. The recommendations for the natural heritage system include the identification of streams, wetlands and significant woodlands as core features with associated buffers. Core areas were identified east of Fruitland Road and north of Highway No. 8, as well as a large area between Jones Road and Collector Road 'C' and another larger area between Collector Road 'C' and Glover Road. A smaller area has been identified in the eastern section of the Secondary Plan, east of Fifty Road and north of the CN Rail line. Linkages, vegetation protection zones, restoration areas and buffers have also been identified in conjunction with the above noted Core areas.

### 3.3.2 Air Drainage

The lands located to the south of the Fruitland-Winona Secondary Plan study area are designated as 'Protection Area' within the Niagara Escarpment Plan and 'Specialty Crop' within the Rural Hamilton Official Plan. The Provincial Policy



Statement requires that Specialty Crop areas shall be given the highest priority for protection in order to recognize the unique geography and agricultural resource opportunities that is created by the Niagara Escarpment.

Through consultation with the Public, a local farmer corresponded with staff indicating a concern with future development negatively impacting his active tender fruit farm located south of the study area, between Winona Road and Lewis Road. Of specific concern was the potential for future development, namely buildings, to block air movement over the tender fruit lands and thus affecting the cool air drainage of the site that would normally tumble down from the Escarpment and flow naturally down grade to Lake Ontario. The proposed new development has the potential to act as a barrier to the movement of this air, resulting in the cool air pooling at the base of the Escarpment, or in front of the barrier. If the cool air is blocked, the result could be frost damage to the specialty tender fruit buds.

### **3.4 Culture and Heritage**

During the Secondary Planning process consideration was given to archaeological, built and cultural heritage within the study area. The following was identified:

- There are three buildings that are designated under Part IV of the *Ontario Heritage Act*. In addition there are a number of buildings that have been listed in the former Stoney Creek *Inventory of Buildings of Architectural and/or Historic Interest*;
- The Fruitland-Winona Secondary Plan area consists of areas of high archaeological potential; and,
- Highway No. 8 was identified as having a rich cultural history. It is a historic route that has been used for hundreds of years for travel by many First Nations. Today it is a meandering road full of scenic opportunities. Residents indicated an interest in maintaining or commemorating the history attached to the road.

### **3.5 Residential Density**

Within the new planning policy context of the Province and the Hamilton Urban Official Plan, the direction for new growth is to provide a more compact urban form, with higher densities located closer to arterial roads that may serve as future transit corridors. Fruitland-Winona is predominantly a greenfield area and as such is required by the policies in the Urban Hamilton Official Plan to be planned to achieve 70 persons and jobs per hectare to meet the overall density target of the City.

### **3.6 Commercial**

During the planning process the community indicated the desire to have a commercial hub on the west side of the Secondary Plan area to service the residents closer to Fruitland Road. Sorensen Gravely Lowes Planning Associates and Robin Dee & Associates were retained by the City to assist Hemson Consulting in undertaking a commercial and employment land use analysis for the Stoney Creek Urban Boundary Expansion area and to provide recommendations on the amount of commercial lands, designations, and distribution of commercial lands. The scope of the study included the parcel located at the south-west quadrant of the intersection of the Queen Elizabeth Way and Fifty Road, which was designated District Commercial and zoned for mixed uses through a separate planning process (ROPA-05-004, OPA-05-121, ZAC-05-11). This area comprised of greater than 21 hectares of land and permits a mix of uses and will serve a regional commercial function. With this development, the area has a surplus of commercial space. The pre-approval of this block of land for commercial use ultimately compromised the ability to establish an identifiable commercial service node within the study area.

### **3.7 Employment Lands**

The lands located north of Barton Street outside of the Secondary Plan area are designated Employment Area – Business Park. Uses permitted include those associated with manufacturing, warehousing, building and contracting supply, research and development, office, communication and power generation. Proper buffering from sensitive land uses such as residential is required. Sensitive land uses within the Secondary Plan will need to be protected from the potential adverse impacts of heavy industrial uses.

### **3.8 Community Facilities**

#### 3.8.1 Community Parks

The City has completed an Outdoor Recreation Facilities and Sports Field Provision Plan to determine the active outdoor recreation needs for the City. This study identified that a minimum of one large Community Park would be required to meet the recreational needs of the existing and proposed residents of the Secondary Plan area. In addition, the Public Use Indoor Recreation Facility Renovation and Replacement Study identified a deficiency in a recreation centre in Lower Stoney Creek. The function of the Community Park is to provide recreational activities that are more intense than those located within a Neighbourhood Park. These types of uses could include a recreation centre, arena, pool, or outdoor senior sized playing fields. As the uses are meant to serve a greater area, appropriate parking and supporting facilities are required to be provided on-site. In addition, Community Parks require tableland that is rectangular in shape and is located within an area that will serve a greater

proportion of City residents, existing and proposed. The nature of a Community Park requires the park site to be located in a compatible area with adjacent sensitive uses such as residential (the Recreational Needs Assessment is attached as Appendix 'S').

### 3.8.2 Neighbourhood Parks

Based on the Parkland Standards set out in the Urban Hamilton Official Plan (0.7 hectares of parkland per 1000 population), four Neighbourhood Parks are required to cater primarily to the residents that will be living within their general vicinity. Neighbourhood Parks can contain a mixture of passive areas, sports facilities, informal and formal play areas and may include natural areas. The size criterion for Neighbourhood Parks is a minimum of 2 hectares and the maximum service radius or walking distance is 800 metres.

### 3.8.3 School Sites

The Fruitland-Winona Secondary Plan study area is populated by two existing public elementary schools, and one private school. Winona Public school is located at the intersection of Winona Road and Highway No. 8 and is scheduled to close upon the completion of construction of a new larger elementary school at the south/western corner of Lewis Road and Barton Street. An existing Catholic elementary school is located on the south side of Highway No. 8 between Glover Road and McNeilly Road outside of the Plan area. In addition to these existing schools, the Hamilton-Wentworth Catholic Separate School Board requested that the Secondary Plan area provide two additional future school sites within the area, one within the western block and one within the eastern block of the Secondary Plan. The school to be located within the eastern block of the plan was requested to be located as far easterly as possible, to accommodate servicing the students that live north of the QEW, as well as existing and future residents within the plan area. The Hamilton-Wentworth District School Board requested the provision one additional future school site to accommodate future growth.

The School Boards have criteria that provide for successful school design and function. Generally, the elementary sites are required to be a minimum of 3.3 ha (8 acres) and located adjacent to a park. The proposed sites need to be located centrally to the students to which they will be accommodating, and spaced appropriately from existing schools to allow for efficient use of resources. Of key concern and noted above, is the need for adequate road frontage and appropriate access to an arterial road and additional roads.

## **3.9 Servicing and Infrastructure**

The Fruitland-Winona Secondary Plan area is characterized by existing strip development, fragmentation and a relatively flat topography and has a history of

flooding which requires specific grading and detailed servicing provisions to be made in order to adequately service the future development area.

### **3.10 Barton Street Lands – Employment Land Conversion**

There are eight residential properties located along the north side of Barton Street west of Winona Road known municipally as 1215 -1239 Barton Street that are currently designated for industrial uses (for location map refer to Appendix 'I'). These parcels are remnant industrial lands that were excluded from a previous Official Plan Amendment and Ontario Municipal Board decision in 2005 which converted adjoining properties from Industrial to Residential uses. An application was made to redesignate the lands north of this site (from Industrial to Residential). The final Ontario Municipal Board decision on these lands was issued in January 2011, after the adoption of the Urban Hamilton Official Plan, therefore, staff did not have the opportunity to include these lands in the Municipally Initiated Comprehensive Review for employment lands. As a result, it left 1215-1239 Barton Street as remnant parcels of industrial land fronting on Barton Street. These properties form a small, isolated industrial designated pocket in an area primarily surrounded by residential designated land. The location, assembly and size of the eight parcels (1.5 hectares) make the subject land unlikely to be developed for industrial use.

In January 2012, a motion was passed by Council with regards to 1215-1239 Barton Street, that staff be directed to bring forward Official Plan Amendments for the subject lands to re-designate the eight properties from “Business Park” to Urban in the former Region of Hamilton-Wentworth Official Plan, and to re-designate the subject lands from “Industrial-Business Park” to “Residential” in the former City of Stoney Creek Official Plan. The motion also directed staff to re-designate the subject lands in the Urban Hamilton Official Plan. As staff is completing the Secondary Plan for Fruitland-Winona it is appropriate to include the Barton Street lands within it rather than carrying out a separate amendment to the Official Plan at a later date.

## **4.0 LAND USE CONCEPTS AND PREFERRED PLAN**

### **4.1 Draft Land Use Concepts**

Three draft land use concepts were prepared for the Secondary Plan and presented at a Public Information Centre on June 9, 2009, to act as a catalyst for discussion, explore issues, and present different growth scenarios. Two of the concepts were developed by the Community Advisory Committee (CAC) at a workshop and one was developed by Staff. The following was provided to members of the CAC as base information when preparing the draft concepts:

- The Secondary Plan vision and objectives;

- The natural environment system: The SCUBE Sub watershed studies were not completed at the time of the exercise, however existing natural heritage information from the City's GIS database was used. This system included identification of environmentally sensitive areas (Fifty Creek), Watercourses 5-12, and woodlots and hedgerows.
- The transportation system: The SCUBE Transportation Master Plan was completed for this area and determined a transportation collector road system for the internal Secondary Plan area. Although the Fruitland Road study was not completed at that time, the CAC wanted to show a proposed realignment for Fruitland Road understanding that the realignment may change once the Fruitland Road Study was completed.
- Issues and Opportunities: Comments mapped from the second Public Information Centre where the community was asked to map issues and concerns (Refer to Appendix 'B').
- Information about land use designations and urban design principles.

The CAC was also asked to provide the following information on their land use concepts:

- The community focal points;
- The transit route;
- Three new elementary schools;
- Higher density residential;
- A community/recreation centre;
- An open space for an outdoor market;
- A community park (of up to 14 hectares); and,
- A path along Barton Street.

The draft land use concepts were completed in advance of the Commercial Review that was carried out in 2009 by Sorensen, Gravely and Lowes for the Secondary Plan area, therefore the concepts did not have the recommendations of this study.

#### Draft Land Use Concept 'A'

The draft land use concept, Concept 'A', represents the lowest density concept with the majority of the growth proposed as low density and medium density units prepared during a workshop with the Community Advisory Committee (refer to Appendix 'J' for Concept 'A'). The residential land use distribution proposes the highest density residential development to be located along Barton Street, and between Fruitland Road and Glover Road. Generally, low density residential is located within the internal areas of the plan and adjacent to the existing residential area of Winona.

<b>Concept 'A'</b>	
<b>Projected Residential Population</b>	<b>16,573</b>
<b>Projected Units:</b>	
Low Density	2,674
Medium Density (1, 2, 3)	2,634
Medium Density 4	421
Mixed Use	441
<b>Total</b>	<b>6,170</b>

A mixed use area was proposed between McNeilly Road and Lewis Road, affording the community with additional commercial lands and above grade residential. The mixed use area in combination with a large medium density block and community sized park and school would function as a node within the eastern block of the Plan. Within the Western block of the Plan, a community node was established with a centrally located park with two schools (one on each side of the park).

Draft Land Use Concept 'B'

The draft land use concept, Concept 'B', represents the second lowest density concept (refer to Appendix 'K' for Concept 'B') and was prepared by the Community Advisory Committee during a workshop. As with Concept 'A', the residential land use distribution proposes the highest density residential development to be located along Barton Street and also along the Fruitland Road re-alignment. This concept concentrated medium density residential within the following areas: a large block just east of Fruitland Road; another large block west of Glover Road; two smaller areas between McNeilly Road and Lewis Road; and another large block between Fifty Road and Winona Road. The same approach was generally taken with the low density residential areas, with large blocks of low density residential proposed west of Glover Road, east of McNeilly Road and some smaller blocks throughout. Similar to Concept 'A', a mixed use area was located along a north/south collector road between McNeilly Road and Lewis Road.

<b>Concept 'B'</b>	
<b>Projected Residential Population</b>	<b>17,985</b>
<b>Projected Units:</b>	
Low Density	1,307
Medium Density (1, 2, 3)	3,213
Medium Density 4	2,625
Mixed Use	700
<b>Total</b>	<b>7,845</b>

Draft Land Use Concept ‘C’

This draft land use concept was developed by Planning staff to present a third land use option. This concept represents the highest density concept with most of the density provided through medium density and mixed-use development (refer to Appendix ‘L’ for Concept ‘C’). Medium density was proposed along the Fruitland Road extension, between McNeilly Road and Lewis Road and west of Fifty Road. Within this concept, large areas of low density residential are found throughout the plan area, notably between Fruitland Road and Glover Road, and the western edge of Winona.

A larger commercial block is proposed adjacent to the western edge of Winona (between Winona Road and Lewis Road), which could accommodate a larger commercial format than what was provided in Concepts ‘A’ and ‘B’. This commercial area, in conjunction with the medium/low density areas, was identified as a neighbourhood node. In addition, a mixed-use block was established, west of Lewis Road at Highway. No. 8 adjacent to the Community Park and school, creating a community node.

<b>OPTION ‘C’</b>	
<b>Projected Residential Population</b>	<b>20,877</b>
<b>Projected Units:</b>	
Low Density	2,036
Medium Density (1, 2, 3)	4,154
Medium Density 4	1,817
Mixed Use	413
<b>Total</b>	<b>8,420</b>

The concepts described above were circulated to City staff, agencies and shared with the public at the third Public Information Centre. Comments received regarding the concepts can be found in Appendix ‘C’.

## 4.2 Draft Preferred Land Use Plan and Policies

<b>DRAFT PREFERRED PLAN</b>	
<b>Projected Residential Population</b>	<b>15,068</b>
<b>Projected Units:</b>	
Low Density 1	491
Low Density 2	1,331
Low Density 3	2,703
Medium Density 2	1,025
Medium Density 3	1,125
Mixed Use	0
<b>Total</b>	<b>6,675</b>

The development of the draft preferred land use plan was not the selection of one of the three concepts described in Section 4.1, rather, the concepts were used to inform the development of the preferred plan. The development of the Plan involved the consideration of technical information, planning principles and comments received from the Public, City staff, agencies and stakeholders in addition to the comments received on the three draft concepts. The Secondary Plan policies were developed based on the structure of the ministerial approved Urban Hamilton Official Plan and focused on meeting the strategic principles and directions of this guiding document. In addition, the vision and objectives created for the Secondary Plan influenced and directed policy and land use for the area. The Secondary Plan policies identified land use designations that propose a complete community, with appropriate densities, protected natural areas, community facilities and a balanced transportation system. Additional components of the Secondary Plan include urban design policies and a separate Urban Design Guidelines document to provide detailed and illustrated examples for key locations of the Secondary Plan area (refer to Appendix 'M' for the final Draft Preferred Land Use Plan).

The following is a discussion of the final Draft Preferred Land Use Plan and an explanation of how issues and opportunities discussed in Section 3.2 were addressed and how they shaped the final Draft Preferred Land Use Plan.

### 4.2.1 Natural Heritage

The SCUBE Sub-watershed studies have identified a natural heritage system for the Fruitland-Winona Secondary Plan area. The recommendations include identifying the streams, wetlands and woodlots as core features with associated buffers. The Natural Heritage System for the Fruitland-Winona Secondary Plan area consists of Core Areas, Linkages, Restoration Areas, Vegetation Protection Zones and streams. The larger natural heritage system core features are found



between Jones Road and Glover Road. Natural heritage features identified as Core Areas have been designated as Natural Open Space on the Secondary Plan land use schedule. The Core Areas, Linkages, Vegetation Protection Zones and Restoration Areas identified in the SCUBE Sub-watershed studies have also been mapped on a separate Natural Heritage System schedule (refer to Appendix 'N').

The Natural Heritage System has influenced the development of the land use and transportation system of the preferred Plan as amendments were made to road patterns and land use designations to ensure these key features are protected so that they maintain their ecological functionality and connectivity of the natural system. Policies in the Secondary Plan provide direction for protecting and restoring these features and natural functions as a permanent environmental resource to the community.

#### 4.2.2 Transportation System

The transportation system for the Fruitland-Winona Secondary Plan was based on the findings from the SCUBE Transportation Master Plan and further modified through the Fruitland Road Environmental Assessment Study. Early in the Secondary Plan process connectivity challenges within the study area were identified. The spatial disconnect caused by the central Greenbelt block (Glover Road to McNeilly Road) results in a mid-block collector road break. Barton Street and Highway No. 8 are both arterial roads with truck routes that will act as active transportation corridors.

##### 4.2.2.1 Collector Road System

###### *Fruitland Road to Jones Road*

As per the recommendations of the Fruitland Road Municipal Class Environmental Assessment, a new north/south collector road is proposed between Fruitland Road and Jones Road and will serve as a future truck route and rapid transit route (identified as Collector Road 'A' on Appendix 'N' Transportation Classification Plan). The connection of this collector road at Highway No. 8 will be determined through future development. An east/west collector road between Fruitland Road and Jones Road was also implemented as a result of the preferred transportation alternative for the Fruitland Road Class EA (shown as Collector Road 'B' on Appendix 'O').

###### *Jones Road to Glover Road*

The Transportation Master Plan proposed an east/west collector road connection between Jones Road and the new north/south collector road (identified as Collector Road 'C' on Appendix 'O' Transportation Classification Plan) between Jones Road and Glover Road. A number of natural heritage features were found between Jones Road and Glover Road and designated Natural Open Space. In order to reduce the impact on these features, the road pattern was modified to

provide for only a north/south collector road network. Future local roads will be designed to provide the east/west connectivity without impact to the natural heritage system. To provide for connectivity between the Jones Road to Glover Road lands, an east/west pedestrian pathway has planned from Jones Road to the proposed north/south mid-block Collector Road 'C' that would allow for pedestrian connectivity to the western parts of the plan area (refer to Appendix 'M' Land Use Schedule). The path will be traversing core features of the natural heritage system and an Environmental Impact Statement will be required to determine the appropriate route and materials to be used for the pathway.

#### *Lewis Road and Western Built Edge of Winona*

The SCUBE Transportation Master Plan (TMP) proposed a new north/south collector road east of Lewis Road and just west of the built edge of Winona which would connect with a potential extension from Arvin Avenue north of Barton Street. The Secondary Plan has provided a collector road generally in the same area as proposed by the SCUBE TMP, but aligning with the proposed access of an Ontario Municipal Board approved residential/industrial development on the north side of Barton Street (identified as Collector Road 'C' on Appendix 'O' Transportation Classification Plan). This connection will not extend directly to Highway No. 8, but will connect westerly to Lewis Road. Another north/south collector road is proposed between McNeilly Road and Lewis Road (identified as Collector Road 'E' on Appendix 'O' Transportation Classification Plan). A new east/west collector road is also proposed within this block from McNeilly Road to the proposed collector west of Lewis Road (identified as Collector Road 'D' on Appendix 'O' Transportation Classification Plan).

#### 4.2.2.2 Rapid Transit

The SCUBE Transportation Master Plan provided a recommendation to assess the potential for re-routing the proposed transit/rapid transit (RT) corridor along the new north/south collector road between Fruitland Road and Jones Road and along Barton Street. This route has been recognized in the Secondary Plan and supported by the Preferred Land Use Plan. The draft Secondary Plan proposes higher density residential development along the proposed north/south collector (between Fruitland Road and Jones Road) and Barton Street and provides policy direction for an increased right-of-way road width to accommodate future rapid transit. The future residential density and the employment lands on the north side of Barton Street provide the transit oriented densities that will support transit and provide for a more transit oriented community. In addition, the proposed Barton Street Pedestrian Promenade (discussed in Section 4.2.2.3) on the south side of Barton Street and Community Park with frontage onto both the proposed north/south collector (between Fruitland and Jones Road) and Barton Street would benefit from direct service that public transit would provide.

#### 4.2.2.3 Active Transportation and Connectivity – Barton Street Pedestrian Promenade

With respect to transportation, it was recognized that Barton Street offered the best opportunity to connect the east and west portions of the Secondary Plan in comparison to Highway No. 8 where there is only development on one side of the street due to the agricultural lands to the south. Not only does Barton Street offer an opportunity to connect the two communities, it also offers the opportunity to provide additional open space land to create a safe path, known as the Barton Street Pedestrian Promenade (refer to Appendix 'O'). In addition, the promenade helps to buffer the new residential uses from the employment uses on the north side of Barton Street. This path would consist of a 4 metre multi-use active transportation path that would run the full length of the plan area connecting Fruitland Road to Fifty Road along the south side of Barton Street. Further, the draft Secondary Plan proposes the highest density yield and built form along Barton Street, benefiting aesthetically and functionally from the additional 4 metre buffer. The Barton Street Pedestrian Promenade will also provide open space connection links from the storm water management ponds that will be required as development proceeds, and benefit visually from these utility areas. In addition, the community uses including parks and schools are located adjacent to this path, and if not directly abutting the path, open space connections are proposed.

The function of the Barton Street Pedestrian Promenade is to create a primary active transportation corridor that will allow people to walk to their places of employment, to schools, and for people to engage in recreational activity. The Promenade will create park-like views for those residential developments along Barton Street.

The 4 metre path will be dedicated to the City in accordance with the *Planning Act* provisions 41 (7)(a)(b) and 51 (25)(a)(b). A streetscape master plan is proposed for Barton Street and will determine the final design and configuration of the path and interface with Barton Street.

#### 4.2.3 Commercial

Although the commercial and employment analysis indicated that the Plan area could not absorb any additional identifiable commercial service nodes due to the pre-approved District Commercial lands west of Fifty Road and north of the CN Railway, there was still opportunity to recognize existing local commercial lands and strengthen what exists. There was the opportunity to build on the already established commercial area around the intersection of Winona Road and Highway No. 8. Currently, the local commercial uses on Highway No. 8, east and west of Winona Road are comprised of buildings which are spaced apart and set back from the street and typically have parking between the building and the street. A public sidewalk is found on the south side of the street leaving a rural cross-section of ditches on the north side. Generally this is not the kind of

condition associated with a pedestrian oriented main street. As such, the recommendation to build onto the existing Winona Main Street located on Highway No. 8 was proposed. This resulted in expanding the Highway No. 8 Winona existing commercial area eastward to Bel-Air Avenue and including a site specific policy to the area that will provide guidance for development and redevelopment of the area to fulfil the local desire to have a pedestrian oriented main street that reflects the character of the area and provides a comfortable commercial destination for people.

Notwithstanding that previously the area was predominantly rural, pockets of commercial uses have developed on Barton Street, and more so along Highway No. 8. The Highway No. 8 corridor is the more prolific corridor for a variety of commercial uses. However, a handful of lands zoned for commercial are located beyond these areas. In addition, some individual properties have been designated commercial to recognize existing uses. The Plan recognized the opportunity to expand the commercial area around Fruitland Road and Highway No. 8, as well as establish a smaller local commercial node at the former Stoney Creek municipal offices at the intersection of Jones Road and Highway No. 8. This site offered good visibility and access from Jones Road and Highway No. 8 and provided the opportunity with the former municipal building to create a central neighbourhood centre with synergies between the retail, office and possible future institutional uses.

#### 4.2.4 Community Park and Focal Point

During the Secondary Plan process the community indicated the importance of creating a community focal point or hub within the Secondary Plan area that would provide a sense of identity for the community. Early in the Secondary Plan process it was believed that a centrally located commercial node could provide this focal point, however, due to the inability of the Secondary Plan to absorb a major retail node as discussed in Section 4.2.3 above, it was determined that this focal point could be achieved through a community hub that would provide a number of community facilities and services within a shared site.

Currently there is one existing Community Park located in the eastern portion of the Secondary Plan area known as Winona Park as well as one located west of the study area known as Sherwood Park. As stated in Section 3.8.1, the recreational needs assessment identified the need for an additional Community Park in the Secondary Plan area located as west as possible to provide recreational opportunities to the residents outside the Secondary Plan area and existing and future residents within the Plan area.

In order to meet the requirements for the Community Park as identified by the recreational needs assessment (Appendix 'S') and those identified in Section 3.8.1, the proposed location of the Community Park is at the south/west intersection of Barton Street and Jones Road within the western block of the Plan

area. The proposed Community Park location is easily accessed by car, bus/rapid transit, and active transportation (Barton Street Pedestrian Promenade). The road configuration surrounding the Community Park allows for a number of ingress/egress opportunities and circulation options. In addition, a mid-block trail connection on the east side of Jones Road is proposed to ensure pedestrian porosity from lands to the east. As well, higher densities have been proposed within this area. The Community Park will also contain a Neighbourhood Park component.

In consultation with the both the Public and Separate School Boards and Recreation Planning staff, it was determined that the Secondary Plan area offered the opportunity to co-locate two elementary school sites with the Community Park, in a campus-like setting that would create the community focal point or hub that could not be achieved by a commercial node. This Community Hub will allow many shared social and built resources to be realized. Sharing a campus block provides the benefit of shared parking opportunities which will improve event parking for both school and City events. The benefits of this community focal point to the community are significant, providing a destination and community services and supports for all ages. This campus-like block will offer the new residents an opportunity that cannot be afforded through segregated sites, and is difficult to achieve in any other condition than greenfield development. The Hub will serve as a community landmark and a place where the community can come together for many reasons including education, recreation and social activities.

#### 4.2.5 Schools/Institutional

Throughout the Secondary Planning process, staff worked with the school boards to ensure their needs were addressed and that appropriate school locations meeting the location criteria for the school boards were identified. Two school sites are proposed for the eastern portion of the Secondary Plan area and two sites are proposed for the western portion, as detailed in Section 4.2.4. All of the school sites are designated Institutional.

#### 4.2.6 Neighbourhood Parks

There are two Neighbourhood Parks proposed for the western block of the Secondary Plan. One of the proposed Neighbourhood Parks is located between Fruitland Road and the proposed north/south Collector Road 'A' and the other Neighbourhood Park is located just west of Glover Road. The locations of these parks were influenced by a number of issues including the standards set out for parkland requirements in the Urban Hamilton Official Plan and walking distance to the Park. The locations proposed also take into account safe accessibility for new and existing residents. Furthermore, the density proposed within the western block of the Plan, west of Jones Road is the most concentrated in the Plan and will benefit from the addition of these neighbourhood parks.

Two new Neighbourhood Parks are also proposed for the eastern block of the Secondary Plan. The first park is located adjacent to the southern boundary of the new Winona school on Lewis Road. This park has been located within the surplus lands of the former Hamilton District School Board School and represents 2.4 hectares of land. This park will have frontage onto a proposed east/west collector road. The park is centrally located between McNeilly Road and Winona Road and will provide the Neighbourhood Park amenities for the future residents of this area. A second park is also proposed between McNeilly Road and Collector Road 'E' to adequately service the future residents that will be living in the area.

#### 4.2.7 Barton Street Employment Land Conversion (1215-1239 Barton Street)

As described in Section 3.10, the properties located at 1215-1239 Barton Street are currently designated Industrial in the Stoney Creek Official Plan and Employment Area – Business Park in the Urban Hamilton Official Plan. Had these remnant parcels existed at the time of the Municipally Initiated Comprehensive Review of Employment Lands, this area would have been captured within the conversion analysis as the parcels meet the tests for conversion to a non-employment use (refer to Appendix 'Q'). These lands were initially excluded from the original Winona Urban Community Secondary Plan and were not included in Special Policy Area 'F' (which required completion of a Secondary Plan for the Fruitland-Winona area). The lands were not included because they were already in the urban area and were designated Industrial. Therefore, given the timing of the Secondary Plan, it was appropriate to include the Barton Street lands within the Secondary Plan rather than amending the Official Plan at a later date. Accordingly, the lands have been designated Low Density Residential 2 in the Draft Preferred Land Use Plan. This designation is consistent with the designation of the lands on the south side of Barton Street and is compatible with the existing surrounding Low Density residential development in Winona.

#### 4.2.8 Secondary Plan Designations

The following sections provide a description of the Secondary Plan land use designations.

##### 4.2.8.1 Residential Designations

The Urban Hamilton Official Plan gives direction for greenfield development densities. According to the policies, greenfield areas such as the Fruitland-Winona area must be planned to achieve 70 persons and jobs per hectare to meet the overall density target of the City. In order to meet this target, a greater opportunity for a range of built form and densities has been provided within the Secondary Plan area.

In locating the various low and medium density designations, consideration was given to the escarpment to the south and the preservation of views, the employment lands to the north, the agricultural lands to the south and related air drainage issues, locating residents in proximity to future local transit and a public multi-use pathway, and compatibility with existing land uses.

### Low Density Residential Designations

The low density residential lands in the Secondary Plan are designated Low Density Residential 1, 2, or 3. The Low Density Residential 1 (LDR1) designation recognizes the existing low density residential development in Winona with a density of 0-20 units per hectare. The built form permitted in this designation is restricted to single detached dwellings.

The density range for Low Density Residential 2 (LDR2) is a minimum of 20 units to a maximum of 40 units per hectare. This designation permits lower profile, grade-oriented built forms including single detached, semi-detached, duplex, triplex, and street townhouses. The maximum height permitted in this designation is three storeys. The LDR2 designation areas are generally located within the internal areas of the Plan, and will be serviced by local or private condominium roads. In addition, portions of the existing community of Winona, and immediately surrounding, fall within this designation to address compatibility with the existing low density residential.

The Low Density Residential 3 (LDR3) designation permits all of the same built forms as Low Density Residential 2 with the addition of all forms of townhouse dwellings and at a higher density range. The permitted density range for LDR3 is a minimum of 40 units per hectare to a maximum of 60 units per hectare. The LDR3 designation is generally located along arterial and collector roads within the Secondary Plan area, and adjacent to Medium Density Residential areas and in many cases acts as a transition from Low Density Residential 2 to Medium Density Areas.

There are several existing places of worship within the Secondary Plan area, an additional policy has been included to permit places of worship within this designation, subject to a Zoning By-law amendment and considering a number of criteria.

### Medium Density Residential Designations

The Medium Density Residential lands in the Secondary Plan are designated Medium Density Residential 2 and 3.

The Medium Density Residential 2 (MDR2) designation is proposed for areas within both the eastern and western blocks of the Secondary Plan. MDR2 permits multiple dwellings, except street townhouses. The density range for MDR2 is a

minimum of 60 units per hectare to a maximum of 75 units per hectare. An additional policy has been included to consider Institutional uses within this designation subject to a Zoning By-law amendment. The maximum height for this designation is 4 storeys. The Medium Density Residential 2 designation supports a community node element in both blocks as the location of this designation is adjacent to the proposed Community Park and focal point (community park and school sites) to the west and adjacent to the school site and community park in the east. MDR2 is also proposed along the new north/south road (Collector Road 'A') between Fruitland Road and Jones Road to offer opportunities for built form and design that can effectively address noise, setbacks and access points. This designation provides density within walking distance to parks, schools and local commercial uses and provides a transition between Low Density Residential and Medium Density Residential 3.

The highest form of residential density for the Secondary Plan is Medium Density Residential 3 (MDR3). The MDR3 designation permits multiple dwellings, except street townhouses, and a density range between 60 units per hectare to a maximum of 100 units per hectare. This range varies from the Medium Density Residential in the Urban Official Plan which is 75 – 100 units per hectare in order to provide greater opportunity to vary the built form. The maximum height permitted is 6 storeys. This designation is an important element in the Secondary Plan's achievement of the Urban Hamilton Official Plan's density targets for Greenfield development. MDR3 is located along Barton Street and in an area south of the CN Railway in the eastern block of the Secondary Plan. The built form and density of this use will support the adjacent business park to the north and future public transit. The Barton Street Pedestrian Promenade allows for a separation from the Barton Street right of way and the employment area and promotes active transportation connectivity east and west through the neighbourhood. The MDR3 designation proposed south of the CN Railway tracks allows an opportunity to mitigate sensitive noise impacts by addressing amenity space and noise concerns in a comprehensive manner. In addition, it permits a form of development that lends itself to addressing potential compatibility concerns with the employment lands to the north.

#### 4.2.8.2 Commercial Designations

The commercial areas in the Secondary Plan are designated Local Commercial, District Commercial and Arterial Commercial.

##### Local Commercial Designation

The Local Commercial designation includes commercial uses that cater to the weekly and daily needs of the public. Local Commercial designated lands are proposed along Highway No. 8 and include local commercial developments at the north/east corner of Fruitland Road and Highway No.8, the north quadrants of



Jones Road and Highway No. 8, and the western leg of Winona at Highway No. 8 to Bell-Air Drive (Winona Centre).

#### District Commercial Designation

As discussed in Section 2.3.1, through a previous Council decision on development applications, the lands located at the south-west quadrant of the intersection of the QEW and Fifty Road were modified from Employment designation to a Commercial designation. As a result, the Secondary Plan is recognizing the proposed large format commercial uses with a District Commercial designation with site specific policies. This area provides for the shopping needs of the Fruitland-Winona Secondary Plan and broader community. Permitted uses include those permitted in the Urban Hamilton Official Plan District Commercial designation (retail stores, personal services, financial establishments, restaurants, gas bars, car washes and service stations) with the following additional uses: arts and cultural uses, entertainment uses, free standing offices and an inter-regional multi-modal transportation hub. Notwithstanding the permitted uses of the Urban Hamilton Official Plan District Commercial designation, residential uses are not permitted and only one department store is permitted. An Area Specific Policy – Area G, has been applied to these lands and is a carryover of a previous Council decision on development applications and subsequent Ontario Municipal Board Hearing on these lands (refer to Section 4.2.8.4 for the details of the area specific policies).

#### Arterial Commercial Designation

The Arterial Commercial designation is intended to provide for a range of uses catering to the traveling or drive-by consumer, as well as retail stores which are more land extensive. An Arterial Commercial designation has been included to recognize the existing Banquet Centre (Barton Street and Fruitland Road) and the gas station on Highway No. 8.

#### 4.2.8.3 Parks and Open Space Designations

The parks and open space in the Secondary Plan are designated Neighbourhood Park, Community Park, General Open Space and Natural Open Space.

#### Neighbourhood Park Designation

There are four Neighbourhood Parks designated for the Secondary Plan area. Neighbourhood parks primarily cater to the recreational needs and interests of the residential living within its general vicinity. They generally contain a mix of active and passive parkland, sports facilities, informal and formal play areas and may include natural areas.

### Community Park Designation

There are two areas designated Community Park within the Secondary Plan area, one represents the existing Winona Community Park in the eastern portion of the plan and the second reflects a new proposed Community Park location for the western portion. The function of the Community Park is to provide recreational activities that are more intense than those located within a neighbourhood park. They are intended to serve more than one neighbourhood. They can contain sports fields and/or recreational facilities. They should have good transportation access along arterial or collector roads and have adequate parking.

There is also an Area Specific Policy, associated with the lands designated as Community Park in the western portion of the plan, identified as Area Specific Policy – Area C – Community Node in the Secondary Plan policies and discussed in Section 4.2.8.4. The area specific policy provides design guidance on the Community Park node. The policies also permit the site to be redeveloped for residential and a Neighbourhood Park if it is determined in the future that the Community Park is not required.

### General Open Space Designation

General Open Space includes golf courses, community gardens, pedestrian and bicycle trails, walkways, picnic areas, cemeteries, and other areas that do not function as parks but provide both active and passive recreational opportunities. There are three areas designated as General Open Space within the Secondary Plan. The area designated General Open Space between Collector Road 'A' and Jones Road recognizes an existing cemetery. The General Open Space designation connecting Jones Road and Collector Road 'C' is to be used for a multi-purpose path (subject to an Environmental Impact Statement). The General Open Space designation in Winona is a pedestrian pathway that connects Highway No. 8 to Tuscani Drive.

### Natural Open Space Designation

Lands designated Natural Open Space within the Secondary Plan include Core Areas identified as part of the Natural Heritage System. These areas perform important biological and ecological functions and provide passive recreational opportunities.

#### 4.2.8.4 Area and Site Specific Policies

A number of Area and Site Specific Policies have been added to recognize unique policies that encompass specific properties or multiple properties. These policies provide more detailed direction for land use, infrastructure, transportation, environment, urban design and similar issues beyond the

framework of the Secondary Plan policies. The following is a description of these areas.

Site Specific Policy - Area A

Site Specific Policy - Area A permits a modification to the Local Commercial designation to include a motel use for the lands fronting Highway No. 8, recognizing the existing use.

Site Specific Policy - Area B

This site specific policy area recognizes the existing utilities use and permits Medium Density Residential 2 uses when the utility uses cease to exist subject to a zoning by-law amendment.

Area Specific Policy – Area C

The lands designated as Area Specific Policy - Area C are intended to be developed as a campus accommodating two elementary schools and a community park and may include other community facilities. To achieve this vision, policies have been added to encourage the City to work cooperatively with the Hamilton Wentworth District School Board and the Hamilton Wentworth Catholic District School Board to determine the site design and specific requirements for the site. The City of Hamilton will establish a steering committee comprised of City of Hamilton staff, School Board staff and other required public agencies to collaboratively work together to determine the development requirements for the campus development.

If it is determined that the Community Park or the institutional school sites are no longer required by the City or the school boards, the lands may be developed, with conditions, as residential subject to an Official Plan and Zoning By-law amendment.

Area Specific Policy - Area D

Area Specific Policy - Area D recognizes the existing former Stoney Creek Municipal office and permits, in addition to Local Commercial uses, community uses and professional offices on and above the ground floor and allows the gross floor area for a professional office to exceed 500 square meters within the existing building. All new development will have to conform to the policies of the “Local Commercial” designation of the Secondary Plan.

Area Specific Policy - Area E

Area Specific Policy Area E applies to lands located at at the southwest corner of Queen Elizabeth Way and Fifty Road, east of Winona Road, and as shown as

Area Specific Policy – Area E on Appendix ‘M’ – Draft Preferred Land Use Plan. Area Specific Policy – Area E prohibits residential and live work units within the lands designated District Commercial.

#### Area Specific Policy - Area F

This area includes the Local Commercial designated lands at the intersection of Highway No. 8 and Winona Road. This area was previously identified in the Winona Urban Community Secondary Plan as “Winona Centre”. The Fruitland-Winona Secondary Plan has included these lands as Local Commercial and added urban design polices. These policies include provisions for the urban design elements of the built form and public realm elements. The area specific policies refine the Local Commercial policies and permit a larger gross floor area. Finally, to encourage and support the local commercial uses within this retail main street, a policy to encourage on street parking within the public right of way is provided.

#### Area Specific Policy - Area G

As stated preciously in Section 2.3.1, through a previous Council decision on development applications (ROPA-05-004, OPA-05-020, ZAC-05-11) the lands located at the south-west quadrant of the intersection of the QEW and Fifty Road have been modified from Employment designation to a District Commercial designation with site specific policies. This designation provides for the shopping needs of the Fruitland-Winona Secondary Plan and broader community. Permitted uses include those permitted in the Urban Hamilton Official Plan District Commercial designation (retail stores, personal services, financial establishments, restaurants, gas bars, car washes and service stations) with the following additional uses: arts and cultural uses, entertainment uses, free standing offices and an inter-regional multi-modal transportation hub. Notwithstanding the permitted uses of the Urban Hamilton Official Plan District Commercial designation, residential uses are not permitted and only one department store is permitted.

#### Area Specific Policy - Area H

Area Specific Policy - Area H applies to lands located at 970 Barton Street, 1361 Barton Street and 347 Fifty Road that were initially identified as part of the Province’s Greenbelt Plan, however, through an Ontario Municipal Board hearing it was determined that urban land uses could be permitted. The site specific policy implements Section 5.2.1 of the Greenbelt Plan which permits the implementation of the urban land used designations and policies of the Secondary Plan.

#### 4.2.8.5 Other Designations

##### Employment Area – Business Park Designation

Lands located east of Fifty Road, between the South Service Road and the CN Railway tracks are designated Employment Area – Business Park. This area is planned for a broad range of employment uses to permit a wide variety of industrial activity and accommodates employment support uses, such as offices that will foster the development of a prestige employment area.

##### Institutional Designation

Other lands designated within the Secondary Plan as institutional reflect the places of worship and existing schools.

##### Utility Designation

There is only one property designated Utility in the Secondary Plan and it recognizes the existing Horizon Utilities use on Highway No. 8 between Jones Road and Fruitland Road. However, the uses permitted on this site are limited to any use considered part of the essential operations of a utility with a potential Medium Density Residential 2 uses subject to an Official Plan and Zoning By-law amendment.

#### 4.2.9 Other Secondary Plan Policies

##### 4.2.9.1 Cultural and Built Heritage

Within the Secondary Plan area three buildings are designated under the Ontario Heritage Act.

The Secondary Plan area has also been identified as having high archaeological potential. An archaeological assessment of any land proposed for new development prior to any soil disturbance and/or construction activity will be required.

Highway No. 8 has a rich cultural history, and this history is reflected in the designation of Highway No. 8 as a Character Road in the Secondary Plan. Supporting urban design policies have been included to capture the history through interpretive signage and protect the alignment and views of the existing road right of way. A Streetscape Master Plan is also required for Highway No. 8.

##### 4.2.9.2 Storm Water Management (SWM) Ponds

Information that became available as the SCUBE Sub-watershed studies progressed was included in the draft preferred land use concept presented to the

public at the Public Information Centre held in June 2010. These studies provided the engineering basis for the general location of the storm water management ponds and these recommendations were incorporated into the draft land use concept.

#### 4.2.9.3 Block Servicing Strategy

The Fruitland-Winona Secondary Plan area is characterized by a relatively flat topography which requires specific grading and detailed servicing provisions to adequately service the future development area. A Block Servicing Strategy, based on information provided by the SCUBE East and West Sub-watershed studies, will be required in order to guide the phasing of development within the Fruitland-Winona Secondary Plan area so that it proceeds in a coordinated and comprehensive manner. Prior to the submission of a development application (excluding severances and minor variances) the Block Servicing Strategy shall be prepared. Any application shall not be considered complete unless it is in accordance with the Block Servicing Strategy or provides justification for changes to the Block Servicing Strategy.

The Secondary Plan area has been divided into three blocks, based on sub-watershed catchment areas, for the purposes of the servicing strategy. The blocks are identified on the Block Servicing Strategy Area Delineation map which forms part of the Secondary Plan mapping (refer to Appendix 'P').

The City of Hamilton will prepare the Block Servicing Strategy in consultation with the Hamilton Conservation Authority. In the event that a developer(s) wishes to proceed in advance of the completion of the City initiated Block Servicing Strategy, the developer(s) may undertake this strategy subject to conformity with the policies of the Secondary Plan and with the Block Servicing Strategy Terms of Reference (as prepared by the City).

Policies have been included in the Secondary Plan that provides the details of what will be required for the Block Servicing Strategy. The Block Servicing Strategy shall include and address the following:

- The location and configuration of schools and parks;
- The detailed road pattern and trail system;
- The boundaries of land use categories, densities and distribution of housing types;
- Consideration of the Fruitland-Winona Urban Design Guidelines;
- Meander belt width assessments for all watercourses;
- Preliminary grading strategy;
- Preferred servicing plan;
- Stormwater management strategy and functional design;
- Phasing; and,

- Addressing air drainage to minimize impacts on the tender fruit area to the south.

Due to the fragmentation of existing development and servicing, compatibility policies have also been included to ensure that new development is compatible with adjacent land uses including matters such as shadowing, grading, overlook, noise, lighting, traffic, transition, lot pattern, height and density.

#### 4.2.9.4 Air Drainage

To deal with the air drainage issue discussed in Section 3.3.2, Staff liaised with tender fruit and grape specialists and rural planning staff at the Ontario Ministry of Agriculture and Food and Rural Affairs (OMAFRA). The planning process will mitigate where possible, impacts to the adjacent specialty croplands. A policy has been included that requires local road and development patterns to consider maximizing air drainage in a north/south alignment to minimize the potential impact to the tender fruit area to the south.

## **5.0 URBAN DESIGN GUIDELINES**

To guide the future development of lands within the Secondary Plan area, Urban Design Guidelines have been developed to support the Secondary Plan Vision, Objectives and policies. These guidelines will assist in the translation of policies and performance standards into a variety of options, for consideration by the City and proponents during development approval processes, as well as to guide on-going and future public realm improvements.

The Urban Design Guidelines document reflects the overall design intent of the Secondary Plan and specifically, a number of special character areas. These areas include:

- Gateways;
- Community Campus Node;
- Winona Local Commercial Main Street;
- Barton Street Pedestrian Promenade;
- Barton Street Built Form;
- Jones Road Neighbourhood Trail; and,
- Highway No. 8 Character Road.

The Urban Design Guidelines describe and depict design concepts along with precedent images to help facilitate a common understanding of the “places” that have been envisioned within the Plan. Descriptions, images, and drawings, provide design guidance to City staff, developers, stakeholders and future residents to better understand the community vision and objectives.

Urban Design Principles have been developed to focus design on the character areas and include:

- Complete community;
- Health and Well-being;
- Linkages;
- Integration and Fit;
- Transportation;
- Walkability (Pedestrian Friendliness);
- Greening the Community;
- Respect for the Environment;
- Placemaking;
- Role of Density; and,
- Urban Design.

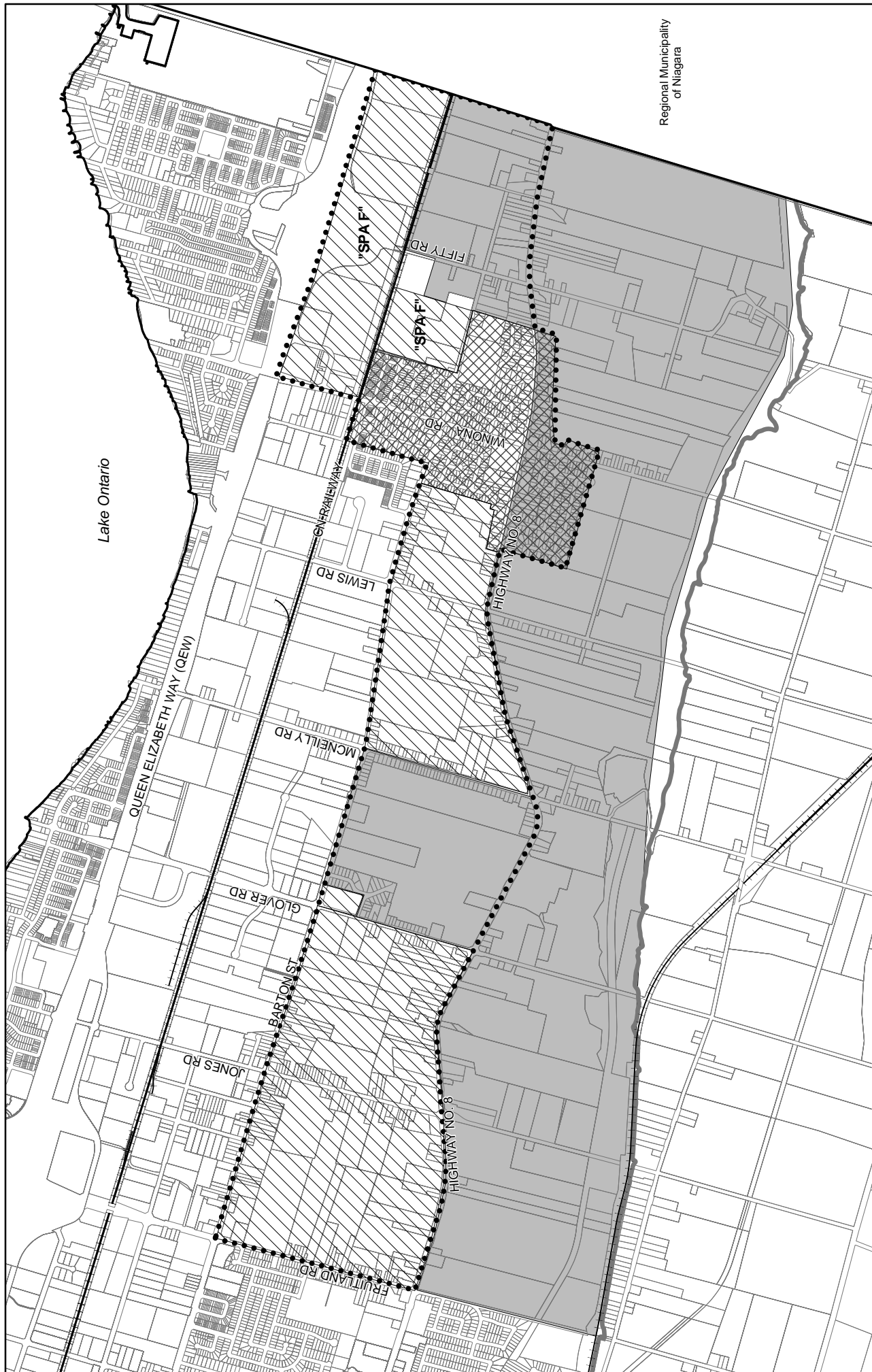
The Urban Design Guidelines document will guide the development and improvement of the Secondary Plan area by providing specific design direction relating to site design, built form and landscaping (refer to Appendix 'R').

## **6.0 RECOMMENDATIONS**

The purpose of the Fruitland-Winona Secondary Plan process was to establish land uses, the basic transportation network, community facilities, infrastructure requirements and development standards to guide development of the lands for the next 20 – 30 years. To achieve this, the Secondary Plan provides a detailed land use plan, transportation plan, natural heritage system plan and policies for the regulation of land use and development within the Secondary Plan area in accordance with the applicable policies of the Urban Hamilton Official Plan.

The Fruitland-Winona Secondary Plan will provide direction and land use for the area, as well as providing additional direction for good development through urban design. The ultimate implementation of the land use for the Secondary Plan will be through zoning. It is recommended that zoning be established for the Secondary Plan area consistent with the direction of the Secondary Plan policies.





**MAP No. 3:**  
**Fruitland-Winona Study Area**

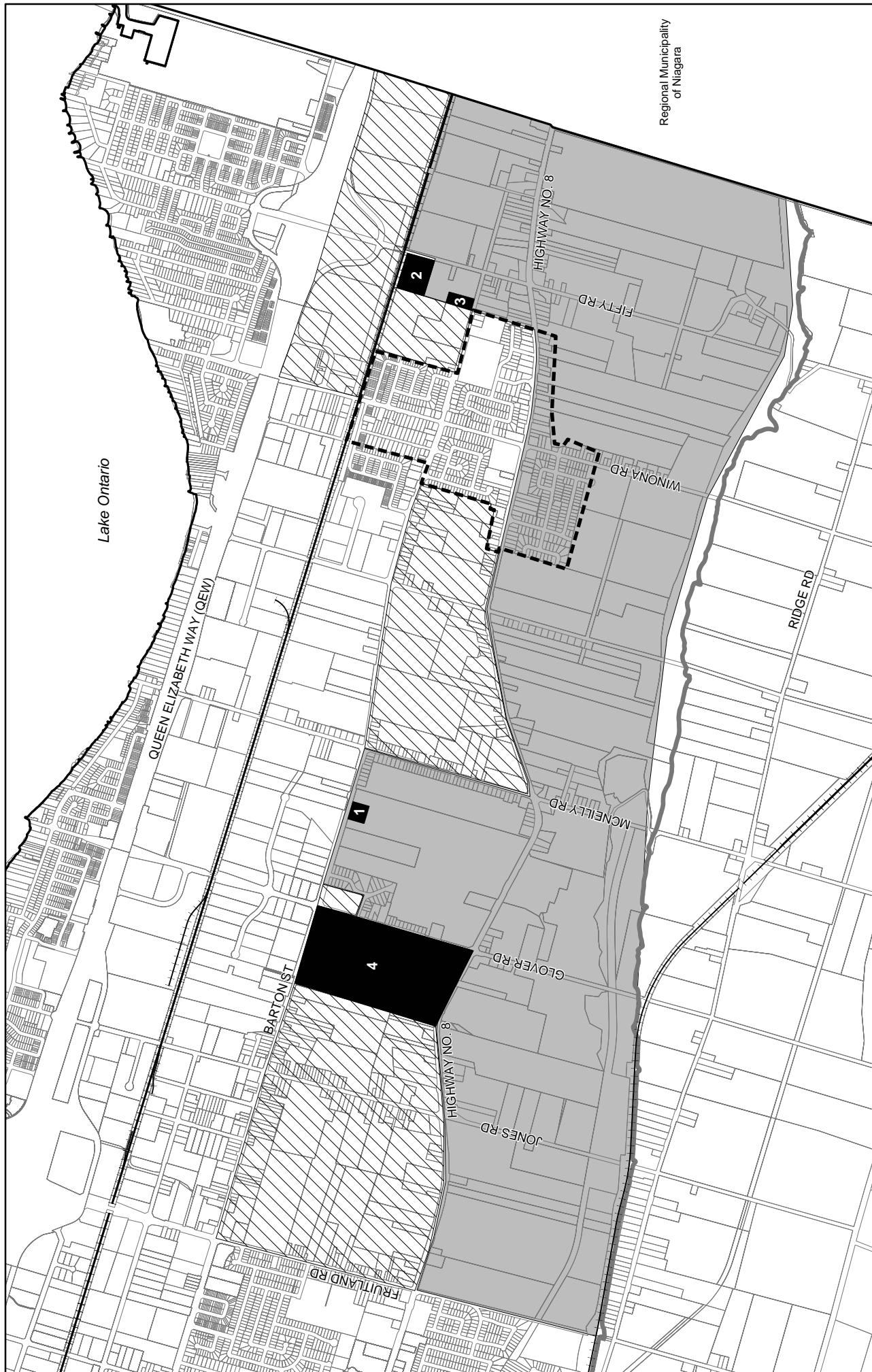
Not To Scale  
 Date: January 2012

Regional Municipality  
 of Niagara

Hamilton  
 PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

- Legend**
- Area Subject to Secondary Plan (Special Policy Area "F")
  - Fruitland-Winona Secondary Plan Study Area
  - Municipal Boundary
  - Winona - Existing Community
  - Niagara Escarpment
  - Railway Line
  - Greenbelt Area

© Terence Land Information Services Inc. and its licensors. 2010. May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY



Regional Municipality  
of Niagara

**Lands amended by Ontario Municipal Board Hearing**

**MAP No. 2:  
SCUBE Lands  
as Amended by the OMB**

- 1** 970 Barton Street
- 2** 347 Fifty Road
- 3** 1361 Barton Street
- 4** Part Lot 11, Concession 2 (Glover McDonald Place)

- Legend**
- Municipal Boundary
  - Niagara Escarpment
  - Winona - Existing Community
  - SCUBE Lands as Amended by the Ontario Municipal Board
  - Railway Line
  - Greenbelt Area



Date: January 2012

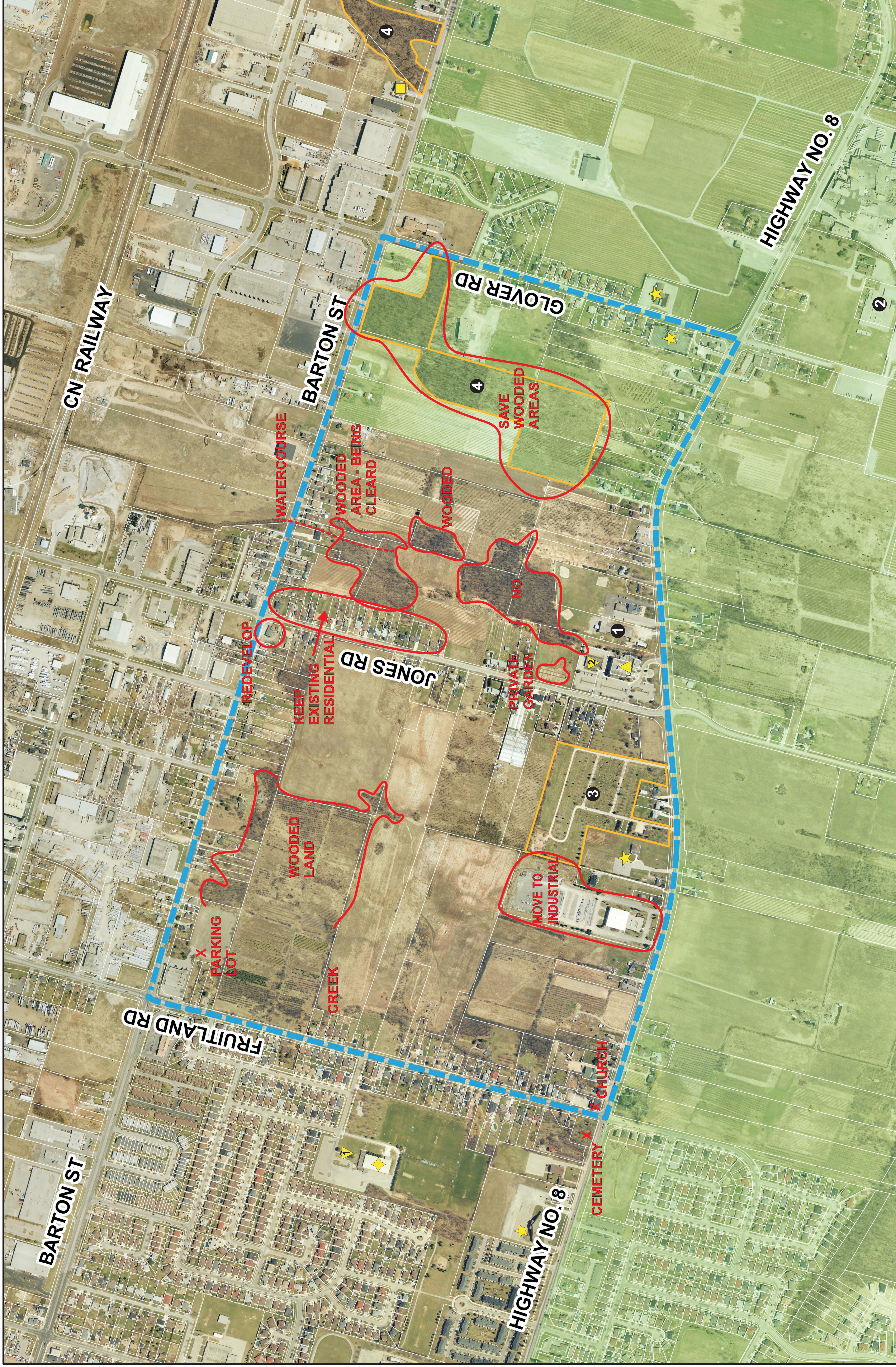


<b>STONEY CREEK URBAN BOUNDARY EXPANSION AREA SECONDARY PLAN</b> <b>PIC # 1 June 19, 2007</b> <b>SUMMARY OF ISSUES/COMMENTS FROM COMMENT SHEET</b>				
<b>What are your priorities for Lower Stoney Creek? What do you feel your community is missing or has too much of?</b>	<b>What type of development or community facilities would you like to see for this area?</b>	<b>What are the most important issues to be considered when preparing a plan for this area?</b>	<b>What makes a community great?</b>	<b>Other comments and/or remarks</b>
<b>Environment</b> <ul style="list-style-type: none"> <li>Maintain serenity/peace</li> <li>Preserve wildlife and habitat</li> <li>Need more open space for passive use</li> <li>Sherwood Park over-used by programmed sports</li> <li>Increase the number of public parks</li> <li>Protect greenspace</li> </ul>	<b>Environment</b> <ul style="list-style-type: none"> <li>More parks</li> </ul>	<b>Environment</b> <ul style="list-style-type: none"> <li>Protect the wildlife</li> <li>Groundwater management</li> <li>Parks</li> </ul>	<b>Environment</b> <ul style="list-style-type: none"> <li>Trails and open space</li> <li>Parkland</li> </ul>	<b>Environment</b> <ul style="list-style-type: none"> <li>Preserve natural and farm heritage</li> </ul>
<b>Transportation</b> <ul style="list-style-type: none"> <li>Direct bus route along Barton Street to Fifty Road</li> <li>Too much traffic along Barton and Highway No. 8</li> <li>Too much traffic &amp; noise</li> <li>Road maintenance/improvements required</li> <li>Too many trucks using local streets</li> <li>Need more sidewalks</li> <li>Speeding is an issue</li> </ul>	<b>Transportation</b> <ul style="list-style-type: none"> <li>Proper sidewalks in the older neighbourhoods</li> <li>Return of the train station</li> <li>Better roads</li> <li>Reduce speed on Hwy #8</li> </ul>	<b>Transportation</b> <ul style="list-style-type: none"> <li>Traffic: future impact of development on the existing neighbourhood</li> <li>Fix the existing infrastructure</li> <li>Public transit</li> <li>Addressing traffic problems &amp; noise</li> </ul>	<b>Transportation</b> <ul style="list-style-type: none"> <li>Opportunities for walking and cycling</li> <li>Sidewalks</li> </ul>	<b>Transportation</b> <ul style="list-style-type: none"> <li>Build the Fruitland Road by-pass</li> <li>Concerns about increased traffic</li> <li>Difficult to get out of driveway onto Hwy #8</li> </ul>
<b>Shopping/Retail Services</b> <ul style="list-style-type: none"> <li>Need a variety of shopping</li> <li>Need more big box retail</li> <li>Need more movie theatres</li> </ul>	<b>Shopping/Retail</b> <ul style="list-style-type: none"> <li>Mix of stores and warehouses (that are not open 24 hrs a day)</li> <li>Small stores</li> </ul>	<b>Shopping/Retail</b> <ul style="list-style-type: none"> <li>Availability of various retail options</li> <li>Small local stores, NO BIG BOX!</li> </ul>	<b>Shopping/Retail</b> <ul style="list-style-type: none"> <li>Small family owned stores</li> </ul>	<b>Development/Housing</b> <ul style="list-style-type: none"> <li>No lots under 2 acres</li> <li>Urban design should be a priority</li> </ul>

<b>What are your priorities for Lower Stoney Creek? What do you feel your community is missing or has too much of?</b>	<b>What type of development or community facilities would you like to see for this area?</b>	<b>What are the most important issues to be considered when preparing a plan for this area?</b>	<b>What makes a community great?</b>	<b>Other comments and/or remarks</b>
<b>Community Services</b> <ul style="list-style-type: none"> <li>• Need more recreation facilities</li> <li>• More public schools</li> <li>• More retirement facilities</li> <li>• More police, fire and bus services</li> <li>• More community facilities</li> <li>• Need parks with playground equipment for children</li> </ul>	<b>Community Services</b> <ul style="list-style-type: none"> <li>• Community centre with a pool, gym, children's and seniors programs</li> <li>• More schools</li> <li>• Places for youths</li> <li>• Recreational facilities</li> <li>• Parks for children (swings, teeter-totters, splash pads)</li> <li>• Picnic areas set up with tables within mature trees (do not allow dogs to run free within park areas)</li> </ul>	<b>Community Services</b> <ul style="list-style-type: none"> <li>• Community centre</li> <li>• Schools</li> </ul>	<b>Community Services</b> <ul style="list-style-type: none"> <li>• Services</li> <li>• Recreation</li> <li>• New schools</li> </ul>	<b>Other</b> <ul style="list-style-type: none"> <li>• Concerned about increasing population and increasing crime</li> </ul>
<b>Culture</b> <ul style="list-style-type: none"> <li>• Develop area as a unique place that draws people</li> <li>• Protect sense of community</li> <li>• Recognize the farmers market and public square</li> </ul>	<b>Culture</b> <ul style="list-style-type: none"> <li>• Area for farmers market</li> <li>• Public gathering area, community core</li> <li>• Public square</li> <li>• Performing arts centre to add to Peach Festival to draw people</li> </ul>	<b>Culture</b> <ul style="list-style-type: none"> <li>• Maintain Winona's sense of identity</li> <li>• Keep current country feel in Winona</li> <li>• Public square/market</li> <li>• Performing arts</li> </ul>	<b>Culture</b> <ul style="list-style-type: none"> <li>• Small town feel</li> <li>• Cultural location where residents can congregate</li> <li>• People who feel respect for one another</li> </ul>	
<b>Development/Housing</b> <ul style="list-style-type: none"> <li>• Too much intensification north of the QEW</li> </ul>	<b>Development/Housing</b> <ul style="list-style-type: none"> <li>• Low density housing</li> <li>• Min. lot size 40 or 50 feet x 115 feet</li> <li>• Single family homes on wide lots</li> <li>• Variety of residential housing (mix)</li> </ul>	<b>Development/Housing</b> <ul style="list-style-type: none"> <li>• Avoid high density</li> <li>• Variety of housing options including retirement facilities</li> <li>• Do not build apartments and townhomes backing onto single family residential</li> </ul>	<b>Development/Housing</b> <ul style="list-style-type: none"> <li>• Low density</li> <li>• Housing mix</li> <li>• Good urban design</li> <li>• No high-rise apartments</li> </ul>	
			<b>Other</b> <ul style="list-style-type: none"> <li>• Living in harmony with your neighbour</li> <li>• Cleanliness</li> <li>• The people</li> </ul>	



# AREA 1



**Legend**

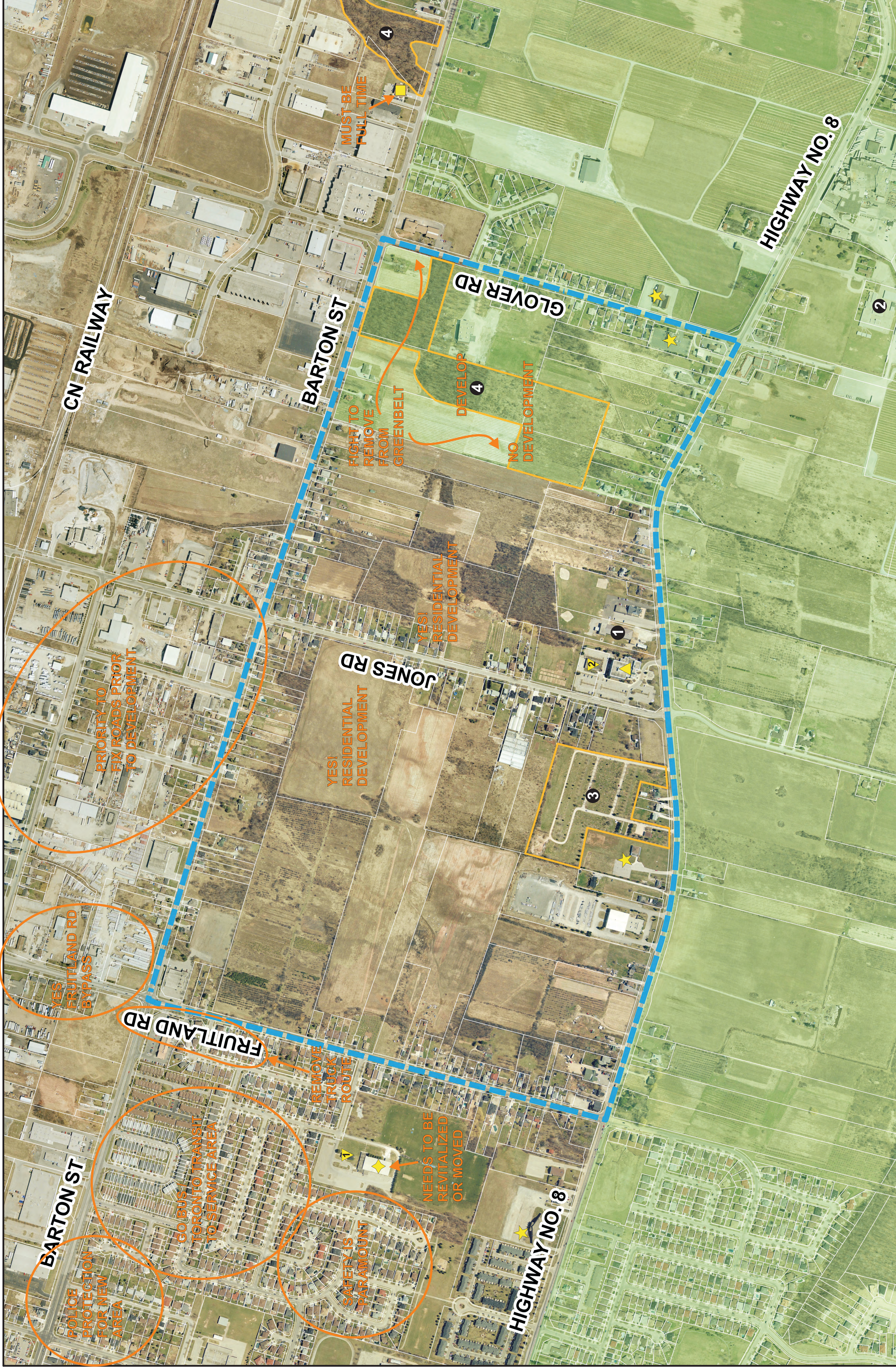
- Municipal Boundary
- Niagara Escarpment
- Aerial Map Sections
- Greenbelt (No Development)
- ★ Places of Worship
- Fire Station
- ▲ Hamilton Library - Stoney Creek Branch
- ▼ Fruitland Community Centre
- ◆ Kiwanis Community Centre
- ◆ Saltfleet Arena
- ① John Knox Christian Elementary School
- ② Immaculate Heart Elementary School
- ③ Mountview Gardens Cemetery
- ④ Woodlot

Date: September 2007  
 Not To Scale  
 Hamilton  
 PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
 © Teranel Land Information Services Inc. and its licensors. (2005) May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.

# Stoney Creek Urban Boundary Expansion: Secondary Plan



# AREA 1



**Legend**

- Municipal Boundary
- Niagara Escarpment
- Aerial Map Sections
- Greenbelt (No Development)
- ★ Places of Worship
- Fire Station
- ▲ Hamilton Library - Stoney Creek Branch
- ▼ Fruitland Community Centre
- ◆ Kiwanis Community Centre
- ◆ Saltfleet Arena

**Hamilton**

Date: September 2007  
Not To Scale

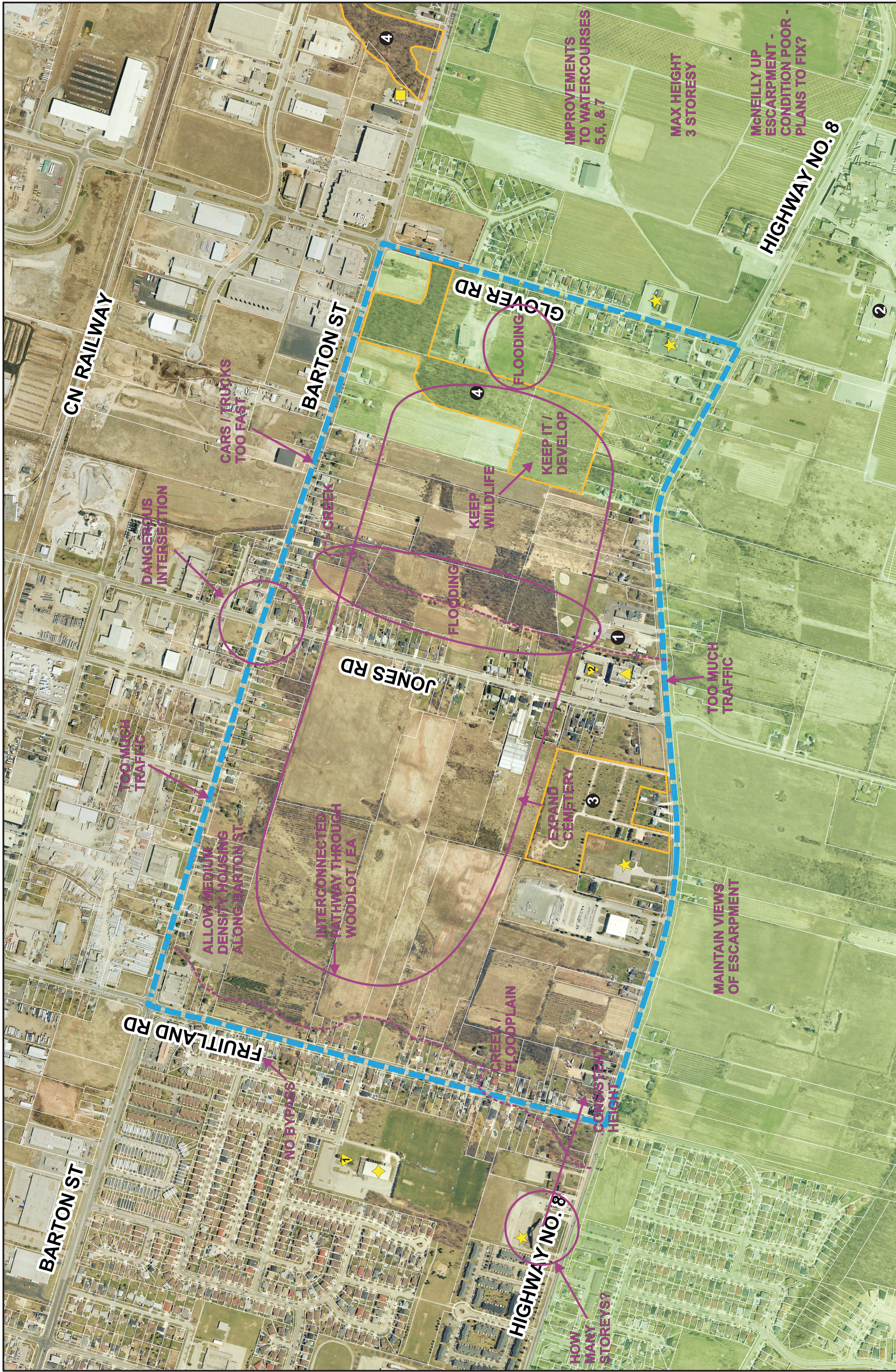
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
© Teranel Land Information Services Inc. and its licensors.  
(2005) May Not be Reproduced without Permission.  
THIS IS NOT A PLAN OF SURVEY

**1** John Knox Christian Elementary School  
**2** Immaculate Heart Elementary School  
**3** Mountview Gardens Cemetery  
**4** Woodlot

# Stoney Creek Urban Boundary Expansion: Secondary Plan



# AREA 1



**Legend**

- Municipal Boundary
- Aerial Map Sections
- Niagara Escarpment
- Greenbelt (No Development)

- ★ Places of Worship
- Fire Station
- ▲ Hamilton Library - Stoney Creek Branch
- ▼ Fruitland Community Centre
- ◆ Kiwanis Community Centre
- ◆ Saltfleet Arena

① John Knox Christian Elementary School  
 ② Immaculate Heart Elementary School  
 ③ Mountview Gardens Cemetery  
 ④ Woodlot

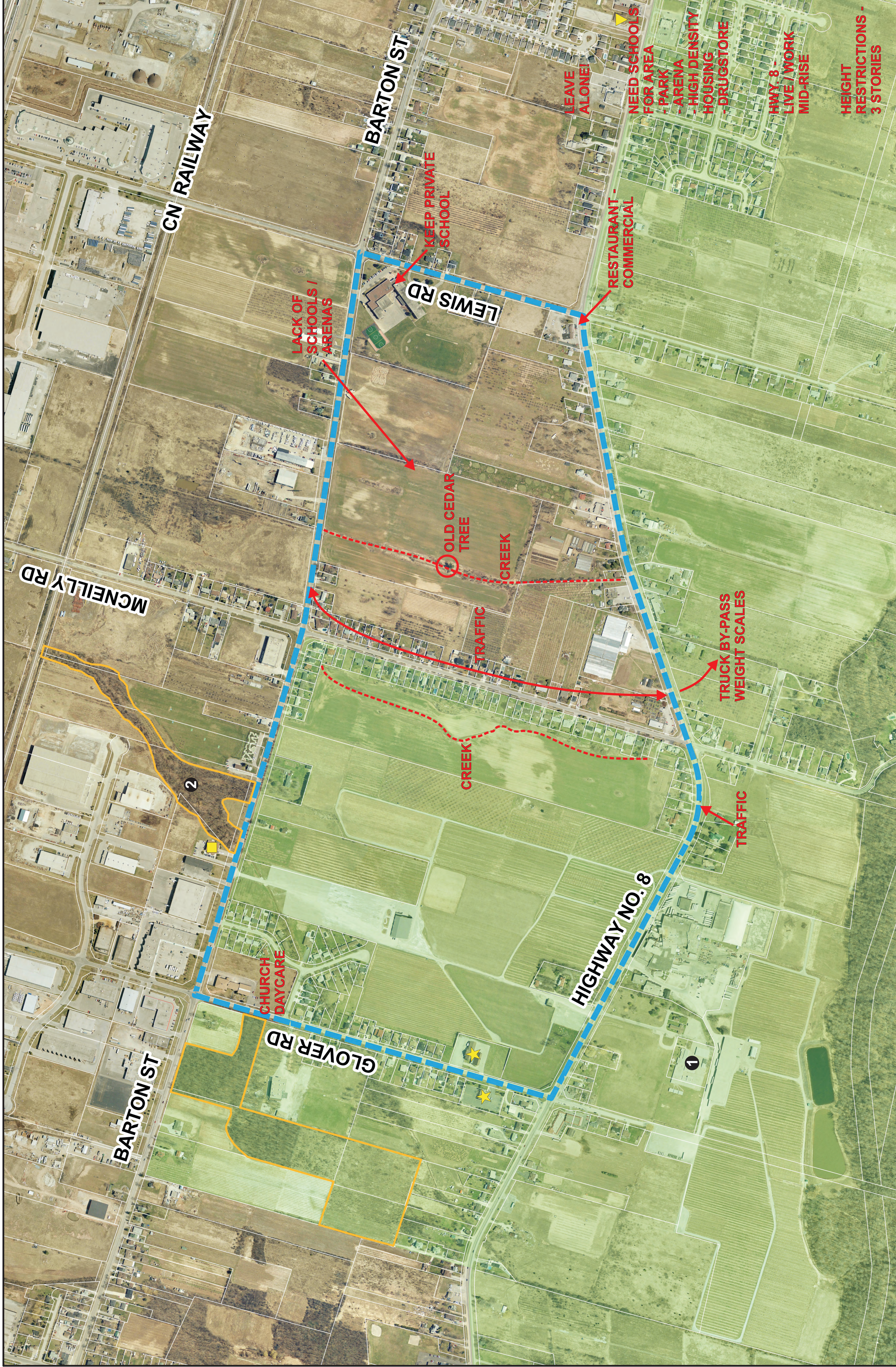
Date: September 2007  
 Not To Scale

**Hamilton**  
 PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
© Teranel Land Information Services Inc. and its licensors. (2005) May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.

# Stoney Creek Urban Boundary Expansion: Secondary Plan



# AREA 2



**Legend**

- Municipal Boundary
- Niagara Escarpment
- Aerial Map Sections
- Greenbelt (No Development)
- ★ Places of Worship
- ★ Fire Station #16
- ▲ Winona Senior Citizen Centre
- ① Immaculate Heart Elementary School
- ② Woodlot

Date: September 2007

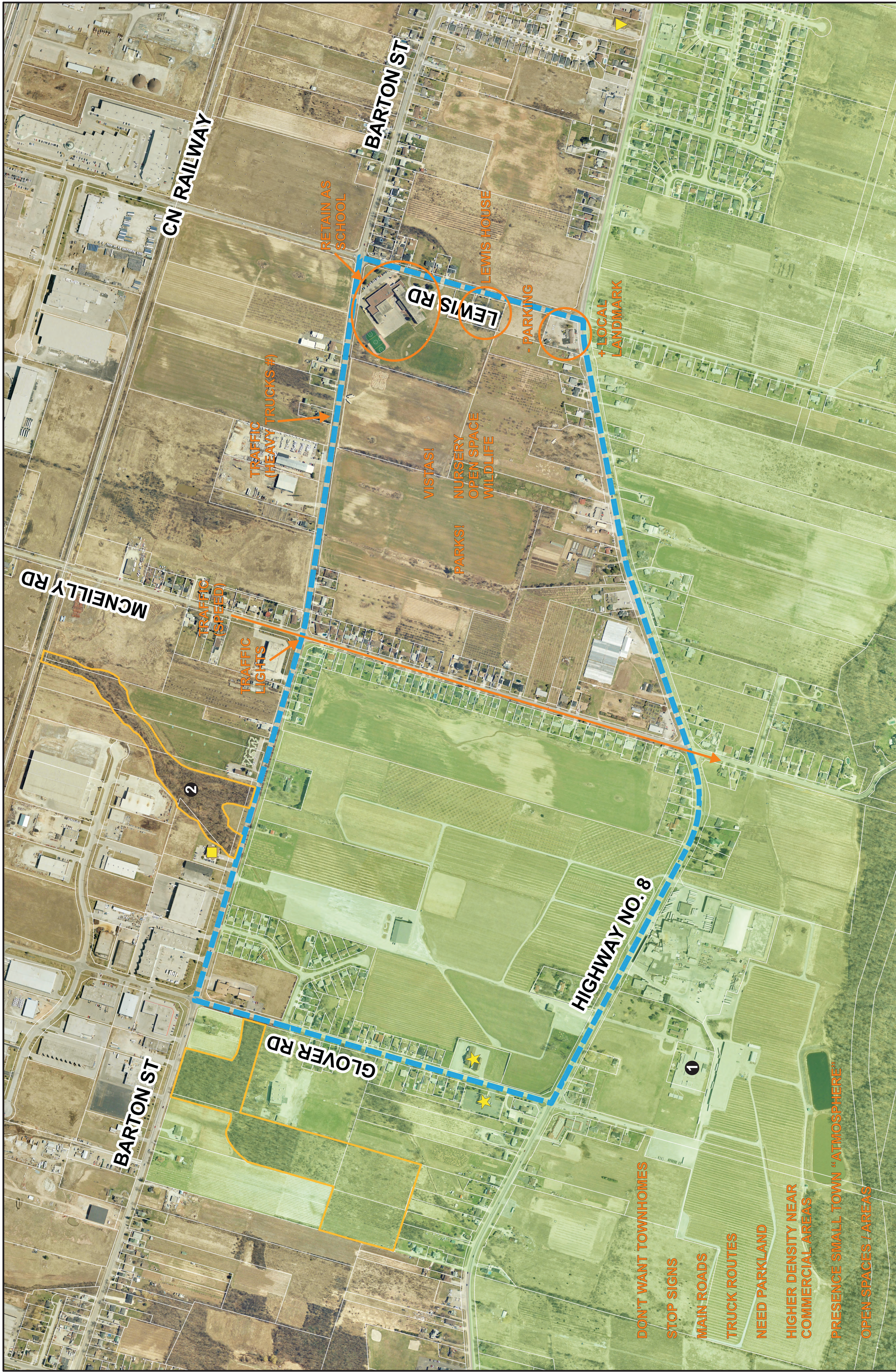
Hamilton  
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

© Terrestrial Land Information Services Inc. and its licensors. (2005) May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.

# Stoney Creek Urban Boundary Expansion: Secondary Plan



# AREA 2



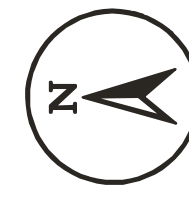
## Legend

- Municipal Boundary
- Niagara Escarpment
- Aerial Map Sections
- Greenbelt (No Development)

- Places of Worship
- Fire Station #16
- Winona Senior Citizen Centre

- Immaculate Heart Elementary School
- Woodlot

Date:  
September 2007



Not To Scale



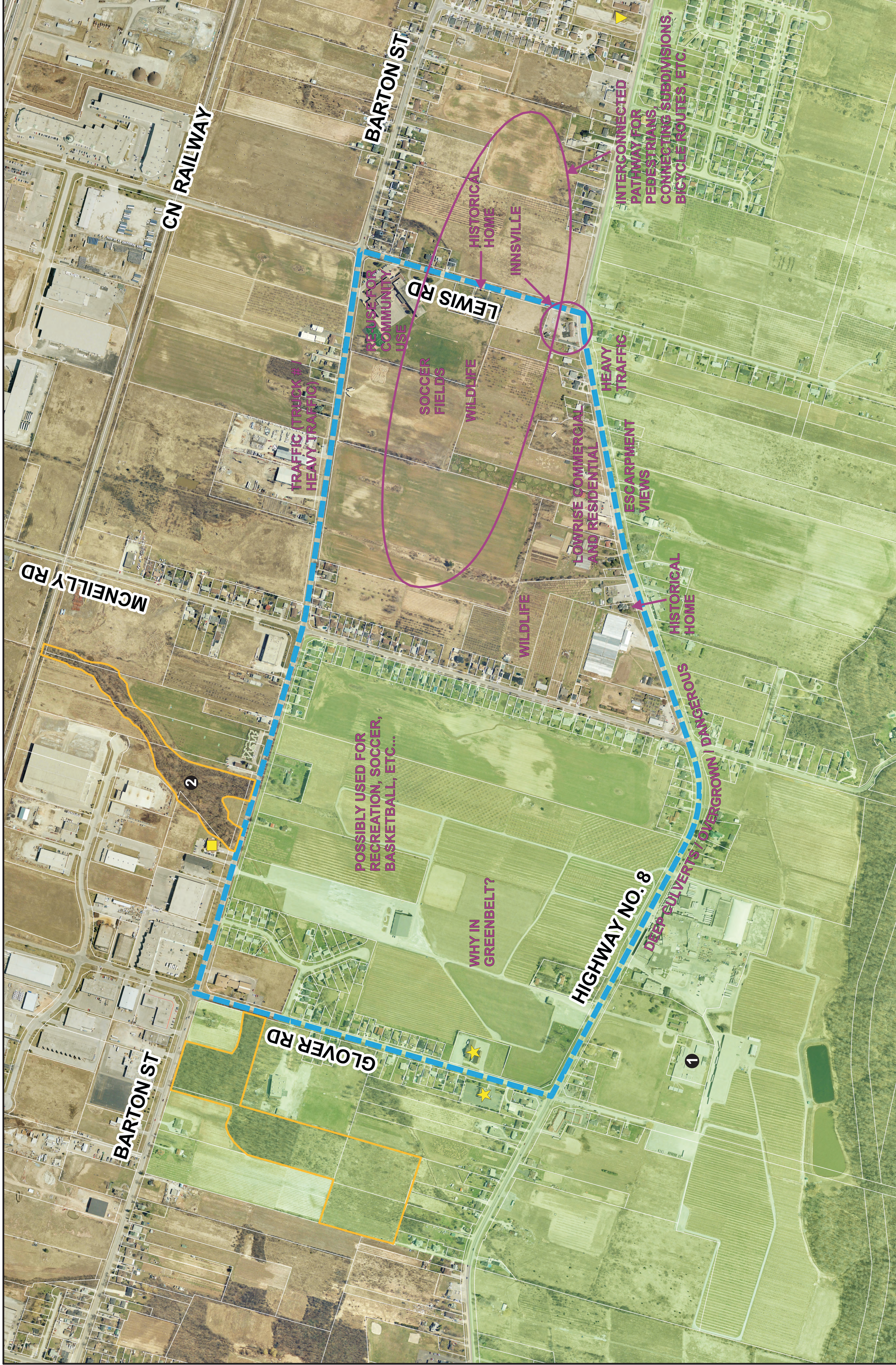
Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
© Teranel Land Information Services Inc. and its licensors.  
(2007) May Not be Reproduced without Permission.  
THIS IS NOT A PLAN OF SURVEY.

# Stoney Creek Urban Boundary Expansion: Secondary Plan



# AREA 2

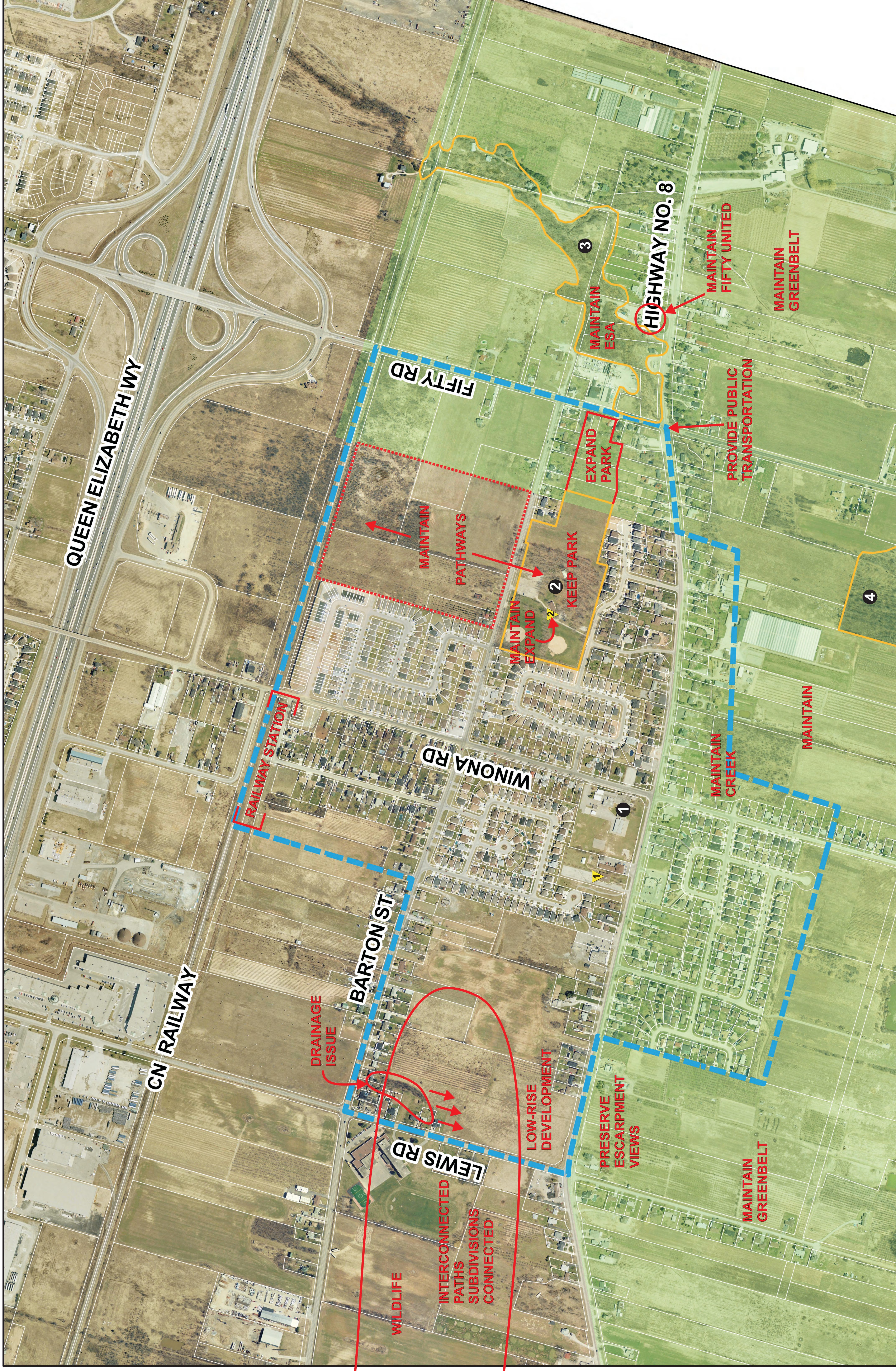


		Date: September 2007 Not To Scale	
Legend		Hamilton PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT <small>© Teranel Land Information Services Inc. and its licensors. (2005) May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.</small>	
Municipal Boundary	Aerial Map Sections	Places of Worship	Immaculate Heart Elementary School
Niagara Escarpment	Greenbelt (No Development)	Fire Station #16	Woodlot
		Winona Senior Citizen Centre	

# Stoney Creek Urban Boundary Expansion: Secondary Plan



# AREA 3



**Legend**

- Parcel A-Lands Subject to OMB Decision No. 1202 (Red dotted line)
- Municipal Boundary (Blue dashed line)
- Niagara Escarpment (Green shaded area)
- Aerial Map Sections (Blue dashed line)
- Greenbelt (No Development) (Green shaded area)
- Winona Senior Citizen Centre (Yellow arrow 1)
- Winona Scout Hall (Yellow arrow 2)
- Winona Elementary School (Black circle 1)
- Winona Park (Black circle 2)
- Environmentally Sensitive Area (Black circle 3)
- Woodlot (Black circle 4)

**Hamilton**

Date: September 2007

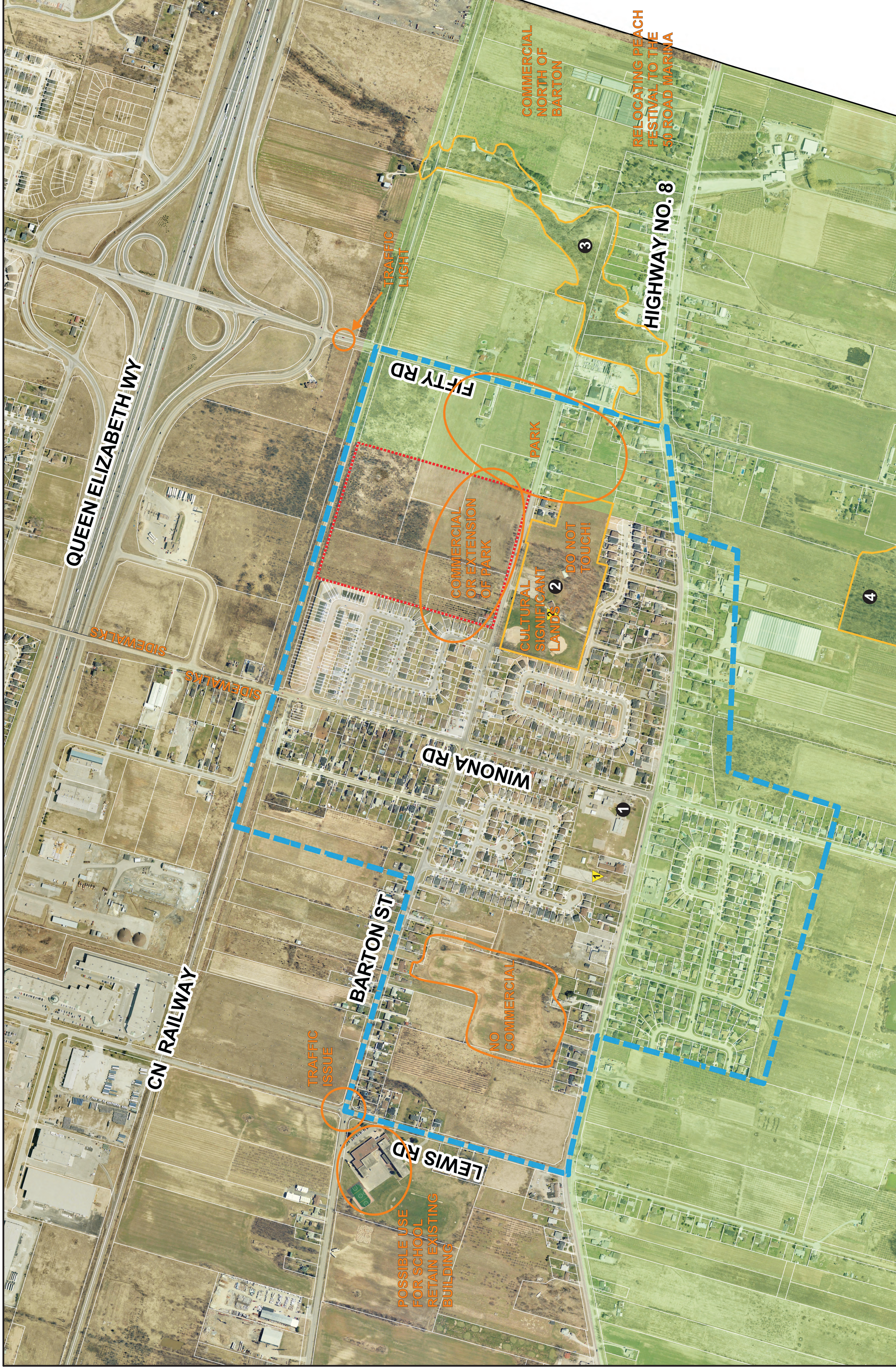
© Terrestrial Land Information Services Inc. and its licensors. [2005] May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

# Stoney Creek Urban Boundary Expansion: Secondary Plan



# AREA 3

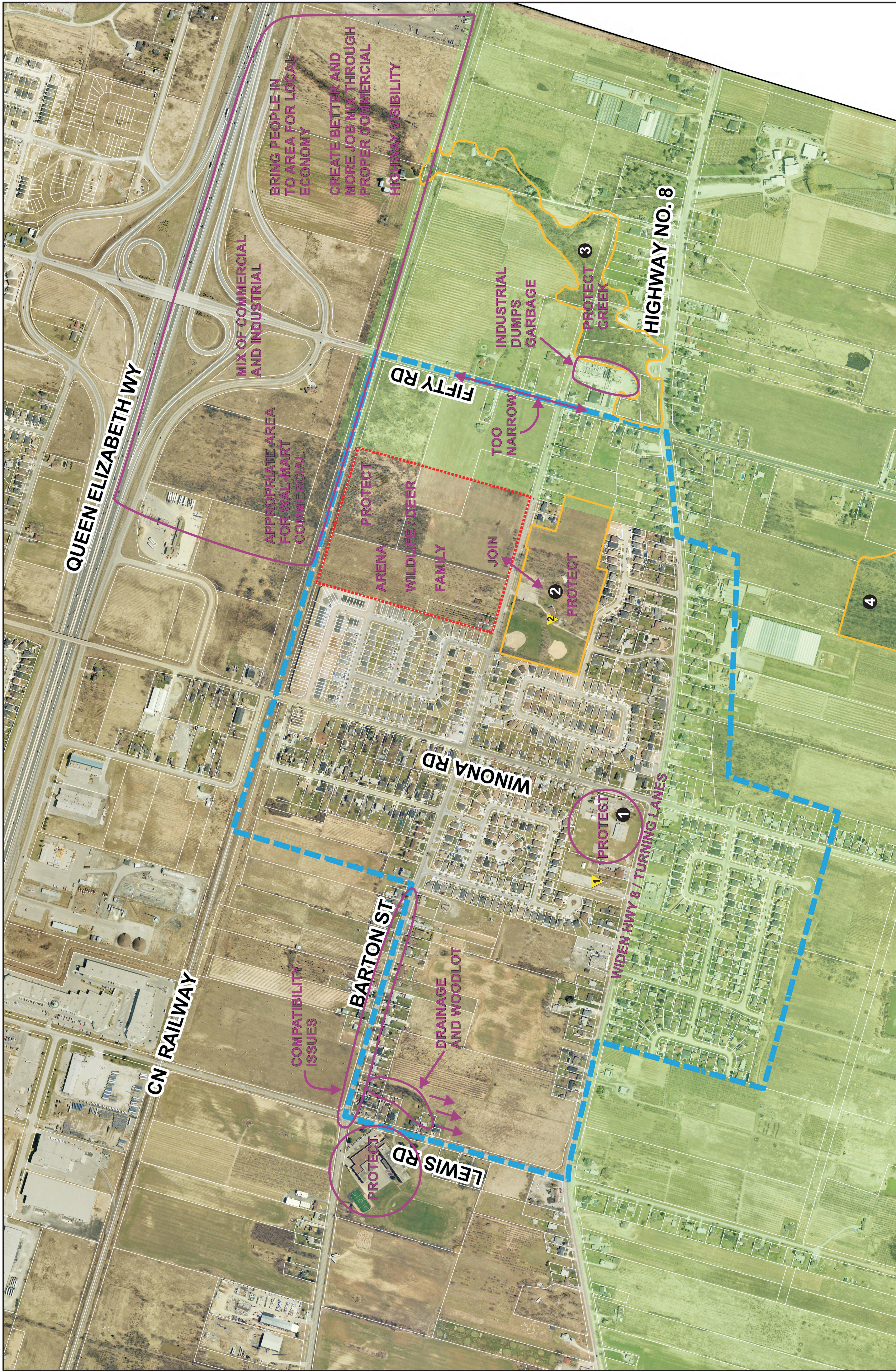


<p><b>Legend</b></p> <ul style="list-style-type: none"> <li>— Municipal Boundary</li> <li>--- Niagara Escarpment</li> <li>..... Parcel A-Lands Subject to OMB Decision No. 1202</li> <li>--- Aerial Map Sections</li> <li>■ Greenbelt (No Development)</li> </ul>	<ul style="list-style-type: none"> <li>① Winona Senior Citizen Centre</li> <li>② Winona Scout Hall</li> <li>③ Winona Elementary School</li> <li>④ Winona Park</li> <li>⑤ Environmentally Sensitive Area</li> <li>⑥ Woodlot</li> </ul>	<p>Date: September 2007</p> <p>Hamilton</p> <p>PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT</p> <p>© Terrestrial Land Information Services Inc. and its licensors. (2005) May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.</p>
---	---	---

# Stoney Creek Urban Boundary Expansion: Secondary Plan



# AREA 3



<p><b>Legend</b></p> <ul style="list-style-type: none"> <li>— Municipal Boundary</li> <li>----- Niagara Escarpment</li> <li>..... Parcel A-Lands Subject to OMB Decision No. 1202</li> <li>--- Aerial Map Sections</li> <li>■ Greenbelt (No Development)</li> </ul>	<ul style="list-style-type: none"> <li>① Winona Senior Citizen Centre</li> <li>② Winona Scout Hall</li> <li>③ Winona Elementary School</li> <li>④ Winona Park</li> <li>⑤ Environmentally Sensitive Area</li> <li>⑥ Woodlot</li> </ul>	<p>Date: September 2007</p> <p>Hamilton</p> <p>PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT</p> <p>© Teranel Land Information Services Inc. and its licensors. (2005) May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.</p>
---	---	---

# Stoney Creek Urban Boundary Expansion: Secondary Plan



## Public Comments on Options from PIC #3 Concept 'A'

Residential	Shopping/Commercial	Community Services		Environment	Transportation
		Institutional	Parks		
-Want to see less medium density and fewer people	-Don't need a large new downtown	-Schools are well spread out	-Large park a good idea	-Not enough consideration given to natural areas and escarpment	-Bus routes and transportation hub vital for this community
-Like the wide corridor of low density homes behind existing homes on McNeilly Rd	-Feel that McNeilly Rd and Highway No. 8 should be commercial and allow convenience retail	-need a school on Barton Street between Winona and Fifty Road	-Schools and parks should be located together (2)		- Do not like the proposed collector road running from McNeilly Road east to commercial area-would prefer a walking path
-Medium density residential strip on the south side of Barton Street, east of Lewis Road is a good idea, targets housing near employment area and will encourage pedestrian activity	-Commercial/mixed use best at corner of Lewis Road and Highway No. 8	-School sites too small	-Need more park space		-Keep the feeling of the agriculture heritage through street names that sound rural
-Change corner of Glover Rd and Barton St. to residential	More commercial areas should be considered near Fruitland Road, preferably on a Collector Road to encourage pedestrian activity	-Two proposed school sites/park should be located more centrally	-Community Park should be located near shopping		-remove access to Winona Road from Service Road-don't want commercial traffic

APPENDIX 'C'

Residential	Shopping/Commercial	Community Services		Environment	Transportation
		Institutional	Parks		
-Too much density	-Shopping centre in central Winona will not survive with proposed big box development		-Don't want big new park across the road from school		
-Do not like density along Barton Street, no high density at all	-no big box development				
-No townhouses around Lewis House	-Like idea of shopping centre running North/South between Highway No. 8 and Barton Street				
	There should be more commercial between Lewis Road and Winona to encourage a community node				

## Concept 'B'

Residential	Shopping/Commercial	Community Services		Environment	Transportation
		Institutional	Parks		
- too much density	- Too much commercial near the schools (3)	-like school site in West but not 3 <sup>rd</sup> at McNeilly Rd	-Like Park at McNeilly Road	-Preserve rural feel of community	-Remove access to Winona Road from Service Road
- Keep density on Barton Street and new Collector Road	-Want commercial at corner of Lewis Rd and Hwy. No. 8	-School sites too small	Locate School and Park together (3)		-Need more and better Public Transit
-Change corner of Glover Rd and Barton St. to residential	-More commercial required, preferably in a central neighbourhood location and on a collector road	-Proposed schools should be more centrally located between Fruitland Rd. and Glover Rd.			- Public transit and a transportation hub are vital to the community
	-do not support Walmart (2)	Schools and Parks should be located together			
	-Feel that McNeilly Rd and Highway No. 8 should be commercial and allow convenience retail	-Protect Lewis house			



## Concept 'C'

Residential	Shopping/Commercial	Community Services		Environment	Transportation
		Institutional	Parks		
- Like the amount of low density(3)	-Like the mixed use along Highway No. 8	-Like the locations of the schools in this Concept	- Good location for a Community Park	-Concept needs more consideration for Greenspace	-Not enough room to bring a new street between McNeilly Rd. and Lewis Rd. and it would serve not purpose or transportation needs.
-Plan for more residents for seniors	-Would like to see a community node at Highway No. 8 and Winona area, as it is an extension of Winona	-School sizes are not accurately shown	- Like park and school adjacent (3)		-Transportation network makes sense
-Do not support this Concepts, as it is too dense	-Commercial/mixed use would be appropriate at corner of Lewis Road and Highway No. 8	-Support the school site located east of Winona area	- disproportionate amount of parkland in the Winona area, Community park should be located further west		-Area needs public transit
-Prefer this plan as it has the fewest high density areas (2)	-Mixed use is appropriate along Highway No. 8, however there should be a more centrally located area of commercial between Fruitland Road and Jones Road	-The schools should be more centrally located between Fruitland Road and Glover Road	- there is a large park west of Fruitland Road and the proposed neighbourhood park would be too close to this		- Extend East/West proposed road to McNeilly Rd.

APPENDIX 'C'

Residential	Shopping/Commercial	Community Services		Environment	Transportation
		Institutional	Parks		
-The distribution of residential areas seems appropriate	- Large commercial area at the Northwest corner of Highway No. 8 and Lewis Road should be moved to a North/South street as shown in Concept A and B		-Need more parkland		
-Change corner of Glover Rd and Barton St. to residential	-Feel that McNeilly Rd. and Highway No. 8 should be commercial and allow convenience retail		-Distribution of parkland seems appropriate		

<b>General comments pertaining to Concepts 'A', 'B' and 'C'</b>
- Show Storm Water Management areas
-Concerned about no urban growth adjacent to active agriculture operations which may have new residents complaining about noise, early morning noise, use of registered pesticides, smoke from burning brush and dust
- Rural landowners concerned about increased trespassing as area develops
-Rural landowners concerned about changes to existing drainage patterns as new Storm water management ponds are built to control flows
- Farmers concerned about 'Air Drainage" from farmlands, propose that new development address this issue
- Want to see development proceed
-Support Walmart development
- Vicinity of Jones Road and Highway 8 has a community focus, would appear to be a logical candidate for community facilities
- Higher density residential should be located along collector roads such as Glover, Jones, Fruitland and any new collector roads
-Woodlot at Barton Street and Glover is not significant and should not be shown
- More Seniors housing
-Want a pedestrian friendly environment
-Population from 2,000 people to 16, 000 (or more) too high
-Need public transit

## **SCUBE Secondary Plan Citizens Advisory Committee (CAC) Role and Mandate**

### **Purpose**

The SCUBE Citizens Advisory Committee (CAC) will be a task-oriented committee to provide input from residents, property owners, and other stakeholders into the SCUBE Secondary Plan. This input will assist the Planning Department staff in preparing recommendations for the approval of the Economic Development and Planning Committee, and Council. Committee members will help confirm issues, develop and review alternative solutions, and facilitate communication with local residents.

### **Membership**

Members will be invited to represent local residents, other area stakeholders, and citizens of the area at large. Members should be from a wide range of geographic locations to represent the overall area.

### **Attendance and Alternate Members**

It is assumed that members will make every effort to attend all meetings. Alternate members will be identified who may attend in place of members unable to attend meetings. Alternates are encouraged to attend as many meetings as possible to help ensure continuity.

### **Observers**

Observers are welcome to attend meetings of the SCUBE CAC, including those who are not members or who do not represent any of the key stakeholder groups. These meetings are open to the general public.

### **Staff Resources**

Staff of the Community Planning and Design Division of the Planning Department will coordinate the study and provide primary staff support. Staff of various departments and agencies will be available to the CAC as resource people, as needed. These staff will include members of the study team who support the study. Resource staff will attend meetings of the CAC as needed to address issues. Staff will provide professional advice relating to the study.

### **Meeting Dates, Times and Locations**

Approximately 1 meeting a month is proposed. These meetings will be held during the evening on dates suitable for members. The proposed meeting time is

7:00 – 9:00 p.m. The proposed location for the meetings has yet to be determined however it is likely that all meetings will take place at the Stoney Creek Municipal Centre.

Staff will provide meeting materials to committee members, including agenda and background materials, at least 5 days prior to the meeting date.

### **Quorum and Majority**

A quorum will consist of 50% plus one member. In most cases, decisions of the committee will be made by consensus. In some instances where a vote is required, a majority will consist of 50% plus one member.

### **Advisory Role**

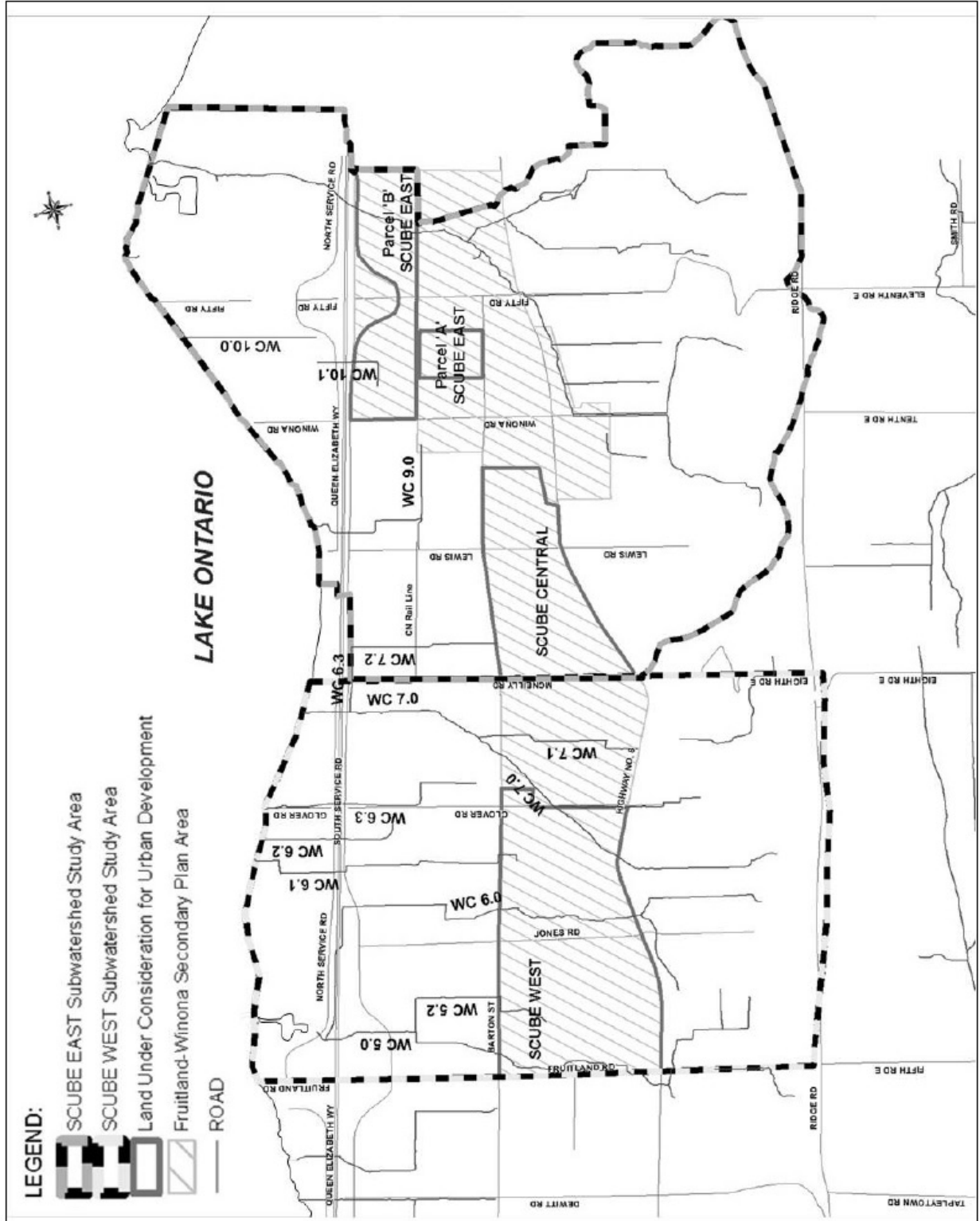
The committee is an advisory group to staff and Council during the SCUBE secondary plan study. The opinions of committee members are valued and very important to the study. It is anticipated that staff and the advisory committee will be in agreement on most issues. Where there may be differences of opinion, which affect the outcome of the study, City Council will be advised of both staff and the Committee's opinions, in order to make an informed decision. City Council makes the final decision regarding recommendations.

CAC members are encouraged to consult with neighbours and advise the committee as necessary.

FRUITLAND ROAD CLASS ENVIRONMENTAL ASSESSMENT PREFERRED ALTERNATIVE



SCUBE EAST AND WEST SUB-WATERSHED STUDY AREA



**FRUITLAND-WINONA SECONDARY PLAN OBJECTIVES****Strengthen Existing Neighbourhoods**

- a) Ensure new *development* maintains a balance of residential uses, commercial uses, open space, and *community facilities/services* that interface well with existing communities;
- b) Ensure new *development* respects and enhances the character of existing neighbourhoods;
- c) Encourage new commercial uses that cater to the existing and proposed local neighbourhoods; and,
- d) Ensure existing and future neighbourhoods are well served by *community facilities/services* such as schools, health care, libraries, emergency services, public transportation, and community recreation facilities.

**Transportation, Transit and Active Transportation Linkages**

- a) Address and develop solutions to transportation issues within the Fruitland-Winona Secondary Plan and beyond, including:
  - i) Truck traffic on Fruitland Road between Barton Street and Highway No. 8;
  - ii) Excessive speeding;
  - iii) Truck Routes, relocation, signage, and enforcement including areas such as Fruitland Road between Barton Street and Highway No. 8;
  - iv) Excessive traffic destabilizing neighbourhoods;
  - v) Safety;
  - vi) Provide traffic calming measures such as roundabouts where warranted; and,
  - vii) Ensure opportunities for transit and active transportation as part of the interface along Barton Street between the Employment lands on the north side of Barton Street and the Residential lands on the South Side of Barton Street.



- b) Encourage and support energy-efficient transportation such as walking, cycling and transit, to reduce the dependency on the automobile;
- c) Ensure Highway No. 8 maintains an important connection to the Escarpment visually and through trail access;
- d) Improve public transit service to the Fruitland-Winona area, subject to a cost/benefit analysis by the Hamilton Street Railway Division, and ensure adequate supply of stops and shelters in the area;
- e) Provide an efficient, interconnected, easily accessible transportation system and pattern of streets, creating safe pedestrian, bicycle and vehicular movement throughout the community;
- f) Provide an opportunity for an inter-modal transportation hub generally located on the CN Railway line at Fifty Road, including bus, train and car-pooling services;
- g) Plan residential development and transportation networks that are within a 400 metre walking distance of neighbourhood parks, neighbourhood nodes and public transit;
- h) Focus on journey's to and from existing and proposed schools, to ensure direct safe walking and bicycling routes for young people's weekday travel; and,
- i) Address the transportation needs of children and youth by ensuring they receive as much priority as the needs of people of other ages and the requirements of business.

### **Safe Community**

- a) Address the transportation needs of children and youth by ensuring they receive as much priority as the needs of people of other ages and the requirements of business;
- b) Ensure that areas around public spaces are landscaped with public safety as a priority; and,
- c) Design streets and built form that promote personal safety through natural surveillance by providing "eyes on the street", and improve accessibility through features such as Urban Braille.

**Natural Open Space and Parks**

- a) Provide a safe integrated Parks and Open Space system that includes all areas of the existing and new neighbourhoods;
- b) Promote community health through a system of non-vehicular trail connections;
- c) Provide opportunities for outdoor recreation where they do not impact natural heritage features;
- d) Ensure natural heritage features, such as *environmentally significant areas, valley lands, streams, significant woodlands and wetlands* are protected and enhanced;
- e) Prohibit *development* on lands with natural hazards such as *flood plains*;
- f) Ensure that the natural beauty and distinctive landscape character created/ provided by the Niagara Escarpment and the adjacent agricultural areas are considered and protected as development proceeds;
- g) Provide appropriate recreational opportunities for existing and future residents; and,
- h) Ensure parks and open space areas are lit when deemed appropriate.

**Residential**

- a) Create an environment that provides for safe, functional, attractive, distinguishable residential neighbourhoods recognizing the cultural heritage of the area;
- b) Encourage a mix of uses and housing types that meet the housing needs of residents throughout their life cycles and allow them to remain within the community; and,
- c) Provide a compact urban form, with higher densities located closer to arterial roads that may serve as future transit corridors, while maintaining views to the Escarpment and other natural features.

**Institutional**

- a) Accommodate facilities for public use, including health, education, recreation, social or cultural activities, security and safety; and,

- b) Locate institutional uses within or adjacent to the communities they will serve.

**Commercial**

- a) Provide for the *development* of small scale neighbourhood commercial areas that serve the local community;
- b) Require the provision of appropriate amenities for commercial areas, including parking, signage, landscaping, streetscaping and buffering;
- c) Ensure that any new commercial uses respect and do not negatively impact adjacent residential or institutional uses;
- d) Encourage new commercial uses to reflect the character and cultural heritage of the communities of Fruitland and Winona through building design; and,
- e) Provide a public open space that can accommodate a farmer's market.

**Urban Design**

- a) Ensure the *development* of an attractive, safe, and pedestrian oriented community environment;
- b) Promote a high quality of design for public parks, open spaces, and buildings;
- c) Ensure *compatibility* between areas of different land use or development intensity;
- d) Establish gateway features at appropriate locations to function as entranceways to Stoney Creek, and the communities of Fruitland-Winona;
- e) Provide integrated community design that coordinates land use, open space, street network, and built form elements to achieve the community vision;
- f) Reflect the cultural heritage of agriculture with future community urban design;
- g) Protect views of the Niagara Escarpment and other natural features;

- h) Create street and building design that promotes neighbourhood vitality and pedestrian comfort at the grade level of buildings;
- i) Promote public transit, *active transportation* such as walking, and recreational connections through a well-connected system of streets, walkways, and trails; and,
- j) Promote design variety within streetscapes.

**Utility and Municipal Services**

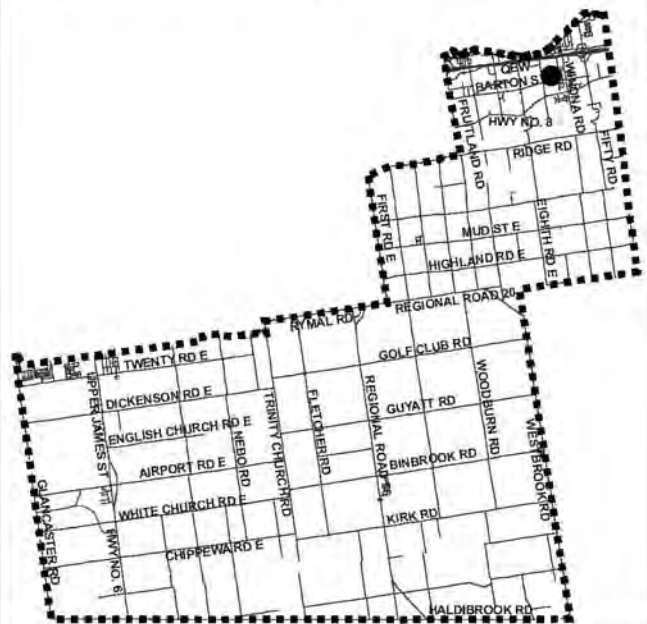
- a) Ensure adequate utility networks are established to serve the planned development and are phased in a cost-effective and efficient manner;
- b) Ensure utilities/municipal services are provided in a manner that minimizes the impacts on the natural environment;
- c) Integrate the storm water management facilities with active pedestrian corridors, such as the Barton Street Pedestrian Promenade, and in areas that will enhance the natural heritage system, where appropriate;
- d) Encourage municipal services required for any part of this Secondary Plan area to be in place and operative, as necessary, prior to or concurrent with the development; and,
- e) Ensure public and private utility equipment are clustered or grouped where possible to minimize visual impact.

Issue Raised	Issue Components	Response in the Secondary Plan
Environment	<ul style="list-style-type: none"> <li>Greenbelt</li> </ul>	<p>The location of the Greenbelt block located within the middle of the linear secondary plan area was an issue for the community. Some members of the community wanted this area retained, and protected, others wanted to see development here. This area was not included in the urban boundary expansion and does not form part of the secondary plan area.</p>
	<ul style="list-style-type: none"> <li>Watercourses and natural areas should be preserved with improvements to watercourses</li> </ul>	<p>A sub watershed study was completed for the entire area that provided direction with regard to identifying the natural heritage areas to be protected. This study also identifies any works related to improving all of the watercourses within the secondary plan area.</p>
Parkland	<ul style="list-style-type: none"> <li>Lack of Parkland for active recreation in area (arena, pool, skateboard park, soccer fields, baseball, splash pads)</li> </ul>	<p>The community identified a lack of parkland in the area for active recreation and the secondary plan proposes a community park within the secondary plan to satisfy the community parkland requirements of the new community.</p>
	<ul style="list-style-type: none"> <li>Retain Winona Park</li> </ul>	<p>The secondary plan does not propose any changes to the existing Winona Park (Community parkland classification)</p>
	<ul style="list-style-type: none"> <li>Desire multi use park in area</li> </ul>	<p>The secondary plan identifies a community park within the secondary plan, a subsequent master planning process by other City departments will determine the facilities and programming of the parkland.</p>
	<ul style="list-style-type: none"> <li>Provide interconnected pathways linking subdivisions to allow children and adults area for bike riding/walking/jogging and allow communities to feel like a community</li> </ul>	<p>Trails have been provided to connect residential communities to community facilities, such as schools and parks, as well as shopping areas.</p>
Transportation	<ul style="list-style-type: none"> <li>Study the feasibility of the GO Train using the existing CN rail track to accommodate transportation needs</li> </ul>	<p>An Environmental Assessment for the extension of rail service to Niagara Region was completed by the Province to determine the feasibility of a GO Station in Secondary Plan areas. The study concluded that a station may be provided at Fifty Road and Rail tracks as population/demand increases.</p>
	<ul style="list-style-type: none"> <li>Fix traffic congestion</li> </ul>	<p>A recommended collector road transportation network was provided through the SCUBE TMP, and incorporated into the secondary plan with appropriate amendments. Existing Arterial roads including Barton Street, Hwy. No. 8 and Fifty Road will need further study for improvements as development proceeds.</p>
	<ul style="list-style-type: none"> <li>Fruitland Road (between Barton Street and Hwy. No.8)</li> </ul>	<p>Members of the public included both comments for and against a Fruitland Road By-pass which was proposed prior to amalgamation. Due to the many issues around Fruitland Road, a study was proposed, and the Fruitland Road Municipal Class EA was completed. The recommendations of this study were incorporated into the Secondary plan.</p>
	<ul style="list-style-type: none"> <li>Fruitland Road Truck Traffic</li> </ul>	<p>A new north/south road, located between Fruitland and Jones Road, within the secondary plan area is proposed to accommodate truck traffic.</p>
	<ul style="list-style-type: none"> <li>Provide alternative methods of transportation to reduce truck and car traffic (i.e. Go Station, bike lanes, side walks on both sides)</li> </ul>	<p>The secondary plan identifies connections for active transportation including bike lanes and trails connecting key areas of the secondary plan, supported by policies promoting these connections.</p>
	<ul style="list-style-type: none"> <li>Provide sidewalks on Barton Street and Hwy. No. 8</li> </ul>	<p>With new development, the existing roads will become urbanized and include new sidewalks. Sidewalks will be provided on the north side of Hwy. No. 8, as this is within the urban area. The south side of Barton Street will include a pedestrian promenade within the ROW that will provide active transportation connectivity throughout the entire secondary plan area.</p>

Issue Raised	Issue Components	Response in the Secondary Plan
Community Services	<ul style="list-style-type: none"> <li>Need more schools</li> </ul>	The secondary plan proposes 3 new elementary school sites, equally distributed throughout the planning area.
	<ul style="list-style-type: none"> <li>Need more community services such as police, fire and medical centres</li> </ul>	The planning for support services such as fire and police is determined through separate independent processes that are often driven by increases in population. No specific sites have been identified for a fire or police station.
Culture	<ul style="list-style-type: none"> <li>Maintain Peach Festival lands (park)</li> </ul>	The secondary plan has not made any changes to Winona Park.
	<ul style="list-style-type: none"> <li>Preserve Historical Buildings</li> </ul>	Throughout the planning process, the existing historical buildings and cultural heritage of the area was considered. For example, the Lewis House located on Lewis Road was considered when locating the proposed collector road and land use.
	<ul style="list-style-type: none"> <li>Preserve Winona as a unique community</li> </ul>	The secondary plan does not propose any changes to Winona's existing residential area.
	<ul style="list-style-type: none"> <li>Maintain agricultural feel of Winona</li> </ul>	Urban design policies and guidelines for the area recognize the community's rich cultural heritage and, where possible, new development will be encouraged to reflect this.
	<ul style="list-style-type: none"> <li>Develop Highway No. 8 to maintain its rural character</li> </ul>	Hwy. No. 8 is a road that has many unique elements, it has an urban cross section to the north, rural to the south, and the alignment of the road is historically significant. The secondary plan has included policies to recognize this road as a Character Road, and further guidance is provided within the Urban Design Guidelines.
	<ul style="list-style-type: none"> <li>Develop "core" downtown feeling</li> </ul>	Winona has an existing and vibrant downtown, which is maintained within the secondary plan, and enhanced with urban design policies and supported by the Urban Design Guidelines.
	<ul style="list-style-type: none"> <li>The comments regarding locating of commercial was varied and contradictory</li> </ul>	The secondary plan reviewed opportunities for commercial within the secondary plan area. A consultant specialist assisted with determining the best and most viable approach to distributing local commercial throughout the community.
	<ul style="list-style-type: none"> <li>Provide a variety of shopping opportunities</li> </ul>	With approvals already in place for a large commercial development at Fifty Road and the South Service Road, opportunities for commercial development with the secondary plan area were reduced to supporting local commercial areas.
Housing	<ul style="list-style-type: none"> <li>The location for different types of residential was generally mixed and sometimes contradictory</li> </ul>	Plan provides a mix and range of housing types and densities.
	<ul style="list-style-type: none"> <li>Allow only 7 storeys in height</li> </ul>	The highest density designation does not exceed 6 storeys.
	<ul style="list-style-type: none"> <li>Preference for low density</li> </ul>	The community represented that the desire is for a generally low density community. Staff has addressed this by proposing some medium density in strategic locations that will increase the overall density of the area, allowing for greater areas of low density development.
	<ul style="list-style-type: none"> <li>Preserve Escarpment view along Highway No. 8 - no high-rise along Highway No. 8</li> </ul>	The secondary plan proposes the highest form of development along Barton Street, protecting the views to the Niagara Escarpment and promoting view opportunities to the lake.



● Site of the Application



Ward 11 Key Map

N.T.S.



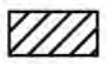
# Location Map



Hamilton

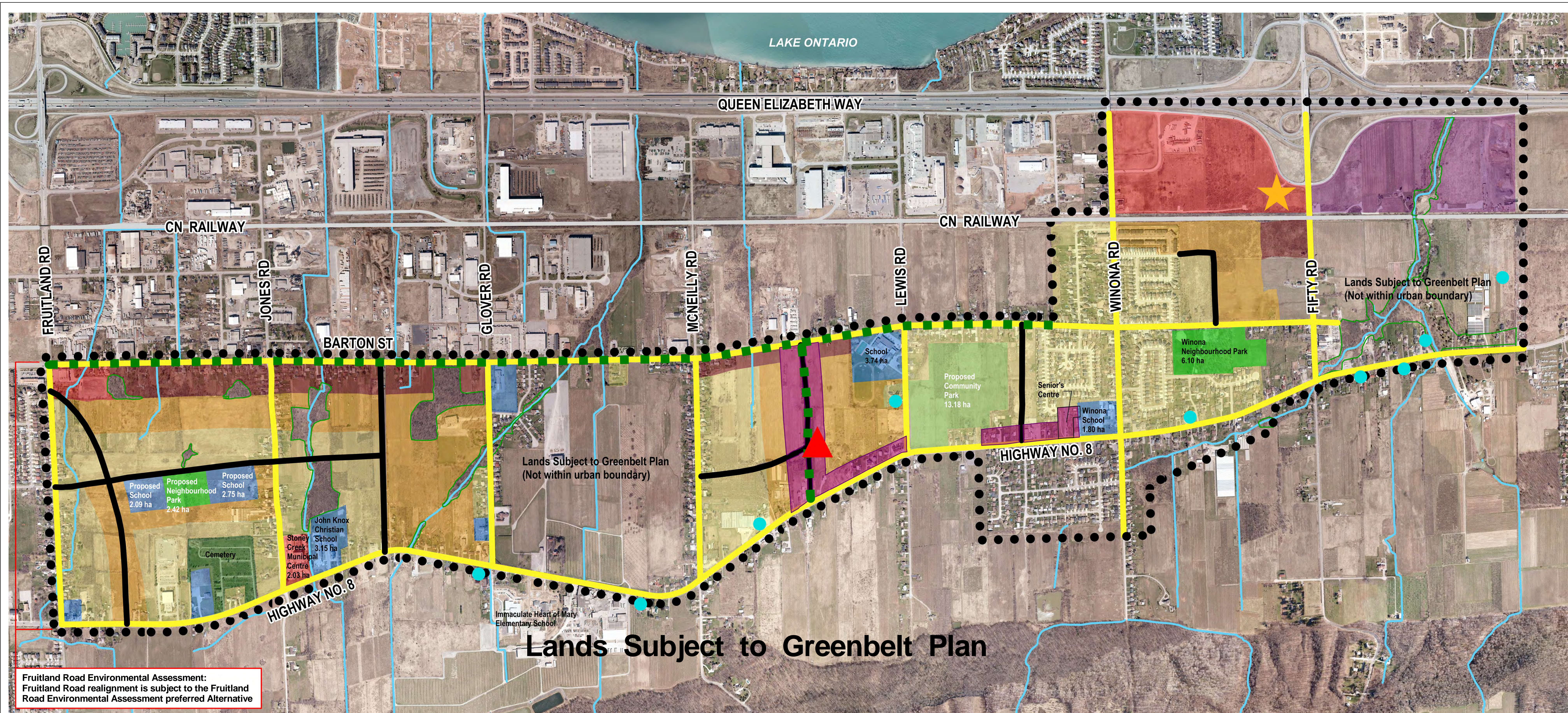
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

## Subject Lands



1215-1239 Barton Street





Fruitland Road Environmental Assessment:  
Fruitland Road realignment is subject to the Fruitland Road Environmental Assessment preferred Alternative

# CONCEPT "A"

Projected Residential Population: 16,573 People

Projected Units:  
Low Density: 2,679  
Medium Density (2-3): 2,634  
Medium Density 4: 421  
Mixed Use: 441

Unit Total: 6,175 Units

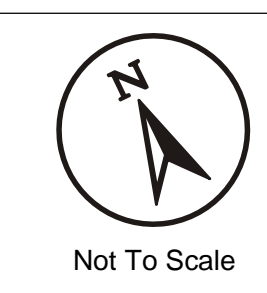
Note: Colours used do not denote those of the Official Plan

## Legend

- Fruitland - Winona Secondary Plan Study Area
- Low Density Residential
- Medium Density (2-3) Residential
- Medium Density 4 Residential
- Commercial
- Mixed Use (Height Restriction - 3 Storeys)
- Neighbourhood Park
- Community Park
- Natural Open Space (Wetlands, ESA, Woodlands, Significant Woodlands)
- General Open Space (Cemetery)
- Institutional
- Employment
- Watercourse
- Transit Node
- Seasonal Market
- Heritage (Designated Properties)
- Existing Major Roads
- Proposal Collector Roads
- Green Spine
- CN Railway

## Fruitland-Winona Secondary Plan Study Area

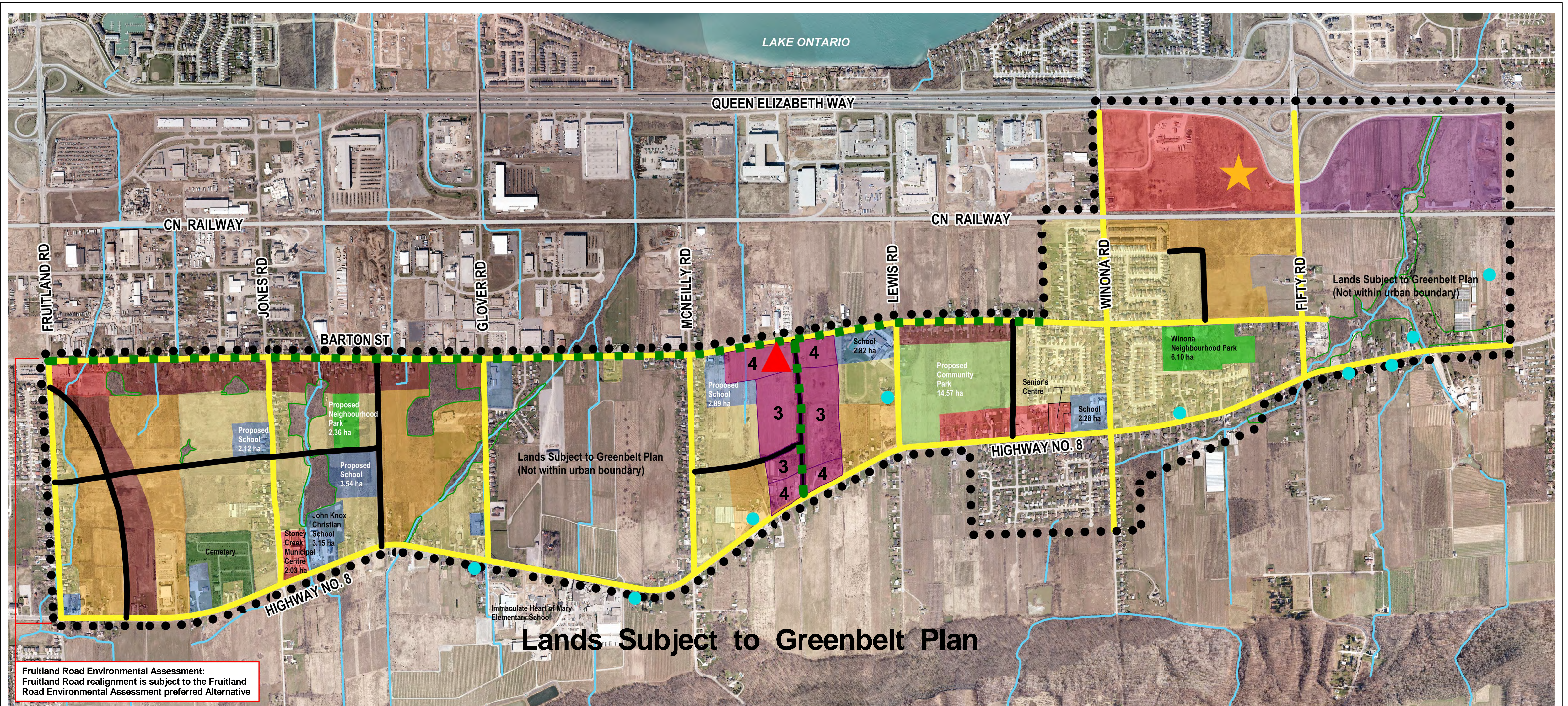
Date: May 28, 2009



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
© Teranet and Information Services Inc. and its licensors. (2009) May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.

APPENDIX "I"





Fruitland Road Environmental Assessment:  
Fruitland Road realignment is subject to the Fruitland Road Environmental Assessment preferred Alternative

# CONCEPT "B"

Projected Residential Population: 17,985 People

Projected Units:  
Low Density: 1,307  
Medium Density (2-3): 3,213  
Medium Density 4: 2,625  
Mixed Use: 700

Unit Total: 7,844 Units

Note: Colours used do not denote those of the Official Plan

## Legend

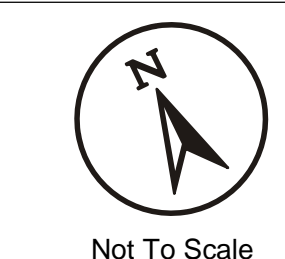
- Fruitland - Winona Secondary Plan Study Area
- Low Density Residential
- Medium Density (2-3) Residential
- Medium Density 4 Residential
- Commercial
- Mixed Use (Height Restriction - 3 or 4 Storeys)
- Neighbourhood Park
- Community Park

- Natural Open Space (Wetlands, ESA, Woodlands, Significant Woodlands)
- General Open Space (Cemetery)
- Institutional
- Employment
- Watercourse
- Transit Node

- Seasonal Market
- Heritage (Designated Properties)
- Existing Major Roads
- Proposal Collector Roads
- Green Spine
- CN Railway

## Fruitland-Winona Secondary Plan Study Area

Date:  
May 28, 2009



Not To Scale

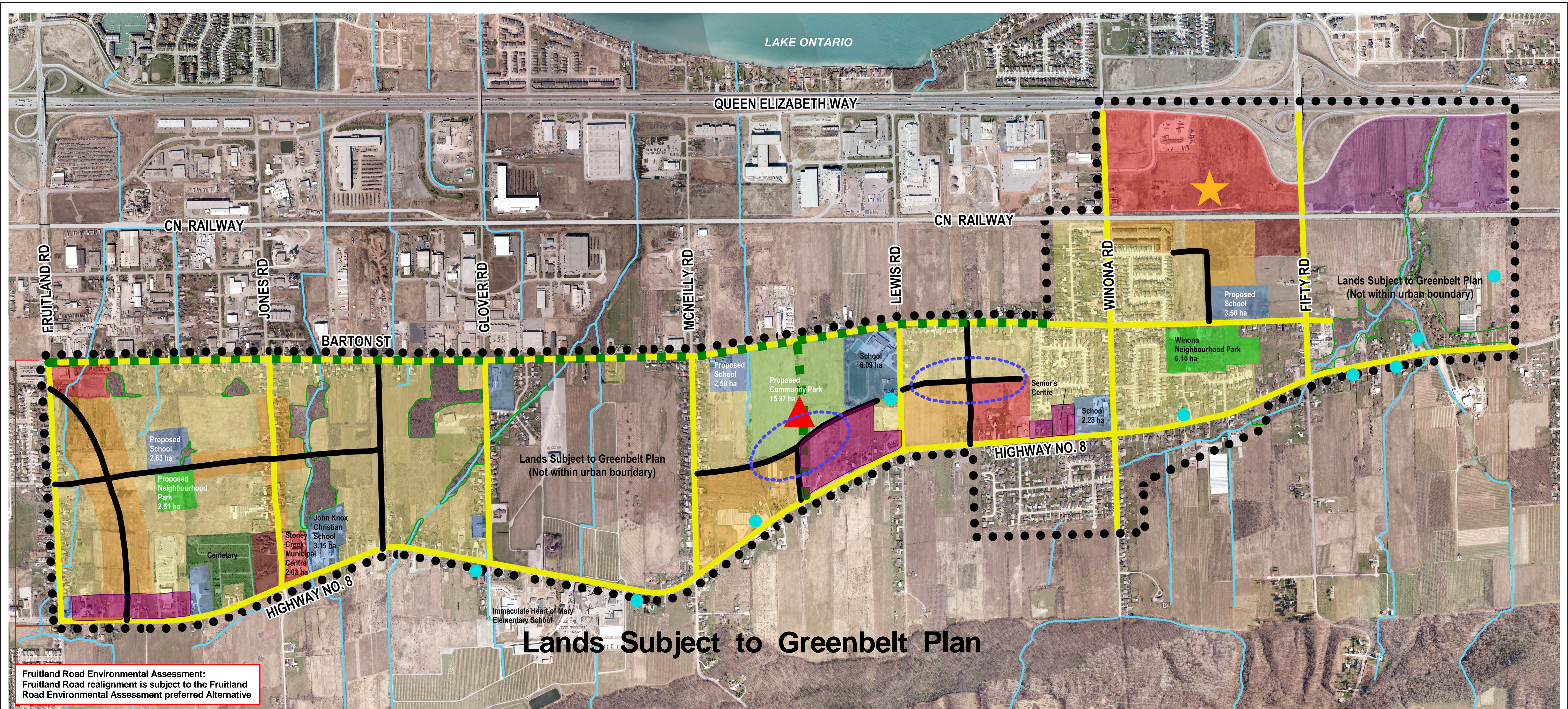


Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

© Teranet and Information Services Inc. and its licensors. (2009) May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.





# CONCEPT "C"

Projected Residential Population: 20,887 People

**Projected Units:**  
 Low Density: 2,036  
 Medium Density (2-3): 4,154  
 Medium Density 4: 1,817  
 Mixed Use: 413

**Unit Total: 8,420 Units**

Note: Colours used do not denote those of the Official Plan

## Legend

- ● ● Fruitland - Winona Secondary Plan Study Area
- Low Density Residential
- Medium Density (2-3) Residential
- Medium Density 4 Residential
- Commercial
- Mixed Use (Height Restriction - 3 Storeys)
- Neighbourhood Park
- Community Park

- Natural Open Space (Wetlands, ESA, Woodlands, Significant Woodlands)
- General Open Space (Cemetery)
- Institutional
- Employment
- Watercourse
- Transit Node

- Seasonal Market
- Heritage (Designated Properties)
- Existing Major Roads
- Proposal Collector Roads
- Green Spine
- Neighbourhood Node
- CN Railway

## Fruitland-Winona Secondary Plan Study Area

Date:  
May 28, 2009



Not To Scale

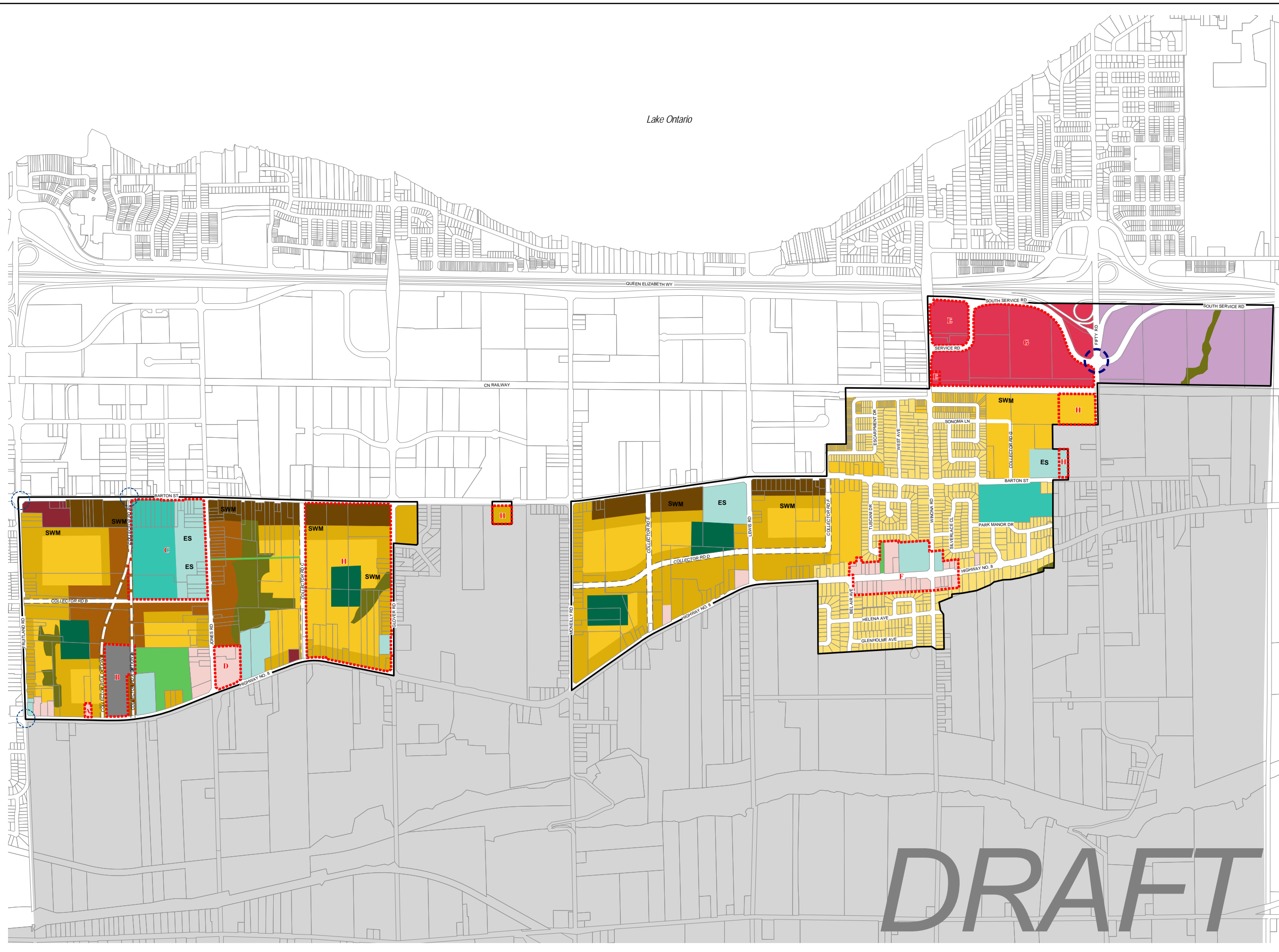


Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
 © Teranet and Information Services Inc. and its licensors.  
 (2009) May Not be Reproduced without Permission.  
 THIS IS NOT A PLAN OF SURVEY.








Lake Ontario






**Legend**

**Residential Designations**

-  Low Density Residential 1
-  Low Density Residential 2
-  Low Density Residential 3
-  Medium Density Residential 2
-  Medium Density Residential 3






**Commercial and Mixed Use Designations**

-  Local Commercial
-  District Commercial
-  Arterial Commercial







**Parks and Open Space Designations**

-  Neighbourhood Park
-  Community Park
-  General Open Space
-  Natural Open Space

**Other Designations**

-  Employment Area - Business Park
-  Institutional
-  ES Elementary School
-  Utility
-  SWM Storm Water Management

**Other Features**

-  Area or Site Specific Policy
-  Lands in the Rural Area
-  Major Gateway
-  Minor Gateway
-  Proposed Roads
-  Secondary Plan Boundary

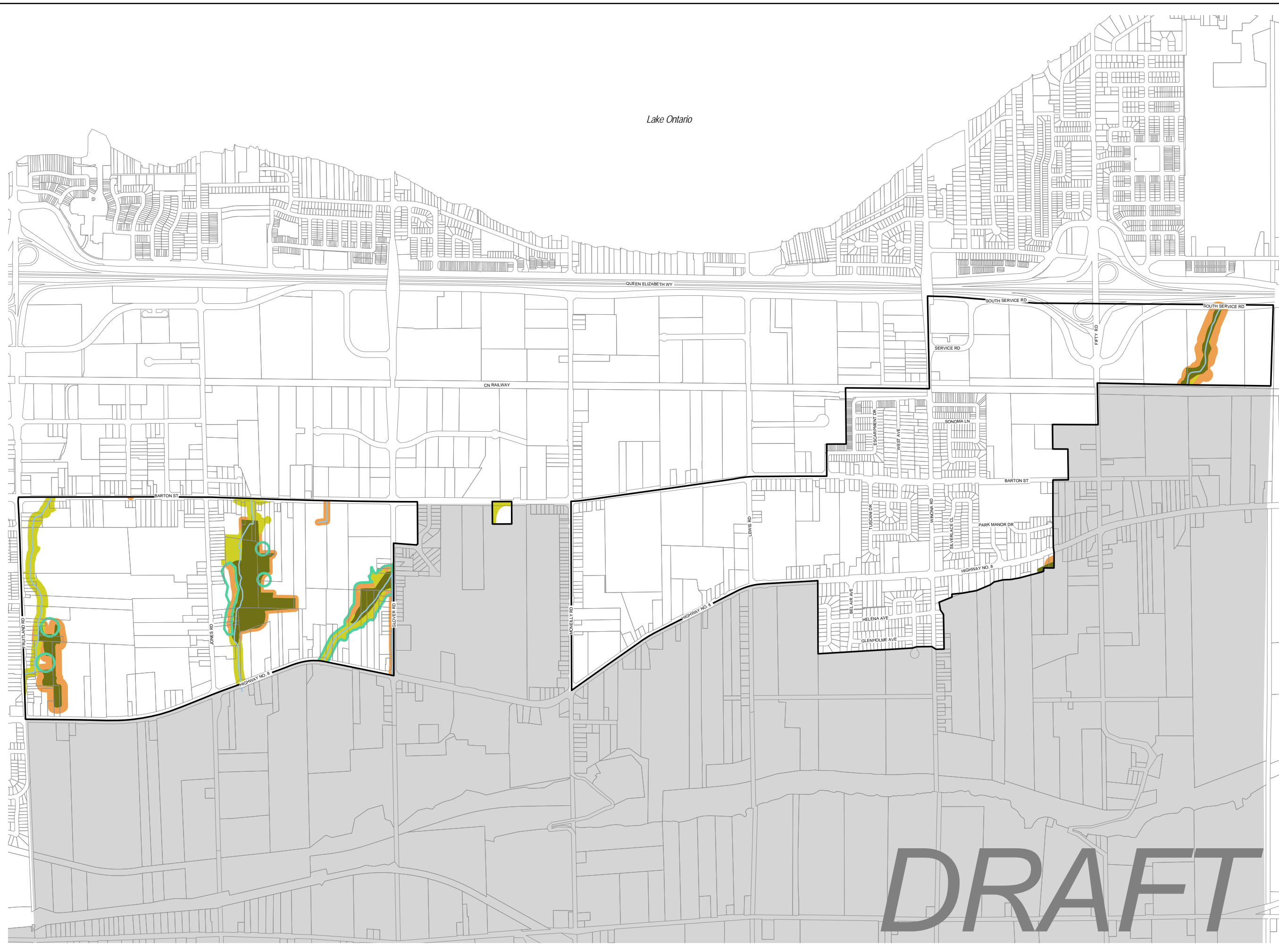
**Urban Hamilton Official Plan  
Fruitland-Winona  
Secondary Plan  
Land Use Plan  
Map B.7.4-1**



Date: April 23, 2013  
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
© Teranel Land Information Services Inc. and its licensors. [2012]  
May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.

**DRAFT**

Lake Ontario



**Legend**

- Core Areas
- Linkages
- Restoration Areas
- Vegetation Protection Zone
- Streams

**Other Features**

- Lands in the Rural Area
- Secondary Plan Boundary

**Urban Hamilton Official Plan**  
**Fruitland-Winona**  
**Secondary Plan**  
 Natural Heritage System  
 Map B.7.4-2

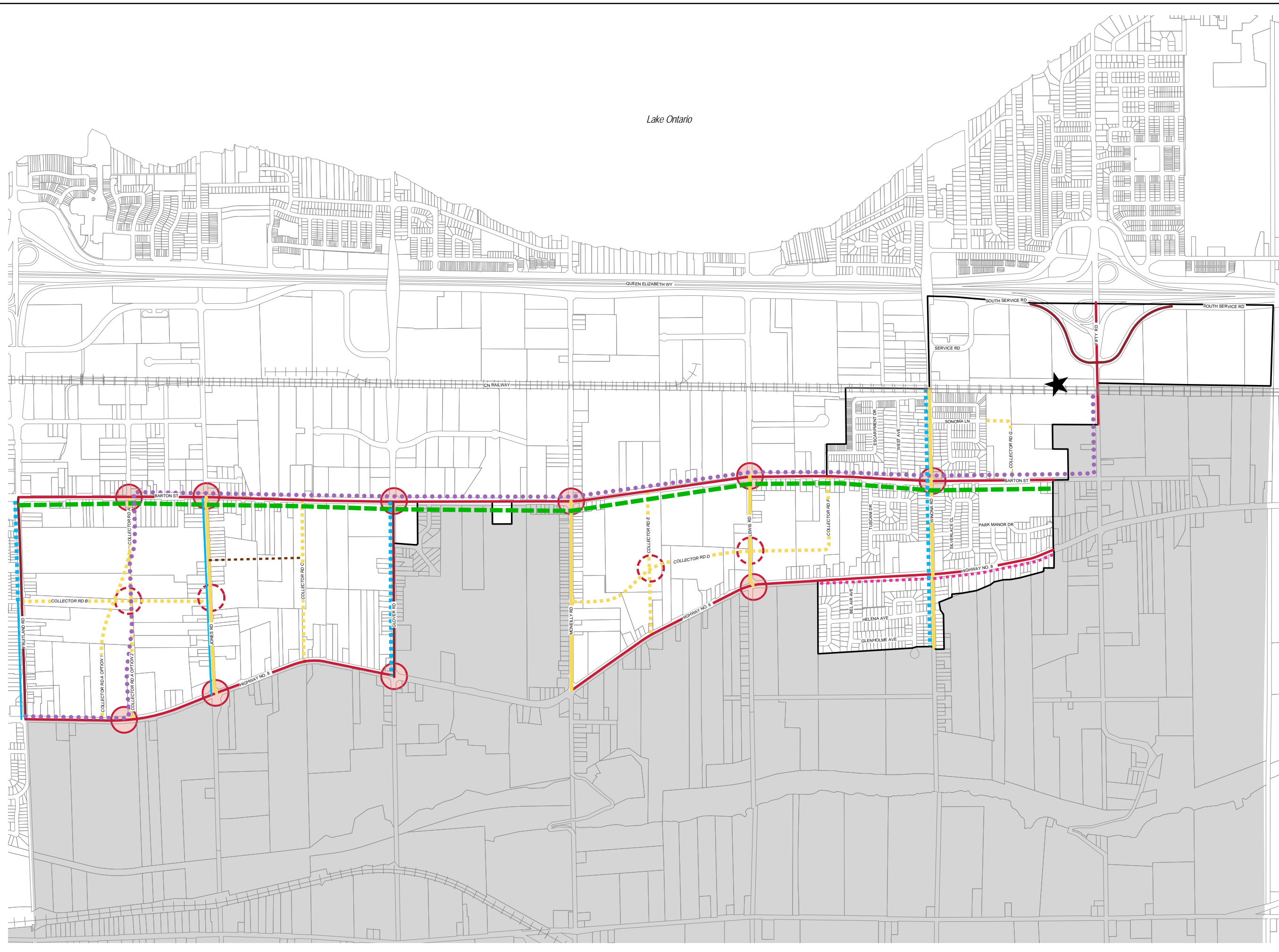


Date: March 12, 2013  
 PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
 © Terane Land Information Services Inc. and its licensors. (2011)  
 May Not be Reproduced without Permission. THIS IS NOT A PLAN  
 OF SURVEY.

**DRAFT**

APPENDIX 'N'

Lake Ontario



**Legend**

- Major Arterial
- Minor Arterial
- Collector
- Proposed Collector
- Potential Roundabout Location
- Potential Intersection Control
- Existing On-Street Bike Route
- Proposed Extension of On-Street Bike Route
- Proposed Bike Lane/Paved Shoulder/Shared Lane
- Barton Street Pedestrian Promenade
- Multi-use Trail
- Future Multi-Modal Transportation Hub
- Potential Rapid Transit Route
- Railways
- Lands in the Rural Area
- Secondary Plan Boundary

**Notes:**

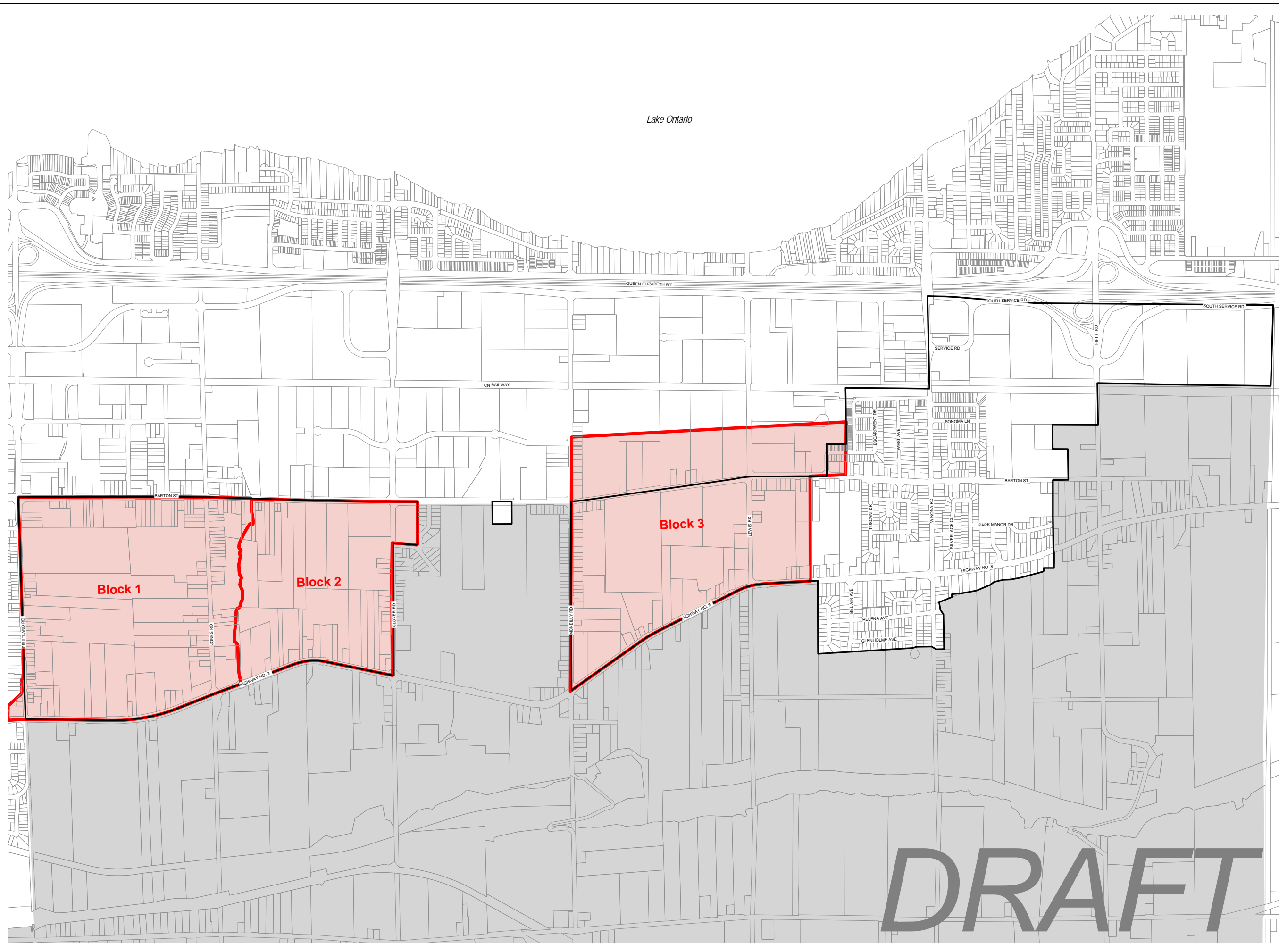
1. All proposed collector roads will have bike lanes.
2. Potential for turning lanes, modern roundabout or traffic signal at Arterial/Collector Road intersection.
3. Future Multi-Modal Transportation Hub for conceptual purposes only, exact location to be determined.

**Urban Hamilton Official Plan  
Fruitland-Winona  
Secondary Plan  
Transportation Classification Plan  
Map B.7.4-3**





Lake Ontario



- Legend**
- Servicing Strategy Area
- Other Features**
- Lands in the Rural Area
  - Proposed Roads
  - Secondary Plan Boundary

**Urban Hamilton Official Plan  
Fruitland-Winona  
Secondary Plan  
Block Servicing Strategy  
Area Delineation  
Map B.7.4-4**



Date: February 21, 2013  
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
© Terane Land Information Services Inc. and its licensors. (2011)  
May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.

DRAFT

APPENDIX P1

**CRITERIA FOR EMPLOYMENT LAND CONVERSION**

City Criteria for Employment Land Conversion	PPS/Growth policy	Response
		Does this application meet the criteria
Long List		
Mixed use (residential, industrial and/or commercial) blocks along the edges of the older industrial areas and surrounded on three sides by non-employment designations;	n/a	Yes, land is surrounded on the east, north and south by non-employment designations
Short List		
Conversion of the site(s) will not adversely affect the long-term viability and function of the employment areas;	1.3.2/2.2.6.5c) and e)	Yes, because these lands are now located as a "finger" to the larger employment area to the west
The conversion of the site(s) will not compromise any other planning policy objectives of the City, including planned commercial functions		No, commercial affects the node
The conversion will be beneficial to the community through its contribution to the overall intent and goals of the City's policies and demands on servicing and infrastructure		Neutral
Conversion will not negatively affect the long-term viability of existing employment uses, including large, stand-alone facilities	1.3.2/2.2.6.5c) and e)	This area would be incorporated into a larger area that is residential in nature. Therefore, it does not create any additional impacts that may potentially exist in the area.
Conversion of the site(s) will not create incompatible land uses, including a consideration of the Ministry of Environment D-series guidelines; and,		Yes
Conversion of the site(s) will result in a more logical land use boundary		Yes



# Fruitland-Winona

## Urban Design Principles and Guidelines for Special Character Areas

Prepared By:  
Community Planning  
Planning Division  
Planning and Economic Development Department  
**City of Hamilton**

**2013**



Hamilton



# Table of Contents

<b>1.0 INTRODUCTION</b>	<b>1</b>
1.1 Secondary Planning	1
1.2 The Fruitland-Winona Secondary Plan	2
1.3 The Fruitland-Winona Secondary Plan Structure and Design	2
1.4 What is Urban Design	4
1.5 What are Urban Design Guidelines	5
1.6 Using the Urban Design Guidelines	5
<b>2.0 URBAN DESIGN PRINCIPLES</b>	<b>6</b>
2.1 Community Vision	6
2.2 Principles of Urban Design for Fruitland-Winona	6
<b>3.0 SPECIAL CHARACTER AREAS</b>	<b>10</b>
3.1 Gateways	11
3.2 Community Campus Node	14
3.3 Winona Local Commercial Main Street	21
3.4 Barton Street Pedestrian Promenade	27
3.5 Barton Street Built Form	31
3.6 Jones Road Neighbourhood Trail	34
3.7 Highway No. 8 Character Road	36
3.8 Other Special Areas	<b>39</b>
3.8.1 Residential Intersections	<b>39</b>
3.8.2 Jones Road Streetscape	41
3.8.3 Interegional Multi-Modal Transportation Terminal	43
<b>4.0 IMPLEMENTATION OF THE URBAN DESIGN GUIDELINES</b>	<b>44</b>

## About This Document

This document is intended to be a companion document to the Fruitland-Winona Secondary Plan. The document contains design strategies and concepts which adhere to an overall vision for the Secondary Plan. As such, this document concerns itself foremost with the overall design intent of the Plan and specifically a number of special character areas.

The Urban Design Guideline describes and depicts design concepts along with precedent images to help facilitate a common understanding of the “places” that have been envisioned within the Plan.

**Disclaimer:** This document contains images, concepts, and sketches which are intended to indicate the vision of the plan and are for illustrative purposes only. They are not intended for construction and, therefore may not reflect the final product constructed.

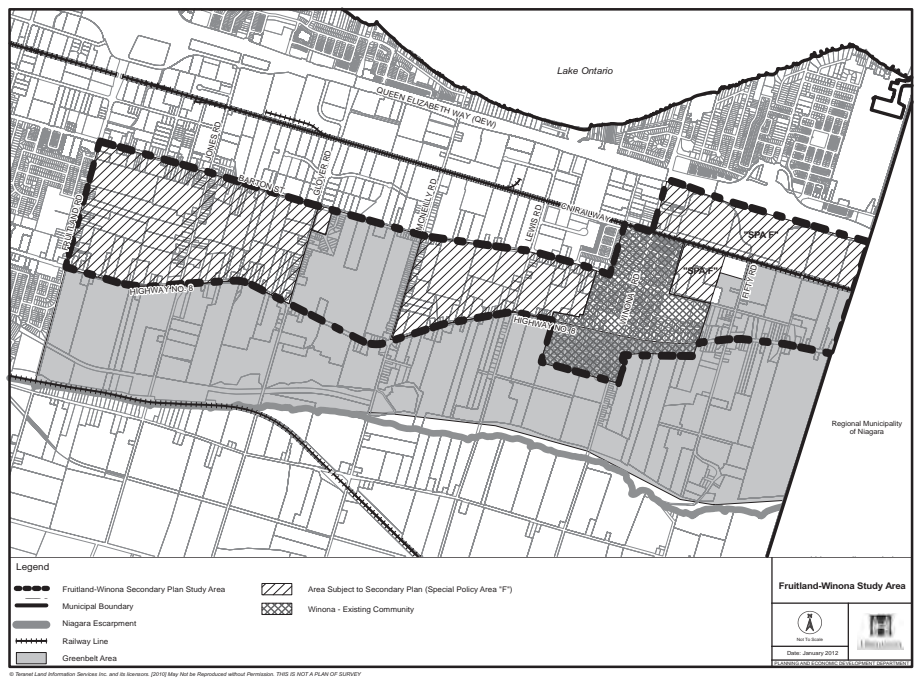


## 1.0 INTRODUCTION

### 1.1 Secondary Planning

A Secondary Plan is a Council approved document that guides future growth with a land use plan and land use policies. The Fruitland-Winona Secondary Plan addresses the development of all applicable land uses, school and park requirements, transportation and infrastructure needs. A Secondary Plan is adopted into the Official Plan, and future development is bound to comply with the Secondary Plan.

**Figure 1:** Fruitland-Winona Secondary Plan Area



## 1.2 The Fruitland-Winona Secondary Plan

The Fruitland-Winona Secondary Plan is an area bounded by Barton Street to the north, Highway No. 8 to the south, Fifty Road to the east, and Fruitland Road to the West. Also included, is an area to the north and adjacent to the intersection of Fifty Road and the South Service Road. (Refer to Figure 1)

## 1.3 The Fruitland-Winona Secondary Plan Structure and Design

The location, shape, and configuration of the Fruitland-Winona Secondary Plan area provides both opportunities and constraints that affect the overall design of the community. Lake Ontario is never more than 1.5 - 2.0 kilometres away from the Escarpment in this area. The mix of land uses including residential, employment, new community land uses, and Rural and Greenbelt lands, between the landscape of Lake and Escarpment is a unique setting that demands planning and design sensitivity.

The plan area is divided into two parts: east and west which are separated by lands designated as Rural and protected by the Greenbelt Plan. The eastern half includes the village of Winona, an existing stable residential community which has been incorporated into the Secondary Plan. Within the heart of the Winona Village, a local commercial main street area will contribute to a place - making opportunity of a compact mixed-use and commercial area for the community. To the west is the Fruitland area of the plan which comprises a mix of low density residential areas, a wide variety of commercial uses, and natural areas.

In the westerly half of the Secondary Plan area, a community node that includes two elementary schools and a Community Park will anchor that portion of the plan around which medium and low density residential development is planned. A small neighbourhood commercial node is planned to provide an opportunity for local commercial uses to serve community shopping needs. Along the length of the Secondary Plan area collector roads divide the plan further into neighbourhoods.







*Birds-eye view of the Fruitland-Winona Plan area.*

Along the northern edge of the plan area is Barton Street, where a proposed pedestrian multi-use promenade will fuse the Stoney Creek Business Park employment lands located on the north side of Barton Street along the Queen Elizabeth Way with the Fruitland-Winona Secondary Plan area. This pedestrian and active transportation infrastructure will be located within a park-like setting. The highest allowable densities will be located along this northern edge to take advantage of scenic views of the Escarpment and the lake. This edge also represents the lowest topographical areas and will accommodate storm water management facilities where possible.

Highway No.8 is the southern edge of the planning area. The Fruitland-Winona Secondary Plan is adjacent to a variety of urban and rural conditions such as houses, commercial streets, and Greenbelt lands. The preservation and enhancement of scenic views of this historically significant road and views of the Escarpment can preserve and enhance the design and character of Highway No.8.



An east-west collector road will divide portions of the length of the plan. This road generally will collect traffic from within the community and link it to the arterial roads of Barton Street and Highway No.8 and other collector roads including Jones Road and Lewis Road.

Walking trails have been integrated into the design of the community and will provide important paths and linkages through the community to streets.

Within strategic and highly visible areas, major and minor gateways will be located. Creating a hierarchy of city-wide gateways and major and minor community gateways is an important part of creating community identity and place-making.

## 1.4 What is Urban Design

Urban design is the practice of shaping the physical form of urban areas and plays a vital role in upgrading and maintaining a City's civic image, economic potential, and quality of life. Good planning practice recognizes the important role of urban design in providing value and identity to a community.

The design and placement of buildings, infrastructure, open spaces, landscaping and other community amenities, and how these features are connected and work together, affects how people live and interact with each other. Attention to physical design creates attractive, lively and safe communities where people want to live and visit, and where businesses want to establish and grow.

To achieve a high quality of urban design, careful attention should be paid to the design of both the public and private realms and how those realms work together. The public realm includes areas such as roads, sidewalks, plazas, parks, and open spaces, owned by the City and other public agencies. The private realm includes areas within private property boundaries, which may or may not be open to the public but, are physically and visibly connected to the public realm. These guidelines direct design in both the public and private realms.



**Left:** Urban design complements land use planning and often provides a picture of the unique and creative possibilities of a plan.

Urban Design Guidelines provide the visualization and guidance needed to realize great communities.

## 1.5 What are Urban Design Guidelines

Urban design guidelines are used by the City of Hamilton to bridge the broad urban design policies of the Official Plan and the associated secondary planning areas into specific guidance unique to a place. Urban design guidelines are a planning tool translating policies and performance standards into design options for demonstration by the municipality to guide on-going and future private and public realm improvements. The use of guidelines ensures the thoughtful integration of development proposals and public realm improvements into the local context in a manner that demonstrates consistency with Council adopted policies and the best practices of urban design and planning. The principles outlined in this document should be taken as the minimum standard to support design excellence in Fruitland-Winona.

## 1.6 Using the Fruitland-Winona Urban Design Guidelines

The Fruitland-Winona Urban Design Principles and Guidelines for Special Character Areas is a document that provides guidance and demonstration of the urban design principles and design characteristics of specific areas within the Fruitland-Winona Secondary Plan. These areas have been chosen either due to their strategic value within the community, or due to uniqueness or specialty that requires a demonstration of the vision for these areas.

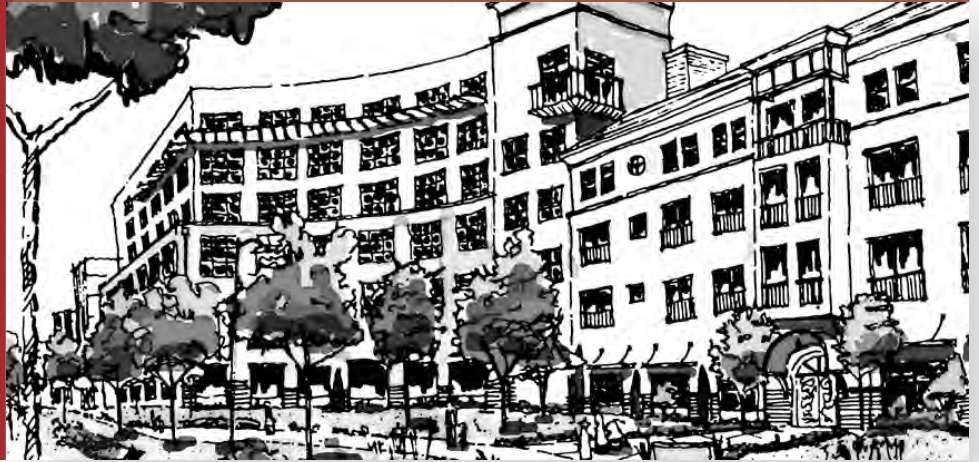
The document:

- Guides the development and improvement within the Special Character Areas by providing specific principles and goals drawn from the Secondary Plan relating to site design, built-form, and landscape; and;
- Guides on-going and future public realm improvements within the Special Character Areas of the Plan such as roadway improvements and streetscape master plans.

This document is structured such that for each Special Character Area (Section 3) a brief introduction about the vision or design intent of each area is provided and supported by the 'Top 5 Applicable Principles' drawn from the Applicable Principles of Urban Design found in Section 2.2 of this document. The 'Top 5 Applicable Principles' are adapted for each Special Character Area so as to form the basis for specific design guidelines. This assures that the design guidance that is presented is rooted in urban design principles from the Secondary Plan.

This approach also provides a measure of flexibility to adapt and absorb urban design matters that do not conflict with either the "Top 5 Applicable Principles" of each Special Character Area, or the Applicable Principles of Urban Design.

## 2.0



## 2.0 Urban Design Principles

### 2.1 Community Vision

The following vision for Fruitland-Winona evolved from the initial public consultation process which sought to establish a clear understanding for how the community was to grow and change.

*“Fruitland-Winona is a community that recognizes the character of two distinct areas that will together strive for a safe, clean community with treed neighbourhoods connected by safe transportation corridors. The heritage community of Fruitland-Winona will accommodate people of all ages within a variety of housing choices that will be supported by excellent schools, parks and trail systems. Within the heart of the community, a people oriented focal point will provide for activities such as a farmers market, recreation centre and other community activities. This generally low density community will support neighbourhood commercial and other higher density housing at appropriate locations. The Fruitland-Winona community provides a balance between a forward-looking community and a small town place to live.”*

### 2.2 Principles of Urban Design for Fruitland-Winona

The Fruitland-Winona Secondary Plan area is a planned 'complete community' where daily life is influenced by the high quality design of the built, natural, social, and cultural environments. The urban design of Fruitland-Winona builds on the unique strengths of this community to create a healthy community with places of lasting value for a diverse and vibrant population.

The following set of principles is drawn from policies of the City of Hamilton Council approved and Ministry approved Urban Hamilton Official Plan, as well as from the community's visioning statement. These principles are intended to provide a framework that relates to many aspects that influence the quality and character of the urban design of this community.



The principles of Urban Design for Fruitland-Winona are:

### •Complete Community

Fruitland-Winona is a 'complete community' with a variety of land uses that are balanced and provide opportunities for people to live, work, learn, shop, and play within a high quality built environment that comprises interesting streetscapes and a human scale of public spaces. The plan and design vision for Fruitland-Winona shall complement the City's vision "*to be the best place in Canada to raise a child*".

### •Health and Well-Being

The health and well-being of citizens is enhanced by offering places for recreation and healthy living. Opportunities for active transportation and leisure provide citizens and visitors with options to sustain a healthy life.

### •Linkages

Strong linkages to the existing neighbourhood of Winona, the Greenbelt, the Escarpment, Lake Ontario, employment areas north of Barton Street, the Queen Elizabeth Way (QEW), and to the rest of the City of Hamilton provide opportunities for access and increased mobility throughout the community. Within the community, linkages of streets and trails provide accessibility to homes, institutions, shopping areas and parks and recreation areas for all people.

### •Integration and Fit

The form, fit, and design of new development will respect and enhance the character of existing neighbourhoods. Buildings and features of historical or architectural significance are best preserved, restored and/or reused. Community facilities, roads, and new development will be carefully and sympathetically integrated into the existing built environment so as to ensure both, compatibility and harmony.

### •Transportation

Fruitland-Winona is a community of well connected, safe and walkable streets with ample pedestrian amenities such as seating and shade, well landscaped and attractive streetscapes and trails, and well lit streets to enhance the experience and safety of walking and cycling. A balanced approach to transportation including walking and active transportation shall foster a healthy community with inclusive mobility for the greatest range of users. Mass transit facilities play an important community role and provide people with a sustainable and viable transportation alternative. The look and feel of transit facilities and stops is an important part of an enhanced streetscape.



**Above:** King Street in Dundas is a vibrant street with a variety of land uses and opportunities for people to live, work, learn, shop, and play.

**Below:** Good design often includes buildings that are sympathetic to the local architectural character. Commercial establishments with distinct architectural branding can be made to fit into the local architectural character as in the example below in Niagara-on-the-Lake of a CIBC Bank.







Routes to schools should be located and designed to promote the safest conditions. They may be identified with special markers, sidewalk treatments, and landscaping which children can follow to lead them to school. Special road treatments may be provided to identify school areas and park connections.

#### • **Walkability and Pedestrian Friendliness**

Along with transportation, an emphasis on walkability is an important principle for achieving a walkable community. The City of Hamilton has signed and endorsed the *International Charter for Walking*. Improving the quality and frequency of walking trips is part of a healthy and vibrant community. For some sites, the application of the City of Hamilton Urban Braille Sidewalk Wayfinding System shall be included in the final designs.

#### • **Greening the Community**

A visually attractive and predominantly 'green' community of treed streets and public parks along with a proud and vibrant expression of private realm landscaping is often a sign of community pride of civic image.



#### • **Respect for the Environment**

The Secondary Plan establishes a Natural Heritage System that will recognize and protect the many natural features of the area such as streams, woodlots, wetlands and associated flora and fauna.

The proximity to the Greenbelt and the Niagara Escarpment inspires a community design that is green and sustainable with great parks, canopy streets, promenades, and neighbourhoods. Best practices of 'Low Impact Design (LID)' will be considered in the design of public and private developments. Good practices of sustainability should be incorporated into the public and private realms of the community.

Developments should promote environmental sustainability and meet up-to-date environmental design standards such as LEED or an equivalent standard.

#### • **Placemaking**

The unique Escarpment setting and environment of the Fruitland-Winona community promotes opportunities for placemaking. Through the alignment of streets and buildings and public spaces, views and vistas of the natural features of the community and the Escarpment can be preserved and enhanced. Buildings and public spaces throughout the plan provide urban design opportunities and create landmarks that orient residents and visitors to the community. Public places offer residents opportunities to gather, or rest, and meet friends. Public art projects can be incorporated into the community and provide placemaking opportunities.



### •Role of Density

A variety of planned residential densities contributes to the design of the Fruitland-Winona community. The highest planned residential densities are along Barton Street. This locates higher residential densities close to nearby employment and transit corridors.

Medium density typologies are located along major streets and close to transit and form community focal areas.

### • Site Design and Building Design

Principles and practices of good site design and site layout along with excellent architectural building design and landscaping contribute to a high quality of urban design, a heightened sense of civic pride, and pleasing environments of lasting social, cultural, economic and aesthetic value .

### Summary:

Achieving these principles will result in a vibrant, inclusive, diverse, and walkable community with destinations for residents and visitors and with benefits to the existing businesses while creating new opportunities.



**Top:** Public art projects provide visual and placemaking opportunities that celebrate the design and culture of a community offering important poetic landmarks in the built environment.

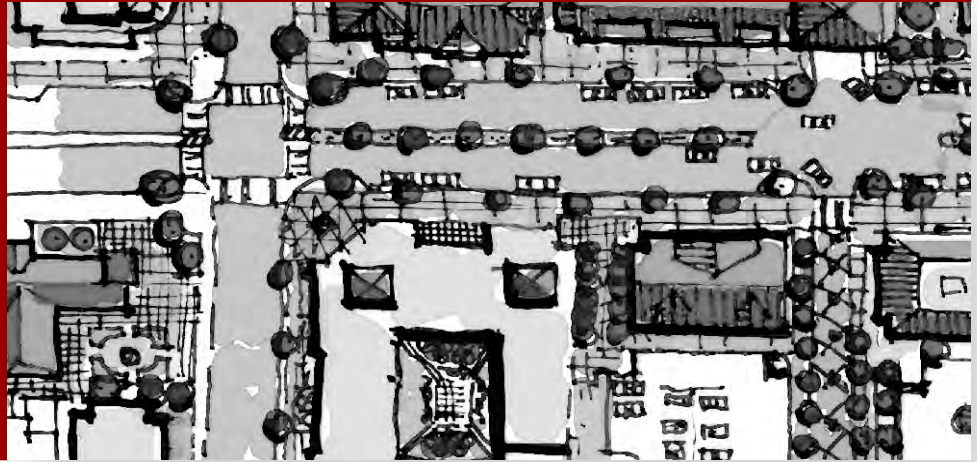


**Above:** Six storey building in Port Credit, Mississauga, Ontario.

**Left:** This example of a six storey building creates an inviting forecourt space along the public street. The units above have a variety of views including the street and the forecourt.



# 3.0



## 3.0 Special Character Areas

This section of the Fruitland-Winona Urban Design Guidelines focuses on the special areas within the Secondary Plan where a more illustrative approach is required to demonstrate the design intent of the Secondary Plan. These “Special Character Areas” comprise urban design principles and goals along with illustrative diagrams and sketches. The Special Character Areas are as follows:

- Gateways
- Community Campus Node
- Winona Local Commercial Main Street
- Barton Street Pedestrian Promenade
- Barton Street Built Form
- Jones Road Neighbourhood Trail
- Highway No. 8 Character Road





Buildings can fulfill the gateway function with architectural features such as tower elements and main entrances that address the corner.

### List of Gateway Locations

#### Major Gateways

- The intersection of Highway No. 8 and Fifty Road
- The intersection of Fifty Road and the South Service Road

#### Minor Gateways

- The intersection of the proposed Collector Road "A" and Barton Street;
- The intersection of Fruitland Road and Barton Street
- The intersection of Fruitland Road and Highway No. 8

## 3.1 Gateways

Gateways are important placemaking elements that denote strategic access points into the City of Hamilton, and here, the Fruitland-Winona Secondary Plan area. By their nature, gateways are located at prominent locations where there is high public exposure. Also, gateways act as thresholds that demarcate the edges of a place. They are often designed to exemplify the quality and character of place. To do this successfully, the design of gateways requires a very thorough treatment that fits into the place and engages the public eye to present a physical symbol of the design excellence of a place.

Not all gateways are of equal importance; some have more prominence than others. Thus, it is important to rely on a hierarchy of gateways of different magnitudes with distinctive functions. Gateways are found in a variety of designs that often include an architectural feature complemented by landscaping features and plantings. Gateways are monuments, open squares or piazzas at intersections, or buildings with architectural massing, form, and other elements which place an emphasis on the built form. Other gateways are elongated or linear passages. Their scale and function is often related to the site characteristic.

In the Fruitland-Winona Secondary Plan there are two types of gateways: major and minor. In addition, gateway markers and interpretive signs are intended for the Highway No. 8 Character Road (as discussed in Section 3.7).

The overall urban design of gateways should be guided by the following urban design principles drawn from the list in Section 2.2.

#### • Site Design and Building Design

#### •Placemaking

#### •Linkages

#### •Greening

#### •Integration and Fit



The following guidelines should frame the design of gateways:

- Demarcate entry into the City of Hamilton and within the Fruitland-Winona Secondary Plan area.
- Promote a sense of place by creating vibrant, attractive, inviting spaces and buildings.
- Create identifiable visual landmarks that promote character and identity of the community.

**Major Gateways** are intended to mark the entrance into the City and shall consist of spaces that comprise major landscaping elements and features and, where possible, buildings with high quality designs and architectural elements.

**Minor Gateways** are intended to mark the entry into the neighbourhood and shall consist of spaces that comprise minor landscaping elements and features and are smaller in scale than Major Gateways.

The following are the preferred locations for major gateways which are identified in the Secondary Plan:

Fifty Road and the South Service Road:

This is a city-wide gateway location and design directive for this gateway and should include an architectural landscape feature, and a high degree of landscape design. It is included in the City's Civic Gateway Design Study. Special consideration for lighting and irrigation should be factored into its design. The buildings closest to the gateway should be designed to complement and respond to the design of the gateway. The buildings can be designed to amplify and heighten the gateway experience with such features as a square, or a building corner feature such as a tower.

Highway No. 8 and Fifty Road:

This gateway is located just outside the Secondary Plan area. It can be of a smaller scale than that at the QEW. The form can include an architectural landscape feature on the north side of the intersection and a high degree of landscaping. Special consideration for lighting and irrigation should be factored into its design.



**Top image:** A corner gateway dwelling demonstrates a building design that addresses two frontages with lots of windows and covered porches and balconies.

The following are the preferred locations for minor gateways which are identified in the Secondary Plan:

Gateway at Fruitland Road and Barton Street:

This is a Fruitland-Winona Community Gateway. The form of the gateway can include an architectural landscape feature and some landscaping. This gateway may be incorporated into a development or be located within the right-of-way or within the Barton Street Pedestrian Promenade.

*Note: The Fruitland Road Municipal Class Environmental Assessment study identified a need for a traffic calming device and Fruitland Road community gateway/marker. This is to be installed within the interior of Fruitland Road, south of Barton Street and at the intersection of Fruitland Road and Highway No. 8. This gateway is not part of these guidelines.*

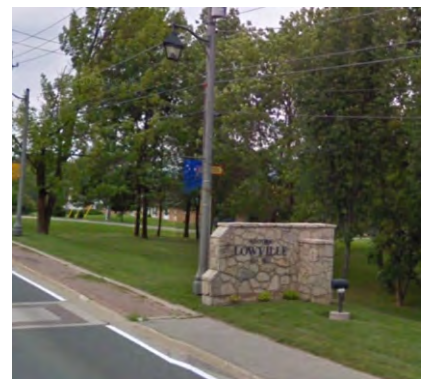
Highway No. 8 Markers:

Highway No. 8 was an important Mohawk Trail and has been identified as a Special Character Road in the Secondary Plan. The heritage value could be commemorated through a gateway feature or markers. These markers could consist of wide brick or stone pillars on both sides of the roadway. A small amount of landscaping to soften and complement the markers consisting of naturalized or agriculturally inspired perennial planting would symbolize the heritage of the road.



**Above:** Gateways can be incorporated into the streetscape to provide a setting for community landmarks, seating areas and landscaping.

**Below:** The community gateway in Lowville, Ontario represents a simple design that announces the arrival into the little historic village.



**Left:** Civic space at the corner of King Road and Plains Road East in Burlington provides an inviting civic space that incorporates a shade structure, water fountain and an abundant display of floral and shrub plantings.

## 3.2 Community Campus Node



**Above:** Spaces between buildings can be inviting gathering areas for relaxing, waiting for a friend, or enjoying the sunshine.

The Fruitland-Winona Secondary Plan has designated the lands located south of Barton Street, west of Jones Road, and contiguous to the proposed north/south Collector Road “A” and east/west Collector Road “B” as Community Park and Institutional, known as the Community Campus Node.

Good urban design and architecture promotes healthy communities and healthy living. The campus provides an important community hub that celebrates education, active living, and sport within the Fruitland-Winona area and beyond.

The co-location of a community park and two elementary schools, allows many shared social and built resources to be realized. The campus will be a community landmark and a place where the community can come together for many reasons including education, recreation, and social activities. It shall be an inclusive, inviting, and accessible landmark for the community.

The Community Campus Node should be guided by the following principles of urban design drawn from the list of Principles (see Section 2.2):

- Site Design and Building Design
- Transportation
- Linkages
- Walkability
- Placemaking



**Above:** Linkages through the campus should promote ample connectivity to the surrounding neighbourhoods and internal connectivity within the campus between buildings and facilities.



## Community Campus Node



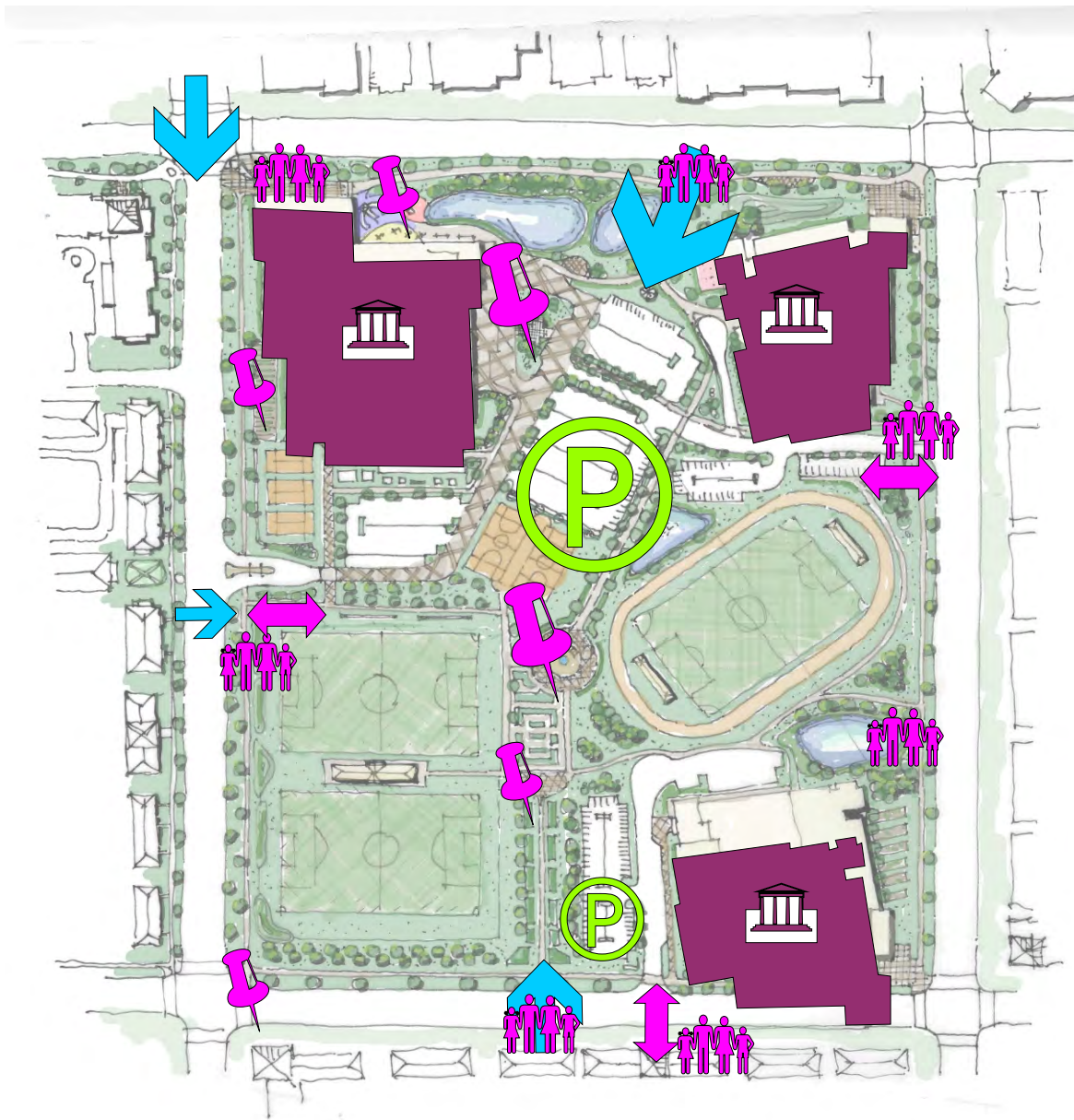
\*This illustration is subject to the disclaimer on page i.

**Urban Design Elements for Consideration:**

1. Barton Street Pedestrian Promenade linkages into the campus.
2. Storm water management facilities are integrated into the design of the Campus.
3. Children's play areas are visually accessible.
4. Building designs anchor corners with architectural features and entrances.
5. Shared parking is visually screened from the street.
6. Community gardens and other amenities such as seating provide placemaking opportunities.
7. Sports courts and splash pads are located for enhanced visibility and supervision.
8. Public art provides placemaking opportunities and meeting spots.
9. Shade structures in open areas provide comfort and protection from the hot sun.



Community Campus Node Structure



The above illustration is subject to the disclaimer on page i.

**Legend:**



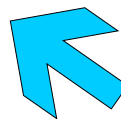
Provide ample pedestrian permeability of the campus.



Locate buildings at strategic points such as corners.



Create synergies between providers by sharing parking, access, amenities, etc.



Create vistas by framing views of the Community Campus Node with buildings and landscape features that assist with navigation of the site and creating inviting walking places within.



Create major and minor placemaking opportunities and points of interest.

The following guidelines shall frame the design of the Community Campus:

**Site Design Guidelines:**

- Create an attractive community asset that contributes positively to a sense of place and community landmark;
- Create an inviting node in the community that is well integrated and connected to the fabric of the community;
- Create synergies that encourage community uses to integrate within the site, including, library, municipal service centre, public health, community services, etc. for the purpose of enlivening the campus with a wide range of users;
- Reflect the character and heritage of the area through public art, building design and landscaping;
- Integrate with the transportation network and the Barton Street Pedestrian Promenade;
- Create a 'sense of place' and 'community landmark' through strategic siting of buildings and spaces so as to create views, vistas, and meaningful spaces along the edges and internally to the node;
- Strong structuring elements such as buildings, promenades, courtyards and squares shall form the nucleus of the campus and define the overall site layout and the inter-relationship of buildings and spaces;
- Provide ample seating, bike racks/rings at strategic locations, and shaded areas and walks. Bicycle storage is ideally located internally within buildings or within structures;
- Quiet areas for meditation or reading shall be an important design element;
- Vehicular parking shall be located internally within the site;
- Sports fields shall be located together to form a sports complex;
- Public transit shall either stop along the frontages of the site, or enter the site. Transit stops should be located strategically to relate to building entrances;
- Urban braille should be installed to provide direct linkages from key entry routes including drop-off and pick up areas and bus stops to main entrances of buildings;
- Buildings, sports facilities, playgrounds, and parking areas are interconnected through a well designed and efficient network of pathways;
- The siting and design of buildings shall ensure that opportunities to view the Escarpment are preserved and enhanced; and,
- Loading and service areas shall be not be visible from public streets.

**Street Presence:**

- Buildings should address the street;
- Buildings should anchor key areas of the overall site such as corners, entrances into the site, and along the Barton Street Pedestrian Promenade;
- Enhance relationship with the Barton Street Pedestrian Promenade, and create opportunities to have entrances and building elements that promote a strong physical and visual connection to the promenade;
- Prominent edges shall be factored into the design by locating buildings or public spaces or squares at corners of the site; and,
- The edges of the site should include high quality landscape design.

**Building Design**

- Buildings should be two or more storeys in height in order to improve building efficiency and preserve site area for other functions;
- Building designs should have large areas of glazing to provide visual and architectural interest and to create interiors with natural light;
- Building designs should consider the look and function of buildings at night by providing good quality lighting at strategic locations and to highlight architectural elements;
- Buildings with windows and entrances should address streets especially along facades with vehicular or pedestrian entry points or corner locations, to provide passive surveillance of outdoor areas and parking lots;
- Building facades should be composed of high quality and durable materials such as brick, stone, and concrete. Metal siding should only be used as accents and never at the ground level of buildings;
- Building entrances shall be located in accessible locations, and be visible from the street. Entrances should be recognizable and inviting;
- Architecturally innovative and contemporary forms that include projecting elements, canopies, overhangs, and innovative materials are encouraged;
- Building designs should relate to each other through architectural design, form, massing, exterior materials and colours; and,
- Promote the use of sustainable materials, with the goal of achieving Leadership in Energy and Environmental Design (LEED) accreditation or other sustainability measurement tools.

## Site Circulation

- Vehicular access to the site should be designed to efficiently lead to parking and drop-off areas and loading areas. Vehicular access off of Barton Street should be avoided to eliminate conflict with the Barton Street Pedestrian Promenade;
- Along the Barton Street Pedestrian Promenade, pedestrian access points into the campus should be provided;
- The campus should be designed to reinforce a hierarchy of primary and secondary vehicular and pedestrian routes;
- Internal circulation must ensure that pedestrian movement is not compromised and opportunities exist to share resources, such as parking;
- Wayfinding should also be considered to ensure that visitors to the community park and schools clearly understand facility locations and permitted parking locations; and,
- Ensure that adequate bicycle facilities are provided throughout the site to accommodate cyclists.

## Pedestrian Circulation

- The linkages to the external community from this campus are important and should be considered. Crosswalks should be located at logical and convenient crossing points and should consider the needs of pedestrians of all ages, especially children;
- Required storm water management facilities offer a natural link to the Barton Street Pedestrian Promenade from the campus;
- Design and construction shall ensure that the buildings meet accessibility standards;
- Lighting shall be installed to ensure a comfortable and safe experience while traveling through the campus; and,
- Seating opportunities along primary pathways should provide seating options for sun and shade.



## Landscape Design

- Landscaping should relate to and complement the design of buildings and features of the site;
- Large expanses of blank walls should be treated architecturally and complemented by landscaping to soften facades and provide visual interest; and,
- Strategic areas of the site, such as prominent corners, vehicular and pedestrian entrances and areas where screening is needed will require a high degree of landscape architectural design. Tree and shrub planting will be required to provide the necessary landscaping. Floral planting will be encouraged at specific and highly visible areas such as entrance areas.



**Top:** Main entrances to buildings should be complemented by ample landscaping.

## Security and Safety

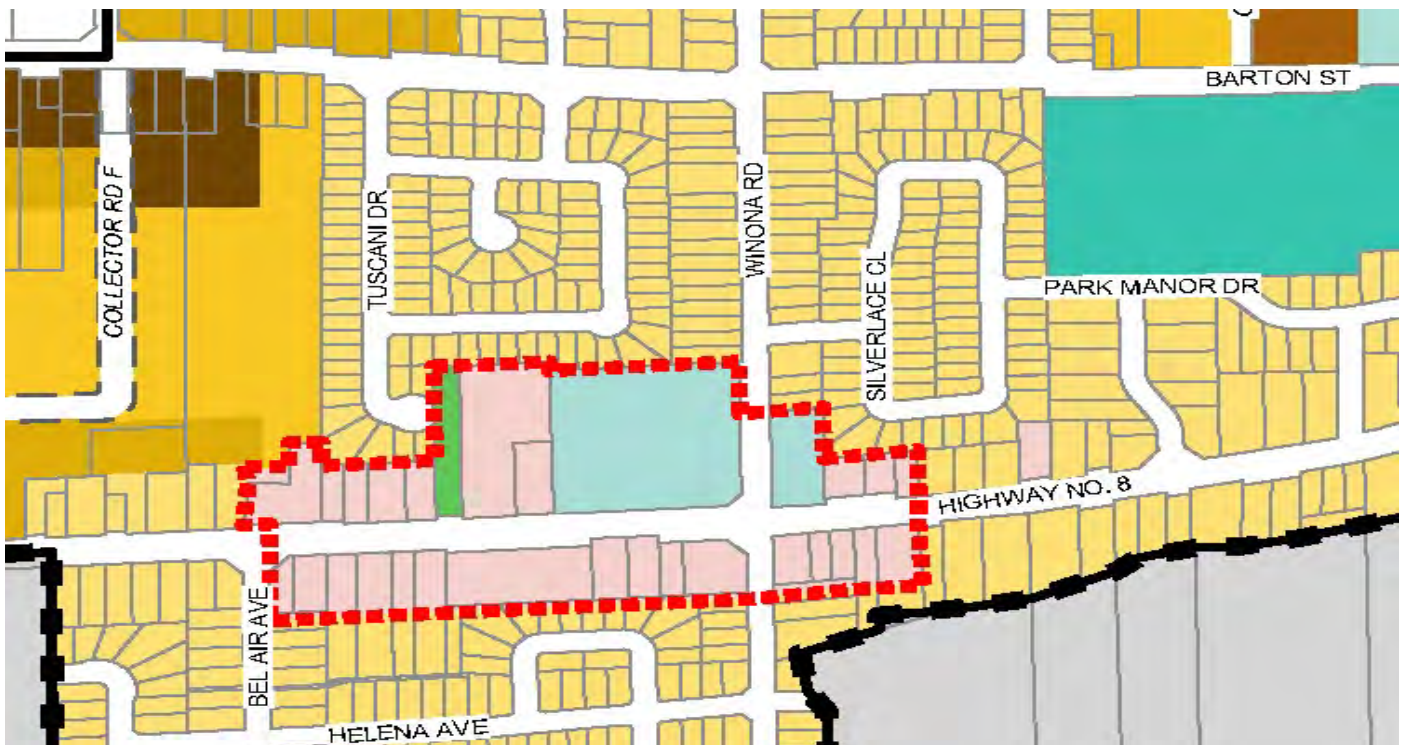
- Entrances and play areas should have views from the street;
- Buildings should cluster around spaces to provide ample overview and passive surveillance of open areas;
- Hidden or fenced areas are potential entrapment areas and should be avoided; and,
- The overall design of the campus should employ best practices of good design and Crime Prevention Through Environmental Design (CPTED).



**Left:** A well lit campus provides visitors with a comfortable and safe environment that contributes to an inviting campus setting.

### 3.3 Winona Local Commercial Main Street

The Village of Winona includes a small urban centre located at the intersection of Highway No. 8 and Winona Road. During the Secondary Plan public consultation process, the community expressed a desire for the creation of a “Main Street” of shops which could reflect the rural local heritage and architectural vernacular of the Fruitland and Winona communities. The Winona Local Commercial Main Street is intended to provide a retail and commercial opportunity that enhances the character of this stretch of Highway No. 8. This area has been the historical heart of Winona and the intent of these guidelines is to promote and enhance the main street.

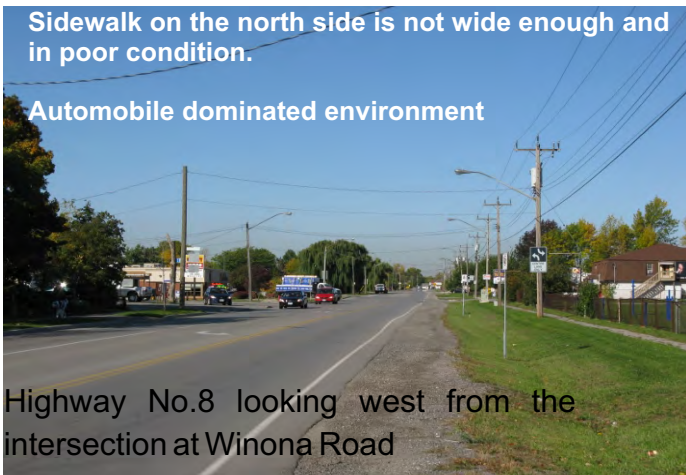
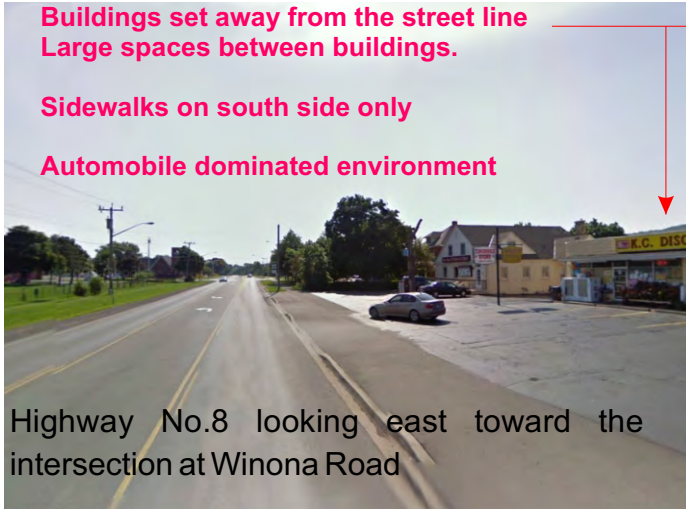


■ ■ ■ ■ Winona Local Commercial Main Street

Today, Highway No. 8 is comprised of buildings, which are spaced apart, located away from the street and typically have parking between the building and the street. A public sidewalk is found on the south side of the street leaving a rural cross-section of ditches on the north side. Generally, this is not the kind of condition associated with a pedestrian oriented main street. Over time, the existing conditions such as the streetscaping, and building fabric will change to promote a walkable main street.

Typically a main street is a place that provides a focus for the community and is where most of the commercial, cultural, and civic activities of a town or village are located. Buildings are generally located tightly together to create a compact commercial and residential environment that is walkable.

The intent of the Fruitland-Winona Secondary Plan is to create a viable commercial stretch of pedestrian oriented buildings within a green, comfortable and pedestrian friendly streetscape.



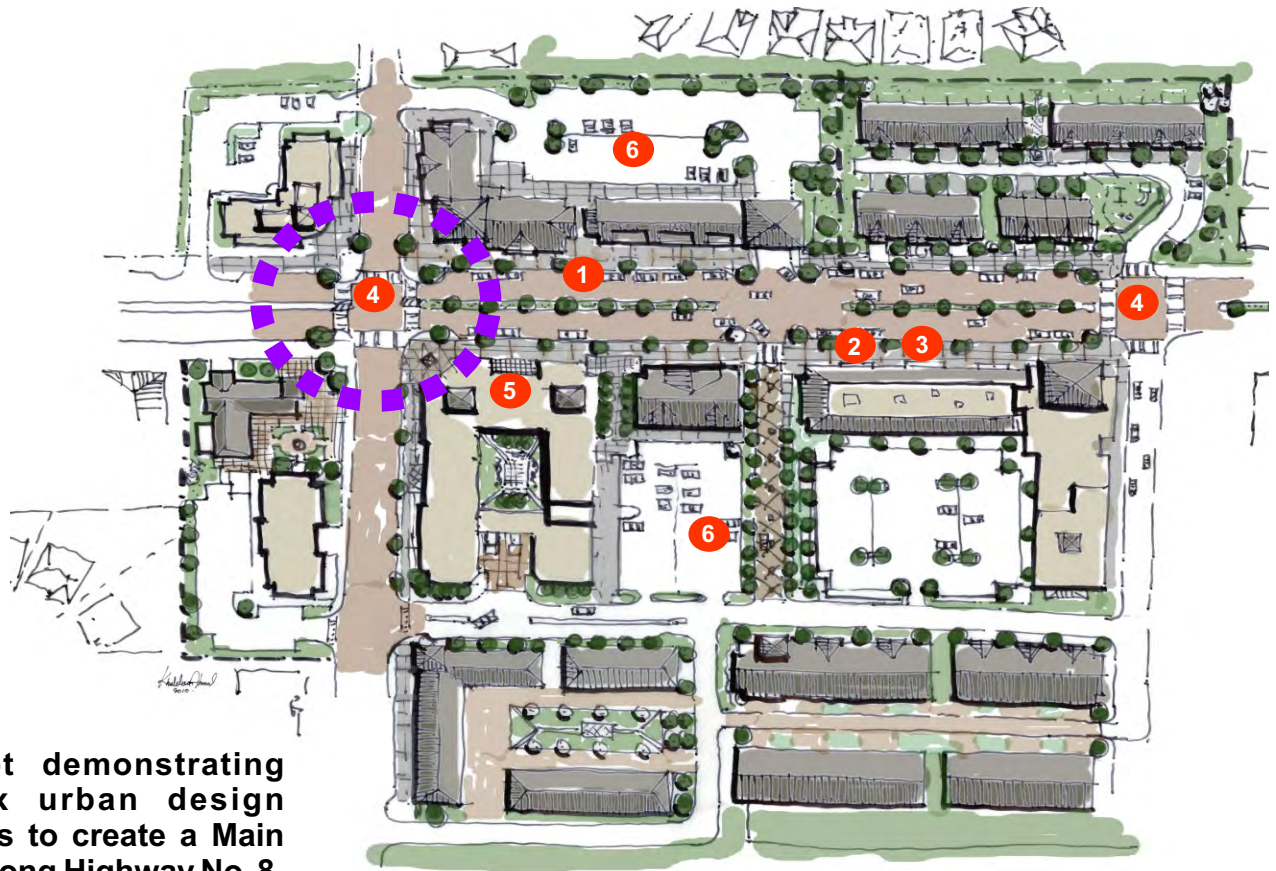
This series of images captures the current built environment of the Winona Local Commercial Main Street. To create a walking friendly environment a number of urban design enhancements and streetscape enhancements are recommended in these guidelines.

To achieve this streetscape, the guidelines will promote the adaptive reuse of buildings along the stretch, as well as the redevelopment toward a more varied, compact, and mixed use built form so as to contribute to the vibrant character of the place and fill in gaps or pockets where buildings can be located to create a main street look. This 'look' should contribute to a streetscape of multi-storey commercial and mixed use buildings relating to, and animating, the streetscape with ample glazing and inviting building entrances.

The overall urban design of the Winona Local Commercial Main Street should be guided by the following urban design principles drawn from the list of Applicable Principles (see Section 2.2):

- **Complete Community**
- **Integration and Fit**
- **Walkability**
- **Place Making**
- **Health and Well-Being**





**Concept demonstrating the six urban design elements to create a Main Street along Highway No. 8**

1. Slow vehicular traffic to increase visual appeal of the street. On-street parking provides parking for businesses and buffers pedestrians from traffic.
2. Create comfortable pedestrian oriented streetscapes by enhancing the visual appeal of streets with wider sidewalks, enhanced sidewalk paving treatments, trees, planters, seating, and lighting. Businesses are encouraged to provide cafes or display goods outside, allowing for the spill over of activity on to the pedestrian realm.
3. Create a sense of enclosure by bringing buildings closer to the street to create a more compact and pedestrian oriented streetscape. Creating visually appealing, high quality buildings with ample windows, patios and porches will strengthen the visual appeal of streets. High quality signage of cut out letters mounted to signboards reinforces the intimate small town main street.
4. Buildings should address and anchor the corners at intersections with architectural elements, entrances, and spaces. Intersection crossing points can include on-street parking bump-outs that improve pedestrian visibility and shorten crossings.
5. Infill projects should reinforce and complement the 'Main Street' character.
6. Parking lots should be located along the sides and rear of buildings. Sites are encouraged to share access to the parking areas.



## GUIDELINES

The following guidelines shall frame the design of the Winona Local Commercial Main Street:

### Design Intent:

- The intent of the Local Commercial Main Street design is to fulfill the local desire to have a pedestrian oriented main street that reflects the local heritage and character of the area and provides a comfortable commercial destination for people.

### Character:

- The Winona Local Commercial Main Street will reflect the local heritage and architectural vernacular of the Fruitland and Winona communities with businesses and residential uses that cater to the local community. It should include a tree lined main street with multi-storey buildings to create a sense of enclosure within the streetscape and promote views of the rural areas and the Escarpment.

### Site Design:

- Buildings should be located close to the street to promote a pedestrian friendly commercial main street;
- Parking should be located to the side or rear of the property. Parking between the building and the street line shall be avoided; and,
- Parking areas visible from the street must be screened through a combination of landscaping and built features such as walls, fences, or vegetated screens.

### Built-Form:

- Multi-storey and mixed use buildings are encouraged;
- Buildings should incorporate sloped roofs and variations of architectural forms along the roof lines to create visual interest;
- Building forms at corners should anchor the corner and promote a sense of place;
- Encourage new built form to address the street; and,
- Materials reminiscent of the area including wood siding, brick, period style architecture, should be used.



Cornell in Markham represents an early attempt at creating a complete community through the inclusion of higher densities, commercial and employment uses to form a community core.



## Facades

- Facades should be sympathetic to the area and include the use of durable exterior materials such as brick, stone, and wood;
- Facades shall be divided horizontally to create architectural interest by including a base, a middle, and top or cornice;
- Architectural details such as banding, change of planes, frieze boards, architraves, cornices, and other decorative details shall be demonstrated;
- Facades shall be divided vertically to create rhythmic bays; and,
- Facades for commercial and mixed use buildings shall allocate space for signage boards.

## Signage:

- The design qualities of signage should enhance the public realm;
- Signage most appropriate to the look and feel of a local 'main street' condition including cut-out lettering type signage on signage boards, and lit projecting lights such as 'gooseneck' lights should be used; and,
- Illuminated sign boxes should be avoided.



**Above:** Examples of buildings where a variation in the roof line promotes a high quality architectural approach that is visually appealing.



**Below:** Facade rhythm and proportion is set and reinforced by window and door placement and design.







Above: Goose neck type lighting reinforces the 'main street' character.

### On-Street Parking

- To ensure the viability of the local commercial businesses, short term parking should be provided on Highway No. 8 and Winona Road to serve as a traffic calming device and provide a buffer between traffic and sidewalks.

### Streetscape

- Where possible street medians should be planted, and public boulevard areas designed to accommodate environmental features such as curbed inlets and rain gardens;
- Incorporate trees and sidewalk planting areas to soften the streetscape, provide shade and place emphasis on the human scale;
- Consideration should be given to locating a piazza or public square at the intersection of Winona Road and Highway No. 8, which would provide opportunities for seating, gathering, and public art. Through the redevelopment of Highway No. 8, special pavement or treatments within the intersection should be provided to emphasize the primacy of this intersection;
- Streetlights, benches, garbage receptacles, decorative screening of newspaper and magazine boxes, bus shelters, bike racks, planting areas, planted medians, banners, and hanging baskets are streetscape elements that should be incorporated into the ultimate streetscape to create a comfortable and inviting pedestrian space;
- Street lighting configurations and designs that are most appropriate to the look and feel of a 'main street' should consider the heritage character of the overall design. Both road and pedestrian lighting should be provided; and,
- Wayfinding and street signage considerations should be incorporated into the design of the streetscape.



### 3.4 Barton Street Pedestrian Promenade

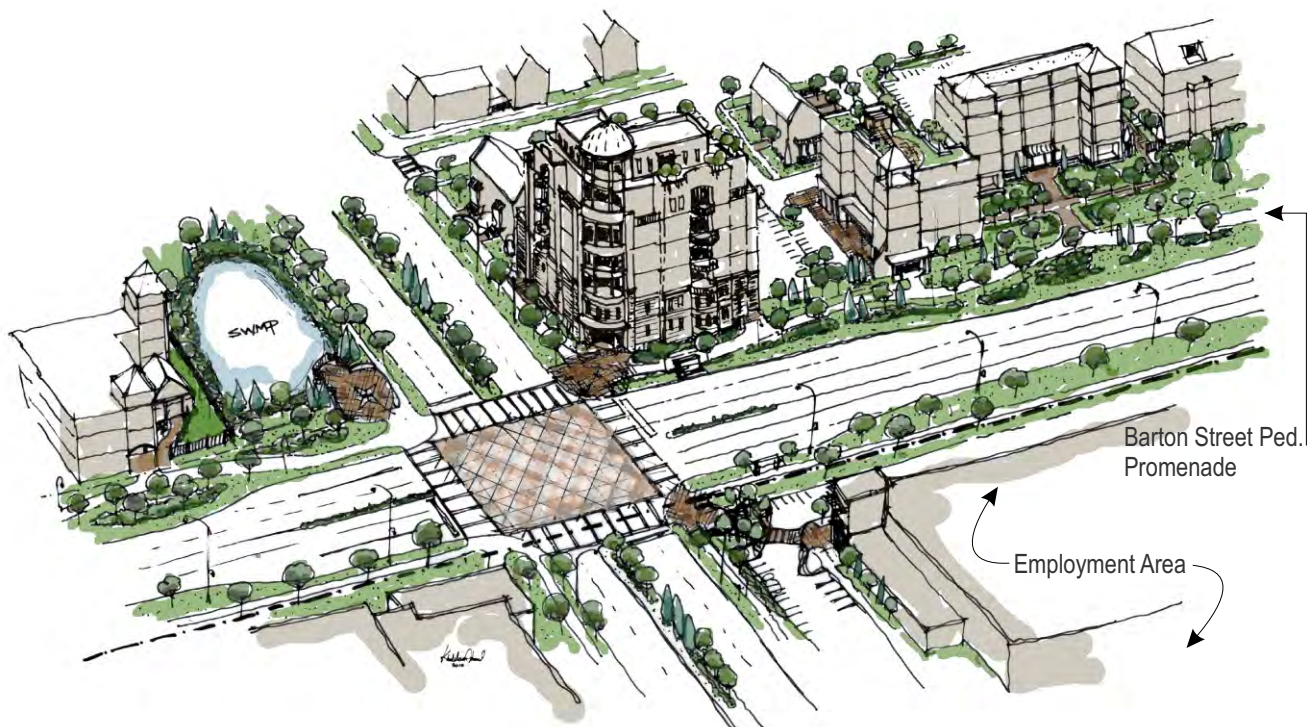
The Barton Street Pedestrian Promenade is a five kilometre long greenway extending on the south side of Barton Street from Fruitland Road to Fifty Road. The Barton Street Pedestrian Promenade is an opportunity to enhance the interface along Barton Street between the large employment area to the north and the Fruitland-Winona Secondary Plan to the south.

The south side of Barton Street will comprise higher density residential land use designations which will provide low and mid-rise apartment buildings that will face the employment area. Enhancement of the urban design of multi-unit residential buildings across the street from an employment area requires a mitigating feature to enhance the visual qualities for residents and potentially the market appeal of the apartments. The installation of noise walls and backlotting should be avoided by having buildings address the Barton Street frontage. The promenade will provide a necessary visual mitigation feature between the employment area and the high density residential area. In addition, rather than dividing these areas, the Promenade will knit the two distinct environments together, making Barton Street a prime pedestrian and cycling corridor in the area.



**Above:** Private gardens are created in this example with private access to the units from a pathway. This example provides a form of development that is appropriate to the buildings along the Promenade.

**Below:** Artist rendering of the Barton Street Pedestrian Promenade demonstrating a possible vision and relationship between the buildings and promenade.



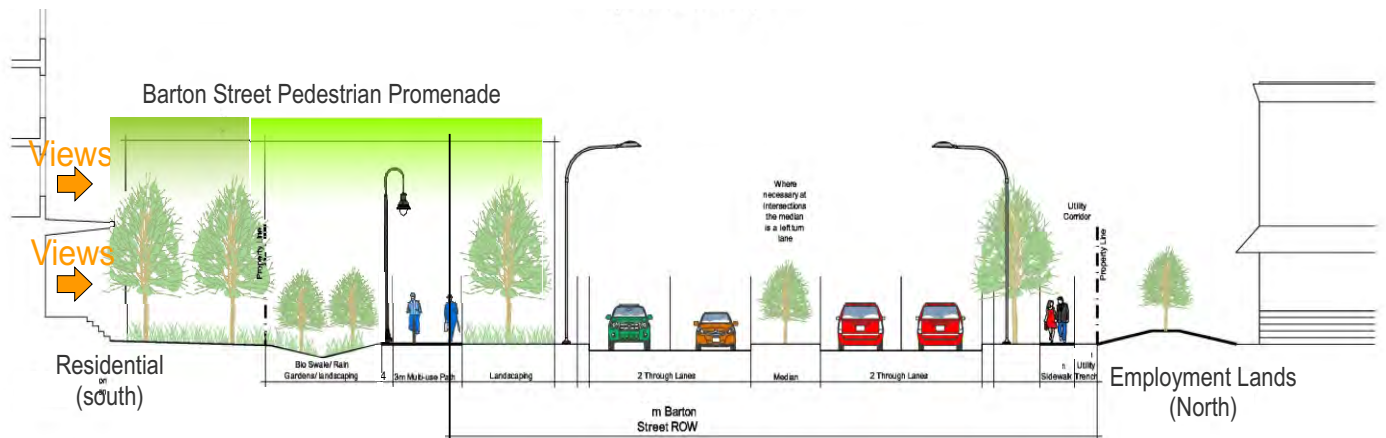




Above: An example of a wide multi-use trail.

The function of the Barton Street Pedestrian Promenade is to create a primary active transportation corridor that will allow people to walk to their places of employment, children to walk to schools, and for people to engage in recreational activity. The Promenade will create park-like views for those residential developments along Barton Street. Traditionally, a principle marketing challenge has existed for residential developments alongside busy streets, especially for units within the first two storeys which may be considered noisy and without much view. The Promenade will tackle this challenge by offering an enhanced green visual screen within an inviting pedestrian and cycling friendly corridor.

The Barton Street Pedestrian Promenade may comprise a variety of cross-sections as the multi-use trail extends from the western tip of the Plan to the eastern tip. A streetscape master plan will be required to provide greater detail and to plan the integration of the Promenade.



Above: Barton Street concept cross-section demonstrates the role of the Promenade in mitigating the view of the employment areas.



Barton Street Pedestrian Promenade (Fruitland Road to Fifty Road) | ■ ■ ■ ■ ■



The overall urban design of the Barton Street Pedestrian Promenade should be guided by the following urban design principles drawn from the list of Applicable Principles (see Section 2.2):

- **Placemaking**

- **Walkability**

- **Linkages**

- **Greening**

- **Transportation**

## **GUIDELINES**

The following guidelines shall frame the design of the Barton Street Pedestrian Promenade:

### **Design Intent:**

- To knit together the two distinct environments along either side of Barton Street with a lushly landscaped or naturalized green promenade that provides an attractive transportation corridor for pedestrians and cyclists within a multi-use pathway; and,
- To provide a green visual barrier for the residential developments along the south side of Barton Street from the employment uses along the north side. The visual barrier will be mostly needed for dwellings on the first two floors.

### **Site Design:**

- Accommodate a multi-use pathway with divided pedestrian and cycling lanes that meander through a lush green environment with high branching trees and shrubs that provide a green canopy for shade.

### **Built Form:**

- Multi-storey built form that faces or is abutting the Promenade should be designed with ample glazing to provide enhanced views and passive surveillance of the pathway.

### **Lighting:**

- The trail heads shall be well lit. Lighting along the trail is subject to further assessment in the Streetscape Master Plan.

### **Public Art:**

- Opportunities for incorporation of public art at strategic locations must be considered. Public art provides an invaluable opportunity for cultural expression and place making.



### Landscaping

- The sides of the trail are an opportunity to introduce naturalized planting, bio-swales, trees and shrubs. If required; erosion control shall include the planting of trees and shrubs to stabilize slopes; and,
- Trail head locations along the Promenade provide opportunities for placemaking, gateways, wayfinding, public space, and public art. These spaces should be carefully designed to be comfortable, interesting, and well integrated into the Promenade.

**Right:** Artist rendering of the meandering path the Promenade may take along Barton Street and the relationship to the built form



### Stormwater Management Ponds

- The Fruitland-Winona area slopes gently from the Escarpment towards Lake Ontario. Stormwater ponds are encouraged to be located abutting the Promenade to add visual interest and complement the natural setting; and,
- Stormwater facilities such as ponds along the Promenade should be designed with a natural aesthetic quality that can be integrated into, and complement, the landscape architecture.

### Security

- Pedestrian scale lighting is important to attract usage of the Promenade. Lighting will also contribute to improving the quality of passive surveillance of the space.



### 3.5 Barton Street Built Form

The planned higher density along the south side of Barton Street, facing the Barton Street Pedestrian Promenade, requires a sensitive urban design approach to achieve a complementary built form that encourages residents to access and use the Promenade.

The overall urban design of the buildings fronting the Promenade should be guided by the following urban design principles drawn from the list of Applicable Principles (see Section 2.2):

- **Site Design and Building Design**

- **Density**

- **Transportation**

- **Walkability**

- **Integration and Fit**

**Right:** The Barton Street Pedestrian Promenade provides opportunities for public art.





## GUIDELINES

The following guidelines shall frame the design of the Barton Street Pedestrian Promenade.

### Design intent:

- To define a multi-storey building edge of high quality buildings along the south side of Barton Street that are visually appealing.

### Site Design:

- Buildings should be set back from the Promenade to provide a forecourt of landscaped space with linkages or paths from the principal front entrance addressing the Barton Street Pedestrian Promenade; and,
- Parking, loading and utilities should be located to the side and rear of buildings. Vehicular access to sites from Barton Street should not interrupt the Promenade. Instead, residential developments along Barton Street should be accessed via rear streets parallel to Barton Street.

### Built Form:

- Built form that faces or is abutting the Promenade should be designed with ample glazing to provide views of the Promenade, and to promote passive surveillance of spaces;
- Buildings should be designed with principal entrances in prominent locations providing access to and from the Promenade;
- Developments should locate the tallest portions of the building mass along the Barton Street edge where a street wall along the Promenade is promoted;
- Building massing may decrease to four storeys along the internal or rear streets;
- The street facades of corner buildings should be designed consistently such as to “wrap” the principal elevation around a corner by wrapping the design treatment, materials and colours;
- Ensure that buildings are designed to create a comfortable and interesting pedestrian environment by minimizing the area of shadowing cast on the public realm. This can be achieved by siting buildings perpendicular to the Promenade, by terracing the buildings, or a combination of the two; and,

**Gil Penalosa** created the rhetorical 8-80 rule of thumb which states that the design of the public realm should accommodate the needs and comfort of pedestrians ages 8 to 80 years - thereby accommodating the needs and comfort of most people.

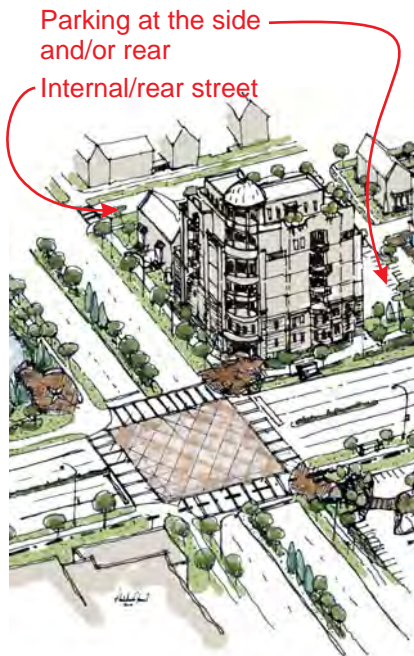


**Above:** Buildings facing the Promenade can include terraced building forms that provide residents with ample views of the lake or Escarpment. Terracing mitigates the adverse effects of shadowing to provide an inviting and comfortable place.





**Top:** Buildings facing the Promenade can form landscaped fore-courts to create an inviting space. This configuration increases views of the proposed Promenade and limits the area of shadows cast on the public realm.



**Above:** The concept demonstrates how an internal public street can provide the interface between the high density designation and the other less dense residential areas.

- The tops of buildings should be designed to be visually appealing. Mechanical penthouses should be designed to contribute to the overall design of the building through the use of similar design treatments, material, and colours as the principal floors.

### Landscape

- The landscape areas of buildings adjacent to the Promenade shall be designed to complement and contribute to the overall landscape design of the Promenade;
- Deciduous and evergreen trees, shrubs, and flowering plants should be used to create a comfortable and interesting pedestrian environment;
- Pathways leading to the Promenade should be at least two metres wide and lined with trees and shrubs to create an inviting setting;
- Adverse grading conditions should be addressed with landscape feature walls, steps, and accessible ramps;
- Landscaping of sites along the other frontages should include plantings, trees and shrubs where necessary for landscape buffering needs;
- Vehicular entrances into the developments should include ground signage and landscaping that is welcoming and inviting; and,
- Parking along the internal/rear streets should be screened with landscaping, landscaped berms, and landscape features such as low walls and fences.

### Lighting:

- Public areas of the site such as paths to the Promenade, parking areas, and other entrances should be well lit to provide a sense of security; and,
- Lighting of significant architectural features on buildings is encouraged to promote night time visual interest.

### Signage:

- Along the Promenade, low ground signs with the development name and address are encouraged.



### 3.6 Jones Road Neighbourhood Trail

The Jones Road Neighbourhood Trail forms an important linkage within the westerly portion of the Plan. The Jones Road Trail runs east/west connecting June Road and Glover Road and is identified in the Secondary Plan. It is unique in that it crosses a natural area and a water course. At each end, residential development is planned, affecting the design of the trail and the built form facing the trail. The ultimate location of the trail and materials used for construction is to be determined through an Environmental Impact Study (EIS).

The overall urban design of the Jones Road Neighbourhood Trail should be guided by the following urban design principles drawn from the list of Applicable Principles (see Section 2.2):

- Linkages
- Respect for the Environment
- Walkability
- Health and Well-Being
- Urban Design

**Right:** A good example of a development along a pedestrian pathway. The design of the building provides porches that overlook the pathway.





## GUIDELINES

The following guidelines shall frame the design of the Jones Road Neighbourhood Trail.

### **Design Intent:**

- To provide an east/west link through a natural area.

### **Site Design:**

- The trail heads provide opportunities for low walls and pillars and are complemented by high quality landscape design.

### **Lighting:**

- The trail heads should be lit. Lighting along the trail is subject to further assessment.

### **Pedestrian Access and Circulation:**

- The maximum trail location and maximum width shall be defined through the completion of an Environmental Impact Study (EIS).

### **Landscaping:**

- The sides of the trail are an opportunity to introduce naturalization through the planting of trees and shrubs.

### **Built Form:**

- Built form that faces or is abutting the trail should be designed with ample glazing to provide passive surveillance of the trail;
- Porches, bay windows, and other architectural features that enhance the sides and front facades of buildings are encouraged to create visual and architectural interest and to achieve passive surveillance;
- Private residential spaces could be screened to provide residents with privacy, where needed; and,
- The overall architecture of buildings should include a high degree of design quality. Facades facing the trail should be designed in a manner consistent with the design treatment and materials of the main facade.

### **Security**

- Lighting shall be located at the trail heads. Dwellings abutting or overlooking the trail should be designed to provide passive surveillance.



### 3.7 Highway No. 8 Character Road

Highway No. 8 is an historic route that has been in use for hundreds of years as a highway for travel by many First Nations. Today, Highway No. 8 is a meandering road full of scenic opportunities. The road divides the urban area of the Fruitland-Winona Secondary Plan and rural areas of the Greenbelt.

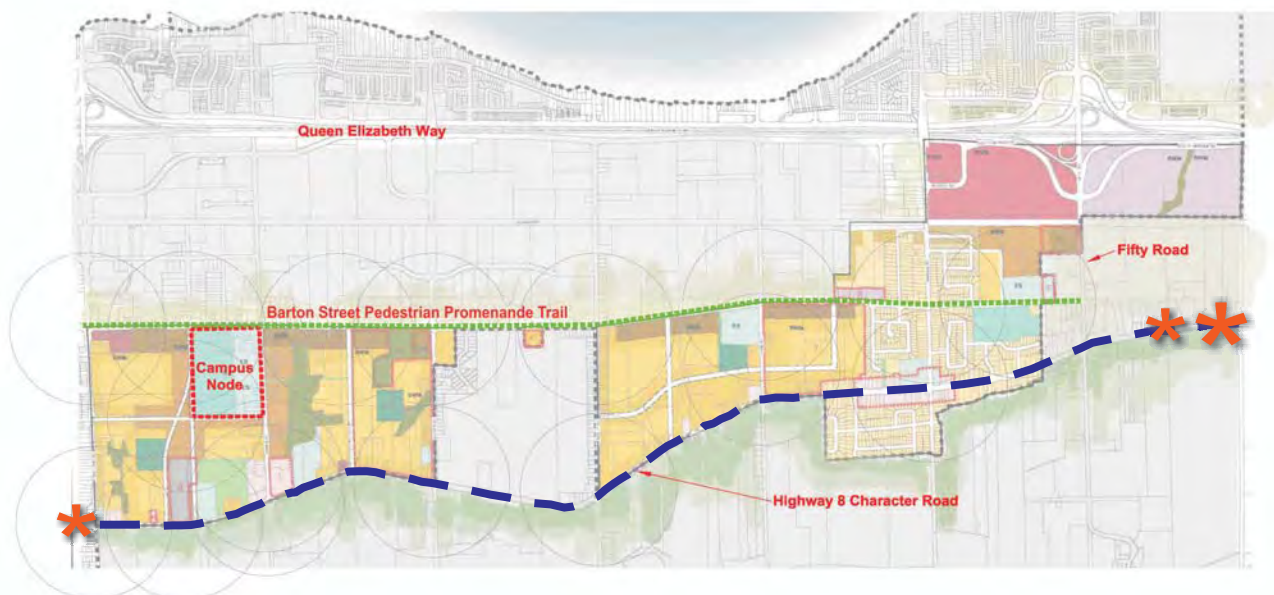
The Character Road extends along Highway No. 8 from Fruitland Road to a point near the City limits with Niagara Region. The existing condition of the road is varied with the road running alongside farmland, suburban development, institutions, churches, and through a commercial main street. The edges of the roadway are often lined by mature trees, open fields, and orchards. There are many driveways in a variety of forms leading to parking lots, residential garages, and various farms.



Gateways (See 3.1)



Highway No. 8 Character Road



In the future, the character of Highway No. 8 will change as Fruitland-Winona is built-up, transforming and creating a streetscape that is urban on one side and rural on the other. The two are radically different and a streetscape master plan is required to determine a streetscaping condition that is best suited to this unique condition.

The overall urban design of the Highway No. 8 Character Road should be guided by the following urban design principles drawn from the list of Applicable Principles (see Section 2.2):

- Placemaking
- Site Design and Building Design
- Integration and Fit
- Respect for the Environment
- Greening



## GUIDELINES

The following guidelines shall frame the design of the Highway No. 8 Character Road.

### Design Intent

- The location and path of Highway No. 8 was influenced by a visual relationship to the Escarpment. The intent is to preserve and enhance the character elements of Highway No. 8 which have historically been linked to the Escarpment as the dominant landmark in the area. Additionally, the intent is to preserve the manner and feature of the experience of the drive or walk along Highway No. 8 by preserving the character of the road, the scenery, and the views of the Escarpment;
- The character elements of this length of Highway No. 8 are mostly rural. In time, the rural character will change as the north edge is developed. The quality, design, and character of new development should reinforce the rural character by adapting specific site design and built form elements;
- The preservation and enhancement of the road as, primarily, a two lane country road with gravel shoulders is important. Keeping the road narrow preserves the qualities and features of the drive or walk along Highway No. 8. A narrow road is a traffic calming strategy that can help preserve the character of Highway No. 8; and,
- Views of heritage buildings set in front of the Escarpment are an important element of the landscape of these heritage buildings. The preservation of these views enhances the appreciation of those buildings before the Escarpment.

### Gateways:

- Gateway markers at either end of the character road limits should be erected to welcome visitors to the Highway No. 8 Character Road. See Section 3.1.

### Built Form

- Back lotting conditions must be avoided. Built form that faces or is abutting the corridor should be designed with ample glazing to provide *eyes-on-the-street* or passive surveillance of the road; and,
- Buildings are low and not more than three storeys in height, allowing generous views of the Escarpment.

### Streetscape:

- Existing mature vegetation should be preserved;
- Outside of the Highway No. 8 Commercial Main Street, new driveway accesses must be designed to preserve mature trees and other natural assets along the road;
- New trees should be planted near older mature trees to preserve and maintain tree rows into the future;
- Only native plant material should be planted along the streetscape;



- Lookout areas should be introduced to invite gazing at the unique and grand natural scenery of the Escarpment and the countryside;
- Distinct street name plate signs are encouraged;
- Along the rural side, ditches shall be preserved and enhanced. Naturalization of ditches with native plant mixes is recommended;
- The needs of pedestrians and consideration of the '8-80 rule' shall be part of the enhancement of Highway No. 8 including consistent and wider sidewalks. Increased crossing points will promote safe crossings. As part of the Highway No. 8 Streetscape Master Plan, a walkability study should be completed to investigate the needs of pedestrians today and into the future and provide recommendations relating to pedestrian amenities and crossings;
- In the future, to support the commercial capacity of the Local Commercial Main Street, on-street parking should be incorporated into the streetscape; and,
- High quality landscape design along the road edge is important to the character of Highway No. 8 and should be encouraged.

#### **Lighting:**

- Where required, street lighting should be of a 'Dark Sky' standard to limit the light pollution and preserve the natural silhouette of the Escarpment.

#### **Pedestrian access and circulation**

- Improve the quality, quantity, and continuity of sidewalks along the Highway No. 8 Character Road;
- As the north side of Highway No. 8 becomes increasingly urbanized, improvements to the quantity of crossings at intersections should be investigated and, where necessary installed at mid-block locations;
- Safe travel routes should be identified and marked on the road, based on the location of the existing school on the south side of Highway No. 8; and,
- Sidewalks are inconsistent and should be improved. Where sidewalks are not found, pedestrians are walking on gravel shoulders. In addition, pedestrian crossings are very far apart creating unsafe and dangerous conditions for crossing.



## 3.8 Other Special Areas

These urban design guidelines provide comprehensive design guidance for a number of other special areas within the Fruitland-Winona Secondary Plan where design guidance is important.

### 3.8.1 Residential Intersections

Residential dwellings at intersections represent urban design, architectural, and placemaking opportunities that can provide visual reference points to create community landmarks. Corner lots have two or more publicly visible facades and therefore are important to urban design due to the visibility of these facades which require designs that are harmonious. Buildings at intersections on corner lots are visible from two public streets and will be considered priority lots that require special architectural, urban design, and landscaping treatment.

The following guidelines shall frame the design of residential development at intersections:

- Both street facing facades shall exhibit a consistency of architectural design, facade treatments, facade materials and colours;
- Where possible, architectural features shall be employed to add architectural interest to the flankage sides. A range of architectural treatments can be used to enhance publicly visible facades including porches, entry porticos, bay windows and box bays, projecting elements, gable ends, ornate chimneys, decorative wall treatments and changes in planes and in rooflines;
- The side yards are an opportunity to create semi-public spaces such as formalized front yard gardens, patios, and gated and fenced gardens;
- Utilities, gas meters, gas pipes and air conditioners should not be located within the publically visible yards and should be located within the interior or rear yards of homes. If utilities, meters, and pipes have to be placed within the publicly visible yards, great care should be taken to provide visual screening in the form of projecting walls, recessed niches, and landscaping;



- It is important to acknowledge that there is a variety of medium density forms, such as townhouses, stacked townhouses, small or low rise apartment buildings, each with unique urban design opportunities. Some forms or typologies might employ a main building entrance that leads to individual units, while other building types might employ separate entrances to each unit. Depending on the typology, the corners of sites represent highly visible locations that are suited to main entrances of buildings; and,
- The corner spaces are opportunities for place making through the promotion of inviting semi-public spaces that can include formally landscaped spaces, provisions of seating, and formal pathways into the development.



**Left:** This corner home includes a tower feature, a box bay window, a side porch, and a main entrance portico. These treatments create an architecturally interesting facade.



### 3.8.2 Jones Road Streetscape

Jones Road is predominantly residential with a rural road cross-section of ditch and culvert. A short public sidewalk exists along the frontage of the former City of Stoney Creek Municipal Centre.

Jones Road is planned to connect Highway No. 8 with the Campus Node. The street will also include the potential for commercial development along the northwest corner of Highway No. 8 and Jones Road, opposite the former Municipal Centre. There is an opportunity for Jones Road to transition into a pedestrian oriented streetscape attracting pedestrians walking between home, school, and commercial areas. To this end, Jones Road should be designed and developed as a 'complete street' featuring a range of compatible uses that are interrelated.

The Jones Road streetscape will benefit from a streetscape master plan that identifies the strengths, weakness, opportunities, and threats, and develops a preferred design with input from City staff and the public.

To achieve the urban design principles of the plan and make Jones Road a pedestrian oriented complete street, the following guidelines shall frame the design of the streetscape and buildings along the street:

- Buildings that define the street-wall or street-edge shall be oriented to the street with ample windows and main entry doors that face the street;
- Residential developments that promote innovative and pedestrian oriented building types that emphasize pedestrian oriented connections between buildings and the streetscape shall be encouraged;
- Site and building designs that place vehicular access to the rear of developments by way of rear access streets or lanes achieve a streetscape with minimal interruptions and conflicts between pedestrians (especially children) and vehicles, thereby creating safer conditions and continuous sidewalks;

**Below:** Housing typologies should address the street to create an inviting and pedestrian oriented streetscape. Access from the main door to the public sidewalk is encouraged. Backlotting conditions create undesirable streetscapes and shall be avoided.





- Back-lotting conditions shall be avoided;
- Pedestrian permeability through developments to the streetscape is encouraged by means of landscaped courtyards and breezeways. Improved permeability promotes walkability by making walking more direct and reducing walking distances;
- Sidewalks shall be a minimum of two metres in width;
- Where possible, sidewalks should be lined by street trees, preferably a double row;
- Sidewalks should include provisions for public benches placed at regular intervals to invite children and adults to rest;
- Wide and pedestrian oriented crosswalks are ideal for the intersection of Jones Road and the proposed mid-collector road to create convenient crossings for pedestrians (especially children). This intersection is also near the location of the Jones Road Neighbourhood Trail head where children from the neighbourhood west of Glover Road will connect to the Community Campus Node;
- Lighting shall consider the needs of pedestrians and vehicles and provide ample lighting of sidewalks;
- At strategic locations the provision of public art especially at corner locations is encouraged; and,
- A Streetscape Master Plan shall be required for Jones Road (Highway No. 8 to Barton Street) prior to the completion of the functional engineering plans for road widening or urbanization of the road cross-section.



**Left:** Example of a residential dwelling in Oakville. The street facade of the dwelling includes ample windows, a main entrance, and a covered front porch. Vehicular access to the garage is from a shared rear lane.

**Below:** Courtyards provide comfortable linkages to the streetscape.





### 3.8.3 Interegional Multi-Modal Transportation Terminal

Multi-Modal transportation is vital to a growing and sustainable Complete Community. The interregional multi-modal transportation terminal at Fifty Road will provide shoppers and commuters access to higher order transit service. The transportation terminal will be located near the terminus of the Barton Street Pedestrian Promenade facilitating a pedestrian-oriented relationship introducing ease and convenience.

To achieve the urban design principles of the plan and make the transportation terminal at Fifty Road part of a complete community, the following guidelines shall frame the design of the terminal:

- Create a terminal that includes a main building with ticket booths, convenience and comfort features such as washrooms, cafes, gift shops, large waiting areas, interior and exterior bike storage and lock-up, and deep exterior canopies that provide shelter;
- Provide a platform for buses as well as taxi cab stands, pick-up and drop-off areas;
- Allow public transit and long haul private bus transportation companies to provide services to passengers for a multi-layered transportation approach;
- Create a state-of-the-art architectural and landscape architectural design for the main building and site design and landscaping to provide transit users and the community with a visually rewarding and comfortable transit environment;
- Create 'Designated Waiting Areas' to provide transit users with secure and comfortable places to wait; and,
- Create direct, safe, and visually enhanced pedestrian connections from the terminal to neighbouring shopping and employment areas so as to achieve a hub that functions as a focal point.

**Right:** Overlake Transit Hub, Washington, USA.

**Far right:** A seamless integration of transportation options should be implemented at the terminal providing choices for people on the move.





# 4.0



## 4.0 Implementation of the Urban Design Guidelines

The objective of these urban design guidelines is to establish design criteria and design standards for the development of the special character areas within the Fruitland-Winona Secondary Plan area. Implementation of the urban design guidelines will occur when:

1. Reviewing development applications under the Planning Act including Official Plan Amendment, Zoning By-law Amendment, and Site Plan Applications.
2. Undertaking planning and design of public realm and Public Works initiatives such as roads, streetscapes, and for above and below ground improvements and projects, including walkability studies for Highway No. 8 and the Barton Street Pedestrian Promenade.





**Hamilton**

Recreation  
Community Services

## Memorandum

**Date:** March 5, 2013

**To:** Michelle Sergi, Manager, Community Planning

**From:** Mary Jo Harris, Manager, Business Support, Recreation Division

**Subject:** **Fruitland-Winona Secondary Plan – Recreation Needs Assessment**

---

As requested, Recreation Planning staff has prepared a Recreation Needs Assessment to support the inclusion of a Community Park in the Fruitland-Winona Secondary Plan.

The Recreation Needs Assessment has been prepared based on information contained in the Outdoor Recreation Facilities and Sports Field Provision Plan (Outdoor Study) received by Council December 2011, the Use, Renovation and Replacement Study for Hamilton Recreation and Public Use Facilities (Indoor Study) approved by Council September 2008. These documents reviewed the recreation and sports needs throughout the entire City to provide recommendations to address recreation needs now and to the year 2031 and form the basis for initial considerations on site. Staff from Sport and Recreation Development and Program Development were also consulted.

In terms of recreation needs, the study area is located in the Lower Stoney Creek district as determined by the Indoor and Outdoor Recreation Studies. The Lower Stoney Creek district is bounded by the Red Hill Valley Parkway to the west, Lake Ontario to the north, the escarpment to the south, and the municipal boundary to the east. Based on future growth, the Lower Stoney Creek district area population is expected to increase from 75,585 in 2006, to 95,233 in 2031.

### Population (current and projected)

<b>Lower Stoney Creek</b>						
<b>Age</b>	<b>2006</b>	<b>2011</b>	<b>2016</b>	<b>2021</b>	<b>2026</b>	<b>2031</b>
0-9	8,155	8,527	9,277	9,391	9,356	9,306
10-19	9,540	9,361	9,549	9,595	9,704	10,060
20-49	30,325	31,227	33,245	32,880	33,046	33,758
50-59	10,710	11,747	12,990	12,362	11,313	11,339
60+	16,855	20,163	24,383	26,956	29,067	30,771
<b>TOTAL</b>	<b>75,585</b>	<b>81,025</b>	<b>89,444</b>	<b>91,182</b>	<b>92,486</b>	<b>95,233</b>

Source: Monteith Brown Planning Consultants



**Recreation Planning Needs Assessment:**

A recreation planning needs assessment was completed to assess the recreation needs in the Lower Stoney Creek community, as defined in the Indoor and Outdoor Recreation studies (see attached). Specifically, the recreation needs assessment focussed on the Fruitland-Winona Study area.

The results of the needs assessment are summarized as follows:

**Indoor Recreation Facilities:**

- There will be a need for a community / recreation centre in Lower Stoney Creek in the 2027 – 2031 time period to meet future population growth. Existing sites are not expected to be sufficient to meet the long term needs in this community. Acquisition of one or more sites should be a high priority for this area (2012-2016). If improvements to Stoney Creek Arena are undertaken, there will be a need for one additional ice pad in the short-term (see comments below) and one more (along with an indoor pool and youth/senior's space) in the long term, all of which would require a new site, ideally in the Winona Area. These could be a phased development, with an arena, gymnasium and community centre space being constructed in the initial phase.
  - Recreation Planning staff note that a previous Recreation Needs Assessment was completed for this area and determined that based on the existing population of Winona, a Recreation Centre was not required. However, with the additional population from the development of the Secondary Plan area, a Recreation Centre would be required in the future to meet the needs of the growing population.
- The Recreation Study recommends assessing options for the long-term provision of seniors space and maintenance of the Winona Senior Citizen Centre, Club 60 Senior Centre and Warden Park Seniors Centre. Complete redevelopment, removal, and/or consolidation of this facility could be an option. If removed, dedicated seniors space should be provided elsewhere in combination with a municipal community centre.
- The recreation needs for additional indoor recreation facilities is over the longer term only, with the exception of ice pads, where the indoor study noted that Lower Stoney Creek could support an additional ice pad in the shorter term.
  - Recently a private developer has constructed a 3 pad arena in the Fruitland Road/South Service Road area. This private venture may satisfy this need. Further study is needed.
- Public input collected through the study indicated interest in additional youth centres.
- Remove Brewster Pool from service once a new pool (Stoney Creek Rec Centre) has been developed. This facility is attached to a school, a single-use facility, and is not of a modern design. Further study is needed.

**Outdoor Recreation Facility need in the Short Term:**

- 3 Unlit Equivalent(ULE) (including 1 artificial) Soccer fields needed in 2017-2021



- Soccer fields needed in Fruitland-Winona area to address gap and satisfy demand
- Cricket pitch in a location to be determined in 2012-2016
  - Cricket pitch to be located in Confederation Park as per LAS Master Plan and public consultation
- 2 Tennis Courts in 2017-2021
- Community Level Skate Park (1<sup>st</sup> Priority Area) in 2012-2016
  - City Wide Services currently undertaking a comprehensive review for site selection in this Recreation District
- Neighbourhood Level Skate Park in 2017-2021
  - Specific reference to Winona area
- Dog Park – if opportunity is available
- Outdoor Ice Rink gap noted in study
  - 2012 outdoor ice rink at Winona Park

Outdoor Recreation Facility need in the Long Term:

- 2.5 ULE Soccer fields in locations to be determined – 2021-2026

Please note that these recreation needs are an expression of need only and do not imply site suitability. Landscape Architectural Services, as outdoor facility providers, will comment on site suitability.

Based on review of the service area radius, multi-purpose/basketball courts would also be needed for the new growth area. Playgrounds would be incorporated into neighbourhood parks and may be included in the Community Park to provide neighbourhood element.

**Current inventory of facilities**

The only park within the study area is Winona Community Park (6.1ha). As part of the inventory, staff has also included Sherwood Community Park (7.6ha) and Sherwood Meadows Neighbourhood Park (2.37ha) as they are within 100m of the limits of the study area and approximately 500m to the proposed Community Park.

Soccer Pitches in the area:

- 1 soccer pitch in Winona Park (2010)
- 7 soccer pitches in Sherwood Park
- 2 soccer pitches in Sherwood Meadows Park

Baseball diamonds in the area:

- 1 diamond at Winona Park

Basketball Courts

- 1 half court in Winona Park

Spray Pad

- 1 spray pad (new 2012) in Winona Park

Playground

- 3 playgrounds – Winona Park, Sherwood Park and Sherwood Meadows Park

The above facility inventory is taken from the Master Parks Inventory from Corporate Assets and Strategic Planning, Public Works and is current as of February 6, 2013.

The following indoor facilities are also within the study area:



- Winona Seniors Centre
- Saltfleet Arena (within 100m of the study area)
- Fruitland Community Hall (within 100m of the study area)
- Kiwanis Community Hall
- Winona Scout Hall

Source: *Indoor Recreation Study*

**Current Programming in the Area**

Program Development was requested to provide information on programs offered over the last 3 years at sites within the study area, as well as any facilities within 2km of the study area.

<b>Brewster Pool Analysis - 200 Dewitt Road</b>							
<b>By Session and Year</b>							
	<b>Session</b>	<b>Available</b>	<b>Registered</b>	<b>Percent Registered</b>	<b>Course Offering Change</b>	<b>Registration Change</b>	<b>Registration Percent Change</b>
2009	Winter	699	541	77%			
2010	Winter	735	510	69%	105%	94%	90%
2011	Winter	719	554	77%	98%	109%	111%
2012	Winter	616	453	74%	86%	82%	95%
2013	Winter	439	245	56%	71%	54%	76%
2009	Spring	786	700	89%			
2010	Spring	835	767	92%	106%	110%	103%
2011	Spring	949	795	84%	114%	104%	91%
2012	Spring	588	535	91%	62%	67%	109%
2009	Summer	622	508	82%			
2010	Summer	644	548	85%	104%	108%	104%
2011	Summer	658	504	77%	102%	92%	90%
2012	Summer	761	538	71%	116%	107%	92%
2009	Fall	830	771	93%			
2010	Fall	870	802	92%	105%	104%	99%
2011	Fall	867	765	88%	100%	95%	96%
2012	Fall	457	361	79%	53%	47%	90%

<b>By Year</b>							
	<b>Session</b>	<b>Available</b>	<b>Registered</b>	<b>Percent Registered</b>	<b>Course Offering Change</b>	<b>Registration Change</b>	<b>Registration Percent Change</b>
2009	All	2937	2520	85%	0%	0%	0%
2010	All	3084	2627	85%	105%	104%	99%
2011	All	3193	2618	81%	103%	100%	97%



2012	All	2422	1887	79%	79%	76%	APPENDIX 'S'
2013	Winter	439	245	56%	71%	54%	76%

It is noted that registration for Brewster Pool dropped in 2012. This may be due to opening of the YMCA in Grimsby in the fall of 2011 and the opening of the new Lower Stoney Creek Recreation Centre in the summer of 2012. It should also be noted that Indoor Study recommends that it be removed from service as it is attached to a school, is a single use facility and is not of modern design.

**Location: Winona – The Creek Community Church - 605 Highway 8  
Current (September 2012 onwards)**

Course	Average Attendance	Times per Session*	Start at Facility
Creative Crafts	4	Once	April 2012
Exploring the Arts	5	Once	April 2012
Creative Movement	5	Twice	April 2012
Pilates 1	8	Once	September 2012
Yoga 1	14	Once	September 2012
Art Classes	1	Twice	April 2012
Dance/Ballet	7	Once	January 2012
Dance/Creative Movement	4	Twice	January 2012
Pilates - Adult	18	Once	January 2012
Yoga - Adult	12	Once	January 2012

**Location: Winona Public School - 301 Lewis Rd.  
Current (September 2012 onwards)**

Course	Average Attendance	Times per Session*	Start at Facility
Basketball - Child	7	Once	September 2012
Basketball - Youth	7	Once	September 2012
Soccer - Child	6	Once	September 2012
Soccer - Youth	2	Once	February 2012

**Past Programs (2011 and before – taken from CLASS)**

Course	Average Attendance	Times per Session*	Last Session
Art Classes	6	Once or Twice	September 2011
Babysitting	9	Once	November 2010
Basketball	9	Once or Twice	September 2011
Dance/Ballet	7	Once or Twice	October 2011
Dance/Creative Movement	8	Twice or Three	October 2011
Dance/Hip Hop	7	Twice or Three	April 2009
Drama	7	Once	September 2008
Music	6.5	Once or Twice	April 2011
Nerf Floor Hockey	10	Once	September 2011
Pilates	23	Once	March 2008
Pilates – Adult	12	Once or Twice	September 2011
Preschool Programs	11	Once	September 2011
Soccer	11	Twice	September 2011
Sports Mix	12	Once	October 2009



Volleyball	9	Once	October 2011
Volleyball – Adult	10	Once	September 2011
Yoga - Adult	10	Once or Twice	September 2011

\* A session is typically Winter (Jan-Mar), Spring (Apr-Jun), Summer (Jul-Aug), Fall (Sep-Dec). The times per session are how many times the class was offered each session.

Generally attendance over 8 is considered satisfactory according to Program Development. Based on the registrations, Pilates is the most popular course offered with several of the classes reaching capacity. Yoga is also popular with high levels of registration. Based on current offerings, there does not appear to be a large variety of programming available to the current residents of this area. A facility with dedicated programming would be beneficial.

### **Current Booking and Membership on Sports Teams**

Sport Development was requested to provide information on 2012 bookings for any parks within the study area, as well as any parks within 2km of the study area. The result was a review of parks from the lake to the escarpment and from the municipal boundary to Green Road. The below table shows the total hours of bookings by facility:

### **PARKS**

<b><u>PERMITTED BY CITY</u></b>	<b><u>TOTAL HOURS</u></b>
Ferris Park – 1 field, diamond not used	220
Dewitt Park – 1 diamond	not used
Sherwood Park – 7 fields - 2 lit, 3 mini's	1977*
Sherwood Meadows – 1 field	187
Bayview Park – 1 field, 1 diamond	260
Waterford Park – 1 diamond	not used
Winona Park – 1 field, 1 diamond, 1 pavillion	195 + Peach Festival
Lakepointe Park – open space	2 days

\* 1 A Class Soccer pitch at 667 hours, 1 B Class Soccer Pitch at 678 hours, 2 Class Soccer Pitches at 424 hours and 3 Mini Soccer Pitches at 208 hours combined

### **SCHOOLS**

<b><u>PERMITTED BY CITY</u></b>	<b><u>TOTAL HOURS</u></b>
Sherwood High School – 1 field	136
Orchard Park High School - gymnasium	None
Mountain View Public School – 2 diamonds	None
Winona Public School - gymnasium (Kevin provided)	
Memorial Public School - gymnasium	None
John Knox Christian School & Field – gymnasium, 3 diamonds	Weekly Rec Programs

### **BUILDINGS**

<b><u>PERMITTED BY CITY</u></b>	<b><u>TOTAL HOURS</u></b>
H.G. Brewster Pool (Kevin provided)	



Fruitland Community Centre	10 days	APPENDIX 'S'
Saltfleet Arena – Ice/Floor	1558	
Winona - The Creek Community Church (Kevin provided)		
Winona Senior Centre	not booked	
Winona Scout Hall	Scouts only	

According to the Outdoor Recreation Study, above average usage is more than 500 hours for Class A fields, more than 400 hours for Class B fields and more than 275 hours for Class C fields. Therefore, both the Class A and B fields are booking well above average for Sherwood Park which could put the integrity of the field in jeopardy.

At this time, Sport Development has not had any formal consultation with sport groups with respect to specific deficiencies or needs in this area. However, Staff has heard from the Stoney Creek Girls Hockey who have expressed a need for ice time within the Lower Stoney Creek area. This group typically travels outside of the Stoney Creek area for ice.

Sport Development also prepared information on membership for the various sport groups in the study area and within 2km of the study area:

Club Name	# of Registrants (residents)			
	2009/10	2010/11	2011/12	2012/13
Saltfleet Soccer	<b>4212</b>	<b>4075</b>	<b>3232</b>	1963
Stoney Creek Soccer	1586	1586	1476	1476
Stoney Creek Optimist Little League		450	415	
Stoney Creek Girls Hockey		440	480	496
Stoney Creek Minor Hockey		1065	728	728

Italicized/Bold = this may also include the adult members

Club Name	# of Registrants (non-residents)			
	2009/10	2010/11	2011/12	2012/13
Saltfleet Soccer	<b>438</b>	<b>397</b>	<b>0</b>	<b>0</b>
Stoney Creek Soccer	<b>17</b>	<b>17</b>	<b>18</b>	<b>35</b>
Stoney Creek Optimist Little League		<b>75</b>	<b>25</b>	<b>0</b>
Stoney Creek Girls Hockey		<b>20</b>	<b>24</b>	<b>0</b>
Stoney Creek Minor Hockey		<b>8</b>	<b>0</b>	<b>0</b>

Membership numbers have not always been tracked by the City and Recreation staff have made some assumptions in regards to tracking. For example, membership may be affected by other organizations starting up and members moving between groups.



Hectares of Parkland including proposed				2010 Population and Parkland		2010 Park Deficiency/Surplus (HA)		
Ward	Neighbourhood	Community	City Wide	Requirements		Neighbourhood	Community	City Wide
10	28.4	11.9	0	25,244	17.7	10.7	-5.5	-17.7
11	34.6	27.3	18.7	36,069	25.2	9.4	2	-6.5
Information from GIS Services								

The above surplus/deficiency is based on 0.7ha/1000 persons ratio for parkland provision based on 2010 projections provided by GIS Services, Planning and Economic Development Department. This ratio applies to all levels of parkland. Please note that the above information includes all of Ward 11 and not just the lands north of the escarpment. The existing population of Ward 11 north of the escarpment (8,875 persons based on 2006 information provided by GIS Services) would require approximately 6.21ha of Community Parkland. This ratio is satisfied by the existing Winona Community Park. With the additional population as a result of the proposed development of the Secondary Plan area, Community Parkland requirements will be approximately 10ha of additional land to meet the ratio for community parkland provision. This will need to be balanced by the intent of a Community Park to serve a population of 20,000.

**Function of Community vs. Neighbourhood Park**

Policy 3.5.3.4 of the Urban Hamilton Official plan states “The City shall establish a hierarchy of parks as follows:

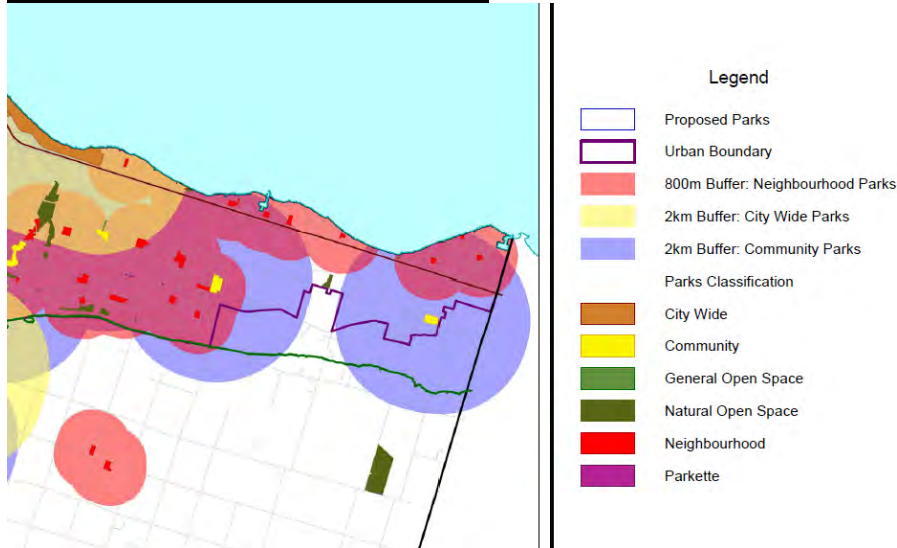
- a) Parkettes are small open spaces which have no or limited recreational facilities. They are generally located in the older urban areas where they serve an important function in the provision of open space opportunities.
- b) Neighbourhood Parks primarily cater to the recreational needs and interests of the residents living within its general vicinity. Residents can easily walk or bike to these parks. Neighbourhood Parks are generally comprised of municipal parkland, containing a mixture of passive areas, sports facilities, informal and formal play areas, and may include natural areas. They serve a population of approximately 5,000 people and have a minimum size of approximately 2 hectares.
- c) Community Parks serve more than one neighbourhood, but are not intended to serve the City as a whole. Community Parks have more intensive recreational facilities such as sports fields, and recreational and community centres. These facilities shall have good transportation access along adjacent arterial or collector roadways and provide adequate parking to meet anticipated demand. Community Parks in the urban area should appropriately be located along transit routes. They serve a population of approximately 20,000 people and have a minimum size of approximately 7 hectares city wide.
- d) City-Wide Parks are municipally, regionally, provincially or nationally significant destinations that meet the needs of residents and are of interest to visitors. These facilities are often associated with major recreation, education or leisure activities



and may have natural, historic, or unique features. They range greatly in size and type.”

Therefore, it is clear that a community park plays a very different function than a neighbourhood park. Recreation Planning support the policy structure and confirms the need for different levels of parkland to satisfy the various parkland needs.

### **Spatial analysis and Walkability**



Based on the above mapping, it appears that the gap for Community Park is within the Greenbelt area which is not part of the Secondary Plan. Based on work and consultation as part of the Secondary Plan process, it has been determined that a park cannot be included in the rural area which is located in the Greenbelt area. The Community Park for this new community is more appropriately located within the new urban growth area. However, there is a policy provided in the Secondary Plan to consider moving the park to the lands located between Glover Road and Lewis Road between Barton Street and Highway 8 if they should be designated Urban in the future and the municipality has not moved forward with plans on the current designated site.

### **Summary**

As any park development in this area will be dependent on the approval of the Secondary Plan and subsequent development applications, Recreation Planning staff is considering both the short term and long term recommendations of the Indoor and Outdoor Recreation Study.

Over the short term, the study area will be in need of the following outdoor recreational facilities:

- Soccer pitches (3 ULE, including 1 artificial turf)
- Tennis courts (or multi-purpose courts as the area is also shown to have a service area gap); and,
- Skate park (neighbourhood and/or community level).



Over the long term, the study area will be in need of following indoor and outdoor recreational facilities to satisfy the recreational requirements of both existing and future population:

- Soccer pitches (2.5 ULE)
- Recreation Centre;
- Senior Centre (either through redevelopment of the existing building or new development in a multi-purpose facility); and,
- Potential for ice pads or pool replacement depending on decisions made in regards to existing facilities.

Staff note that City Wide Services is currently undertaking comprehensive review for site selection of a community level skate park facility. Although it has yet to be determined, the new community park would be considered in this review.

Please do not hesitate to contact me or Kirsten McCauley, Recreation Planner, at ext 3859 should you wish to discuss further.

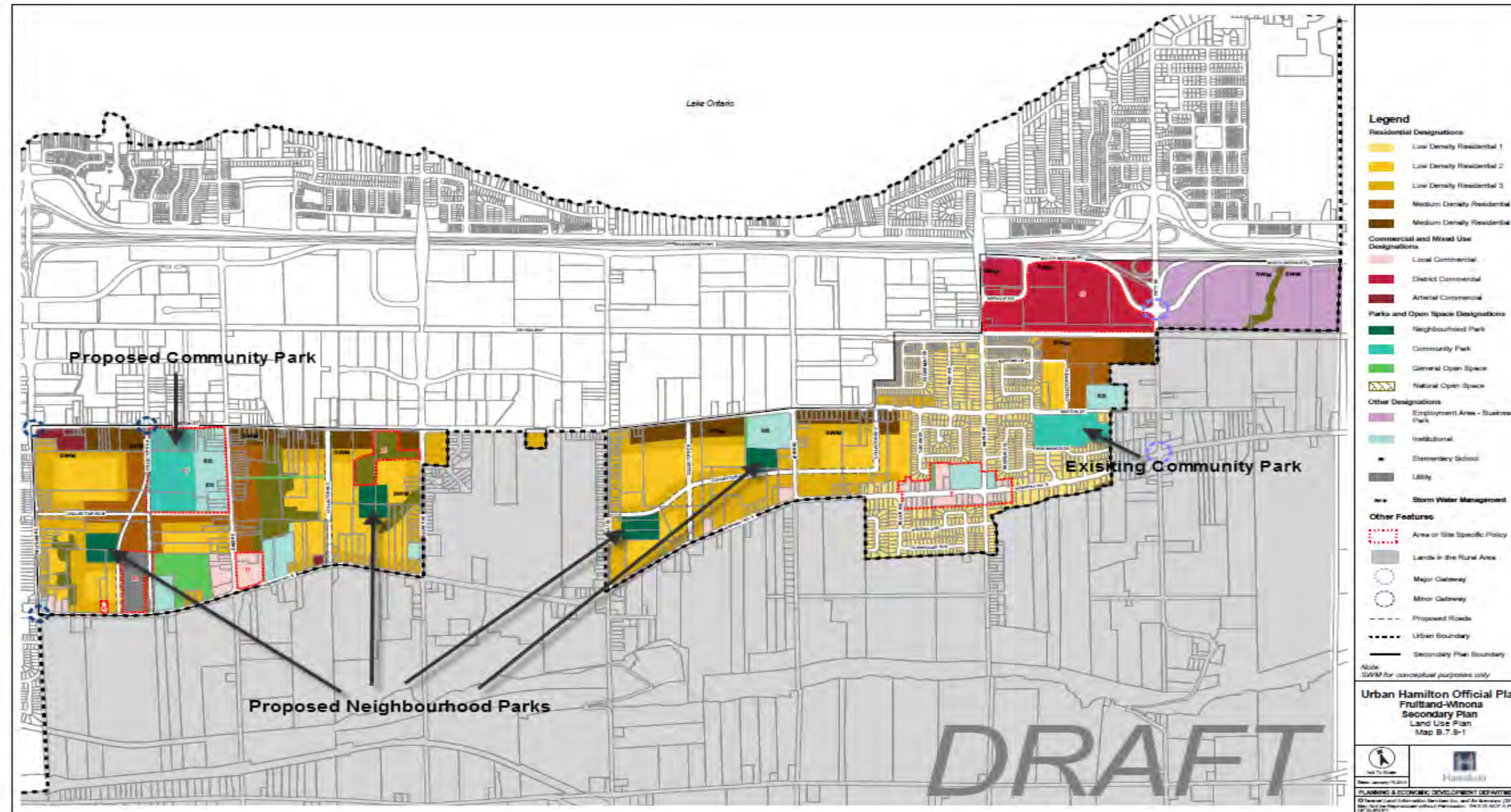
Best Regards,

Mary Jo Harris,  
Manager Business Support  
Ext. 4755

C.C Bryan Ozorio, City Wide Services, Recreation  
Jack Brown, Director, Recreation Division  
Alissa Mahood, Community Planning  
Steve Sevor, Sport and Recreation Development



LOWER STONEY CREEK RECREATION NEEDS ASSESSMENT – FRUITLAND-WINONA SECONDARY PLAN STUDY AREA



Potential Population for Fruitland-Winona Secondary Plan area:

East of Greenbelt	7,094
West of Greenbelt	7,974
Existing Winona Area	1,889
	16,957

Information provided by Community Planning, Planning and Economic Development Department



**Population Projection for the Lower Stoney Creek District:**

<b>Lower Stoney Creek</b>						
<b>Age</b>	<b>2006</b>	<b>2011</b>	<b>2016</b>	<b>2021</b>	<b>2026</b>	<b>2031</b>
0-9	8,155	8,527	9,277	9,391	9,356	9,306
10-19	9,540	9,361	9,549	9,595	9,704	10,060
20-49	30,325	31,227	33,245	32,880	33,046	33,758
50-59	10,710	11,747	12,990	12,362	11,313	11,339
60+	16,855	20,163	24,383	26,956	29,067	30,771
<b>TOTAL</b>	<b>75,585</b>	<b>81,025</b>	<b>89,444</b>	<b>91,182</b>	<b>92,486</b>	<b>95,233</b>

Information provided by Monteith Brown Planning Consultants

**Existing Population for Ward 11 north of the Escarpment (2006 Census – calculated at the neighbourhood planning unit level:**

<b>Planning Unit</b>	<b>Neighbourhood</b>	<b>Population</b>
5210	Fruitland	165
5221	Fruitland	595
5222	Winona South	1415
5230	Fruitland	495
5240	Fruitland	735
5262	Industrial	100
5263	Industrial	0
5264	Industrial	0
5265	Industrial	0
5266	Industrial	115
5267	Industrial	420
5270	Fifty Point	1610
5274	Winona North	995
5272	Trilliam	585
5273	Bayview*	1645
	<b>Total</b>	<b>8875</b>

\* Note: the population of 1,645 that is only partially within Ward 11. However, for the purposes of the above calculation, the entire population has been counted.

Information provided by GIS Services, Planning and Economic Development Dept



CRITERIA	CITY-WIDE PROVISION STANDARDS (TARGETS)	COMMUNITY-SPECIFIC PROVISION STANDARDS (TARGETS) [IF APPLICABLE]	CONDITIONS - LOCATION:			RECREATION NEEDS ASSESSMENT	
			INVENTORY / PROVISION RATIO (BASED ON INDOOR / OUTDOOR STUDIES) <sup>1</sup> AND SUPPLY  (PROVISION RATIO BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	INVENTORY / PROVISION RATIO (ESTIMATED CURRENT CONDITIONS <sup>2</sup> AND PROJECTED CONDITIONS)  (BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	FACILITY USAGE  *UTILIAIZATION RATES *PARTICIPATION RATES (H/M/L) *USER GROUP PROFILE, REQUESTS	RECREATION DISTRICT NEEDS ASSESSMENT	NEEDS ASSESSMENT WITHIN "STUDY" AREA – FRUITLAND-WINONA
<b>INDOOR RECREATION FACILITIES<sup>3</sup>:</b>							
[SOURCE: USE, RENOVATION AND REPLACEMENT STUDY FOR HAMILTON RECREATION AND PUBLIC-USE FACILITIES(2008)]							
NOTE: the variation in the recommended provision standards between communities is based on a combination of available measures (e.g., usage at existing facilities, access to community centres, public demand) and qualitative assessments.							
COMMUNITY AND RECREATION CENTRES	1:30,000 residents (municipal or not-for-profit)  1: 200,000 residents (A-rated <sup>4</sup> municipal community centre – does not include non-profit operations)  NOTE: the Indoor Recreation Study notes the trend towards larger multi-purpose facilities, recognizing that consumers will travel to quality facilities. The service area is calculated based on travel time rather than a prescribed market area.	1:25,000	2006 1:37,792 Supply: 2 in Ward 5 Dominic Agostino Riverdale Community Centre  Sir Wilfrid Laurier Rec Centre	2011 1*:27,008 * Lower Stoney Creek Recreation Centre added, supply=3  2021 1:30,394	Lower Stoney Creek community centre and arena usage at City facilities was below average (on a per capita basis). -The random sample household survey conducted as part of the study identified the greatest level of support for community recreation centres	The indoor study has identified the need for 2 community centres in Lower Stoney Creek, one in the 2009 – 2011 time period (Lower Stoney Creek Recreation Centre recently constructed) and one in the 2027 – 2031 time period.  Seek opportunities to establish dedicated seniors, youth and program space at Dominic Agostino Riverdale Community Centre. 2017-2021  Based on the Lower Stoney Creek population forecast at 2031 of 95,233, with 3	The population of this portion of Ward 11 alone does not demonstrate a need for a community / recreation centre; however, with the addition of approximately 15,000 new residents as a result of the Secondary Plan build out, the Recreation District will be nearing the provision standard threshold. Since the major development and new growth will occur in the Fruitland-Winona area, this would be a prime candidate area for locating a new recreation

<sup>1</sup> These conditions are based on the information contained within the Indoor and Outdoor Recreation Studies (unless otherwise noted).

<sup>2</sup> Current Inventory – Source: Public Works, Operations and Waste Management (February 6, 2013)

2011 Population Forecast Estimates – Source: Indoor / Outdoor Recreation Studies.

NOTE: it is expected that current conditions will be formally updated through future data collection and assessment (including 2011 Census results).

<sup>3</sup> Please be aware of the following:

- These standards represent ideal provision ratios that may never be fully realized but represent appropriate targets to work towards.
- These provision standards are recommended city-wide standards that do not take into account demographics, utilization rates and other community-specific supply and demand factors. Please see the individual community-specific needs assessment for more refined provision standards.

<sup>4</sup> A rated must contain at least: 1 gymnasium; 1 multi-purpose room; 1 indoor pool; dedicated seniors and/or youth space; and 1 other major recreational facility (e.g., arena, library, full fitness centre, etc.)

Must be over 15,000 sf and cannot be shared with a school (reduced access).



CRITERIA	CITY-WIDE PROVISION STANDARDS (TARGETS)	COMMUNITY-SPECIFIC PROVISION STANDARDS (TARGETS) [IF APPLICABLE]	CONDITIONS - LOCATION:			RECREATION NEEDS ASSESSMENT	
			INVENTORY / PROVISION RATIO (BASED ON INDOOR / OUTDOOR STUDIES) <sup>1</sup> AND SUPPLY  (PROVISION RATIO BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	INVENTORY / PROVISION RATIO (ESTIMATED CURRENT CONDITIONS <sup>2</sup> AND PROJECTED CONDITIONS)  (BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	FACILITY USAGE  *UTILIAIZATION RATES *PARTICIPATION RATES (H/M/L) *USER GROUP PROFILE, REQUESTS	RECREATION DISTRICT NEEDS ASSESSMENT	NEEDS ASSESSMENT WITHIN "STUDY" AREA – FRUITLAND-WINONA
					in Lower Hamilton and Lower Stoney Creek. -Based on demographics and usage profiles, the greatest level of provision justified for Community Centres is Lower Hamilton and Lower Stoney Creek.	recreation centres in operation, the population per recreation centre will be 31,744, which is at par with the City of Hamilton provision standard but not the community specific provision standard for Lower Stoney Creek of 1:25,000 population. The study thus recommends another facility in the 2027 – 2031 time period.	centre. The catchment area will also include Ward 10.
INDOOR POOLS	1:30,000 residents (municipal or not-for-profit)	1:25,000	2006 1:25,195 Existing supply : 3  Brewster Pool Riverdale Rec Centre Sir Wilfrid Laurier Rec Centre	2011 1:20,256 Supply= 4  2021 1:30,394		The Indoor Recreation Study recommends a total of 4 indoor pool facilities in Lower Stoney Creek at 2031. With the development of Stoney Creek Recreation Centre, there are now 4 indoor pools in Lower Stoney Creek.	The closest indoor pool to the study area is Brewster Pool; however, the Indoor Study recommends that it be removed from service. Registration at this pool has dropped since the Lower Stoney Creek Rec Centre opened in 2012 and the YMCA in Grimsby opened in 2011.
SENIORS CENTRES	0.5 to 0.7 ft <sup>2</sup> of dedicated space per resident age 60 or over (to decrease to 0.5 by 2031). Wherever possible, new seniors centres should be integrated into community centre facilities (a minimum of	0.8sf/60+  Recommended Provision Standard for 2031 – 0.55st/60+	2006 1:5,389 Existing Ratio: 0.56sqft/60+  Existing supply : 9,506sqft (3) Club 60 Senior Citizen	2011 1*:5,040 * 1 new seniors space in the Lower Stoney Creek Rec Centre, supply=4  2021	The random household survey identified that the greatest support for seniors centre facilities was in Lower Hamilton and	The Lower Stoney Creek Recreation Centre will include seniors' space. For the purposes of this needs assessment, it is estimated that approximately 2,568 ft <sup>2</sup> may be considered seniors' space in the	Indoor Recreation Study makes the following recommendation: Assess options for the long-term provision of seniors space and maintenance of the Winona Senior Citizen Centre. Complete redevelopment,



CRITERIA	CITY-WIDE PROVISION STANDARDS (TARGETS)	COMMUNITY-SPECIFIC PROVISION STANDARDS (TARGETS) [IF APPLICABLE]	CONDITIONS - LOCATION:			RECREATION NEEDS ASSESSMENT	
			INVENTORY / PROVISION RATIO (BASED ON INDOOR / OUTDOOR STUDIES) <sup>1</sup> AND SUPPLY  (PROVISION RATIO BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	INVENTORY / PROVISION RATIO (ESTIMATED CURRENT CONDITIONS <sup>2</sup> AND PROJECTED CONDITIONS)  (BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	FACILITY USAGE  *UTILIAIZATION RATES *PARTICIPATION RATES (H/M/L) *USER GROUP PROFILE, REQUESTS	RECREATION DISTRICT NEEDS ASSESSMENT	NEEDS ASSESSMENT WITHIN "STUDY" AREA – FRUITLAND-WINONA
	3,000 ft <sup>2</sup> .		Centre Winona Senior Citizen Centre Warden Park Senior Centre	1:6,739  Note: a 2011 provision ratio estimate cannot be calculated at this time.	Lower Stoney Creek.  Based on demographics and usage profiles, one of the communities with the greatest level of provision justified for seniors' centres is Lower Stoney Creek.	new recreation centre.	removal, and/or consolidation of this facility could be an option.
ARENAS	1 municipal (or partnered) ice pad per 4,100 youth (ages 5-19)	1:4,100	2006 1:6,820  Existing Supply : 2  Saltfleet Arena Stoney Creek Arena	2011 1*:4,549 * 1 new arena added in 2009-2011, supply=3  2021 1:6,023		A private 3 pad arena is currently being completed within the study area.  Potential for 1 new arena - recommended in the 2027-2031	Existing sites are not expected to be sufficient to meet long-term needs in this community. Acquisition of one or more sites should be a high priority for this area. If improvements to Stoney Creek Arena are undertaken, there will be a need for one additional ice pad in the short-term and one more (along with an indoor pool and youth/seniors space) in the long-term, all of which would require a new site, ideally in the Winona area. This could be a phased development, with an arena, gymnasium and community centre space being



CRITERIA	CITY-WIDE PROVISION STANDARDS (TARGETS)	COMMUNITY-SPECIFIC PROVISION STANDARDS (TARGETS) [IF APPLICABLE]	CONDITIONS - LOCATION:			RECREATION NEEDS ASSESSMENT	
			INVENTORY / PROVISION RATIO (BASED ON INDOOR / OUTDOOR STUDIES) <sup>1</sup> AND SUPPLY  (PROVISION RATIO BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	INVENTORY / PROVISION RATIO (ESTIMATED CURRENT CONDITIONS <sup>2</sup> AND PROJECTED CONDITIONS)  (BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	FACILITY USAGE  *UTILIAIZATION RATES *PARTICIPATION RATES (H/M/L) *USER GROUP PROFILE, REQUESTS	RECREATION DISTRICT NEEDS ASSESSMENT	NEEDS ASSESSMENT WITHIN "STUDY" AREA – FRUITLAND-WINONA
							constructed in the initial phase. (Post-2021)  The study area is in close proximity to the new private ice facility which may satisfy this need.
COMMUNITY HALLS	No set target.	This area has 5 community halls. Of note, the residents expressed a high interest in additional youth centres.	1:15,117  Existing supply : 5  Fruitland Community Hall Kiwanis Community Centre Stoney Creek Scout Hall Winona Scout Hut Optimist Club of Stoney Creek	2011 1:16,205  2021 1:18,236		Remove Stoney Creek Scout Hut from the municipal inventory. This building's functions should be replaced at a new community centre in the area. 2009-2011  Reassess options for the Fruitland Lions Community Hall. 2012-2016	Reassess options for the Winona Scout Hut after building condition assessment is undertaken. 2012-2016
OUTDOOR POOLS	1 facility per 12,500 youth (age 5-19).  Should any pools be removed from the inventory, strong consider should be given to replacing with children's splash pads.	1:15,000	1:13,640  Existing supply: 1 Green Acres Outdoor Pool	2011 1:13,649  2021 1:14,307	Not included in the inventory supply are Lakeland Pool (operated by the Conservation Authority) and the wave pool at Confederation Park.	The development of new outdoor pools is generally not recommended.  Redesign/ redevelop Green Acres Outdoor Pool as it is not designed to modern standards and is experiencing considerable structural and/or mechanical problems. 2009-2011	There is no present need for an outdoor pool nor has a need been identified to 2031 as per the Indoor Recreation Study.



CRITERIA	CITY-WIDE PROVISION STANDARDS (TARGETS)	COMMUNITY-SPECIFIC PROVISION STANDARDS (TARGETS) [IF APPLICABLE]	CONDITIONS - LOCATION:			RECREATION NEEDS ASSESSMENT	
			INVENTORY / PROVISION RATIO (BASED ON INDOOR / OUTDOOR STUDIES) <sup>1</sup> AND SUPPLY  (PROVISION RATIO BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	INVENTORY / PROVISION RATIO (ESTIMATED CURRENT CONDITIONS <sup>2</sup> AND PROJECTED CONDITIONS)  (BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	FACILITY USAGE  *UTILIAIZATION RATES *PARTICIPATION RATES (H/M/L) *USER GROUP PROFILE, REQUESTS	RECREATION DISTRICT NEEDS ASSESSMENT	NEEDS ASSESSMENT WITHIN "STUDY" AREA – FRUITLAND-WINONA
<b>OUTDOOR RECREATION FACILITIES<sup>5</sup>: [SOURCE: OUTDOOR RECREATION FACILITIES &amp; SPORTS FIELD PROVISION PLAN (2011)]</b>							
<b>SOCCER AND MULTI-USE FIELDS</b>	1 field (ULE <sup>6</sup> ) per 100 registered participants (all ages)  (this is presently equivalent to 1 field per 2,328 residents).		1:2,190  Existing supply in LSC District: 36ULE  Existing supply in F-W area: 1	2011 1:1,862 Parks Inventory=43.5  2021 1*:1,960 * 3 additional fields in 2017-2021, supply=46.5	Short term needs outlook: High Demand  Long term needs outlook: Low Demand  Field Usage Level: High  Participation Rate: High	Winona Park (2010)  3 ULE Artificial turf – location tbd in 2017-2021  Additional 2.5 fields in 2022-2026 – location tbd	Install a multi-use <u>artificial turf field</u> at a location to be determined, possibly in place of a Class C (or lower quality Class B) field.  Seek opportunities to provide additional fields through new <u>Community Park development/redevelopment</u> in Lower Stoney Creek. The large majority of new field development should be in the form of full-size (senior) turf fields, with as many being Class A and B fields as possible.  Implement current planned improvements at <u>Winona Park</u> . This could result in 1 additional field in the short-term (unlit equivalents).

<sup>5</sup> Please be aware of the following:

- These standards represent ideal provision ratios that may never be fully realized but represent appropriate targets to work towards.
- These provision standards are recommended city-wide standards that do not take into account demographics, utilization rates and other community specific supply and demand factors. Please see the community-specific needs assessment for more refined provision standards.

<sup>6</sup> ULE – Unlit equivalents. Each lighted field is equivalent to 1.5 unlit fields due to its ability to accommodate extended play during evening hours.



CRITERIA	CITY-WIDE PROVISION STANDARDS (TARGETS)	COMMUNITY-SPECIFIC PROVISION STANDARDS (TARGETS) [IF APPLICABLE]	CONDITIONS - LOCATION:			RECREATION NEEDS ASSESSMENT	
			INVENTORY / PROVISION RATIO (BASED ON INDOOR / OUTDOOR STUDIES) <sup>1</sup> AND SUPPLY  (PROVISION RATIO BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	INVENTORY / PROVISION RATIO (ESTIMATED CURRENT CONDITIONS <sup>2</sup> AND PROJECTED CONDITIONS)  (BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	FACILITY USAGE  *UTILIAIZATION RATES *PARTICIPATION RATES (H/M/L) *USER GROUP PROFILE, REQUESTS	RECREATION DISTRICT NEEDS ASSESSMENT	NEEDS ASSESSMENT WITHIN "STUDY" AREA – FRUITLAND-WINONA
FOOTBALL FIELDS	1 field (ULE) per 150 registered participants (tackle football and rugby)  (this is presently equivalent to 1 field per 52,062 residents).		N/A  Parks Inventory=1 shared with soccer (LSC district)	N/A		There has been no recreation need expressed for this particular part of the City.	None.
BALL DIAMONDS	1 diamond (ULE) per 75 registered participants.  (this is presently equivalent to 1 diamond for every 2,416 residents)		1:2,544 Existing Supply in LSC district: 31  Existing Supply in F-W area: 5.5ULE	2011 1:3,177 Parks Inventory=25.5  2021 1:3,573	Short term needs outlook: Low Demand  Long term needs outlook: Low Demand  Participation Rate: Low	There has been no recreation need expressed for this particular part of the City.	None.
CRICKET PITCHES	No set target.  Demand should be monitored in conjunction with user groups.		0:75,585  Supply 0	2011 1:81,025 Parks Inventory=1 (practice pitch)  2021 1*:91,182 *1 cricket pitch to be added in 2012-2016 (location tbd)		In the medium-term, replace the existing cricket ground at <u>Cathedral Park</u> with a new cricket ground elsewhere. Seek a location in Lower Hamilton or Lower Stoney Creek (e.g., <u>Confederation Park</u> ).	No specific recommendation within the study area.



CRITERIA	CITY-WIDE PROVISION STANDARDS (TARGETS)	COMMUNITY-SPECIFIC PROVISION STANDARDS (TARGETS) [IF APPLICABLE]	CONDITIONS - LOCATION:			RECREATION NEEDS ASSESSMENT	
			INVENTORY / PROVISION RATIO (BASED ON INDOOR / OUTDOOR STUDIES) <sup>1</sup> AND SUPPLY  (PROVISION RATIO BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	INVENTORY / PROVISION RATIO (ESTIMATED CURRENT CONDITIONS <sup>2</sup> AND PROJECTED CONDITIONS)  (BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	FACILITY USAGE  *UTILIAIZATION RATES *PARTICIPATION RATES (H/M/L) *USER GROUP PROFILE, REQUESTS	RECREATION DISTRICT NEEDS ASSESSMENT	NEEDS ASSESSMENT WITHIN "STUDY" AREA – FRUITLAND-WINONA
MULTI-PURPOSE / BASKETBALL COURTS	1 court (FCE <sup>7</sup> ) for every 750 residents (ages 10 – 19).		1:699 Existing supply in LSC District: 13.5FCE  Existing Supply in F-W area:2FCE	2011 1:693 Parks Inventory=13.5 + 1 court with hockey nets (not included in inventory)  2021 1:710	Short term needs outlook: Low Demand  Long term needs outlook: Medium Demand	The short and long term needs outlook to 2031 is identified as low for Lower Stoney Creek.	No recreation need has been identified for this area.
TENNIS COURTS	1 tennis court (public and club) for every 6,500 residents.  The predominant form of new tennis court provision should be club courts (if volunteers are in place). However, it is critical that an adequate distribution of publicly accessible courts be maintained; this may require the City to continue a balanced approach of public and club court provision in growing areas.		1:8,761 Existing Supply in LSC District: 7 (club) 2 (public)  Existing Supply in F-W area: None	2011 1:9,002 Parks Inventory=9  2021 1*:8,289 *supply = 11, addition of 2 courts in 2017-2021	Short term needs outlook: Low Demand  Long term needs outlook: Low Demand  Usage Levels: High	The study suggests that new court development should focus on directing new development to growth areas. Lower Stoney Creek is identified as one of the areas requiring particular attention over the short-term.	New <u>tennis court development</u> will be required in the short-term (locations tbd).
BOCCE COURTS	No set target.		1:3,755 Existing Supply in LSC district: 21	2011 1:3,858 Parks Inventory=21		No additional facilities are recommended at this time – demand should be monitored.	

<sup>7</sup> FCE – Full court equivalent i.e. two hoops.



CRITERIA	CITY-WIDE PROVISION STANDARDS (TARGETS)	COMMUNITY-SPECIFIC PROVISION STANDARDS (TARGETS) [IF APPLICABLE]	CONDITIONS - LOCATION:			RECREATION NEEDS ASSESSMENT	
			INVENTORY / PROVISION RATIO (BASED ON INDOOR / OUTDOOR STUDIES) <sup>1</sup> AND SUPPLY  (PROVISION RATIO BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	INVENTORY / PROVISION RATIO (ESTIMATED CURRENT CONDITIONS <sup>2</sup> AND PROJECTED CONDITIONS)  (BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	FACILITY USAGE  *UTILIAIZATION RATES *PARTICIPATION RATES (H/M/L) *USER GROUP PROFILE, REQUESTS	RECREATION DISTRICT NEEDS ASSESSMENT	NEEDS ASSESSMENT WITHIN "STUDY" AREA – FRUITLAND-WINONA
			Existing Supply in F-W area: 0	2011 1:4,342			
LAWN BOWLING GREENS	No set target.		0:78,849 Existing Supply: 0	2011 0:81,025 Parks Inventory=0  2021 0:91,182		No additional facilities are recommended at this time – demand should be monitored.	
PLAYGROUNDS	1 playground location within 500 metres of every residential area in urban Hamilton (500 metre service radius). The radius should be unimpeded by major barriers i.e. railways, waterways, major highways, the escarpment. In the rural area, the target should be applied to settlement areas.		1:2,131 (total pop) 1:226 (ages 0-9)  Existing supply in LSC district: 37  Existing Supply in F-W area: 0	2011 1:2,315 (total pop) 1:243 (ages 0-9) Parks Inventory= 35  2021 1:2,605 (total pop) 1:268 (ages 0-9)	Short term needs outlook: Low Demand  Long term needs outlook: Low Demand	NOTE: There is no specific recommendation for additional playgrounds to be used in the projected calculations. The Outdoor Study does not provide information for new playgrounds. 2021 conditions assumed the 2011 parks inventory.	Play structures should continue to be installed through new park development, consistent with the demographic needs of the neighbourhood (i.e., those living or proposed to be living within approximately a 500-metre radius of the park).  At present, most residential areas are within walking distance of a playground.
SPRAY PADS	1 spray pad for every 1,000 residents (aged 0 – 9).  Spray pad are more appropriately located in Community and City-Wide Parks.		1:1,676  Existing supply in LSC district: 5  Existing Supply in F-W area: 0	2011 1:1,705 Parks Inventory = 6  2021 1:1,565	Short term needs outlook: Low Demand  Long term needs outlook: Low Demand		New spray pad installed in Winona Community Park in 2012
WADING POOLS	No set target.		1:8,378 Existing supply in LSC	2011 1:8,527		Remove the <u>Green Acres Park</u> wading pool when the outdoor	Additional wading pools are not



CRITERIA	CITY-WIDE PROVISION STANDARDS (TARGETS)	COMMUNITY-SPECIFIC PROVISION STANDARDS (TARGETS) [IF APPLICABLE]	CONDITIONS - LOCATION:			RECREATION NEEDS ASSESSMENT	
			INVENTORY / PROVISION RATIO (BASED ON INDOOR / OUTDOOR STUDIES) <sup>1</sup> AND SUPPLY  (PROVISION RATIO BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	INVENTORY / PROVISION RATIO (ESTIMATED CURRENT CONDITIONS <sup>2</sup> AND PROJECTED CONDITIONS)  (BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	FACILITY USAGE  *UTILIAIZATION RATES *PARTICIPATION RATES (H/M/L) *USER GROUP PROFILE, REQUESTS	RECREATION DISTRICT NEEDS ASSESSMENT	NEEDS ASSESSMENT WITHIN "STUDY" AREA – FRUITLAND-WINONA
			district: 1  Existing Supply in F-W area: 0	Parks Inventory=1  2021 1:9,391		pool is removed from service (if applicable). Do not replace with a spray pad.	recommended.
SKATEBOARD PARKS	1 community-level facility for every 7,500 residents (aged 10 – 19).  (Generally 10,000 to 12,000 ft <sup>2</sup> in size, located in a Community or City-wide Park).		0:9,433 Existing supply: 0	2011 0:9,361 Parks Inventory=0  2021 1*:9,595		* One skate park forecast for 2012-2016 in location tbd	Develop a <u>community-wide skate park</u> in Lower Stoney Creek (1 <sup>st</sup> priority area) at a location to be determined. This facility should generally be 10,000 to 12,000 square feet in size and serve intermediate and advanced users.
	1 neighbourhood-level facility for every 15,000 residents (aged 10 – 19).  (Generally no larger than 2,000 ft <sup>2</sup> and located in a Neighbourhood or Community Park).		0:9,433 Existing supply: 0	2011 0:9,361 Parks Inventory=0  2021 1*:9,595		* One skate park forecast for 2017-2021 in location tbd	Consider the construction of a neighbourhood-level skate park in the <u>Winona area</u> . These parks would generally be no larger than 2,000ft <sup>2</sup> in size and contain a limited number of features for beginner skaters in the immediate area. Modular construction should be considered in order for future flexibility should local interests change. Sponsorships and community partnerships should be pursued for these initiatives.  Consultation on location is



CRITERIA	CITY-WIDE PROVISION STANDARDS (TARGETS)	COMMUNITY-SPECIFIC PROVISION STANDARDS (TARGETS) [IF APPLICABLE]	CONDITIONS - LOCATION:			RECREATION NEEDS ASSESSMENT	
			INVENTORY / PROVISION RATIO (BASED ON INDOOR / OUTDOOR STUDIES) <sup>1</sup> AND SUPPLY  (PROVISION RATIO BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	INVENTORY / PROVISION RATIO (ESTIMATED CURRENT CONDITIONS <sup>2</sup> AND PROJECTED CONDITIONS)  (BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	FACILITY USAGE  *UTILIAIZATION RATES *PARTICIPATION RATES (H/M/L) *USER GROUP PROFILE, REQUESTS	RECREATION DISTRICT NEEDS ASSESSMENT	NEEDS ASSESSMENT WITHIN "STUDY" AREA – FRUITLAND-WINONA
							required.
BIKE PARKS (DIRT)	No set target.  No municipal facility presently. Demand should be monitored.		0:9,433 (ages 10-19) Existing supply: 0	2011 0:9,361  2021 0:9,595		Recommended to identify an appropriate site for a freestyle bike park (dirt) and seek community partners for its development, administration and operation. This facility would serve as a pilot project.	
OFF-LEASH DOG AREAS	1 dog park and/or free running area for every city ward (as per existing policy).		0			Gap identified.	Recreation need when opportunity available
OUTDOOR ICE RINKS – NATURAL & ARTIFICIAL	Install water service in Neighbourhood or Community Parks where appropriate (based on being located within outdoor rink gap area and/or growth communities – approximately 1 km from the nearest "rink-ready" park. This applies to the urban area only). Volunteer support required.		1:19,712 Existing supply in LSC district: 4  Existing Supply in F-W area:1	1:20,256(2011)  1:18,236 (2021) Supply=5		Gap identified between Barton Street and the Escarpment, from Grays Rd to Fruitland Rd. 2 outdoor rinks would likely be required to fill this gap.  Outdoor ice rinks are operated by neighbourhood-level volunteers with assistance from the City through the Ice Rink Committees. Partnerships and community funding required for artificial ice rinks. It should be noted that supply can change from year to year depending on community interest.	There is no service gap identified for this part of the city.  There may be existing volunteer efforts in place to establish an outdoor rink in Winona. Outdoor Rink established in 2012/13.



CRITERIA	CITY-WIDE PROVISION STANDARDS (TARGETS)	COMMUNITY-SPECIFIC PROVISION STANDARDS (TARGETS) [IF APPLICABLE]	CONDITIONS - LOCATION:			RECREATION NEEDS ASSESSMENT	
			INVENTORY / PROVISION RATIO (BASED ON INDOOR / OUTDOOR STUDIES) <sup>1</sup> AND SUPPLY  (PROVISION RATIO BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	INVENTORY / PROVISION RATIO (ESTIMATED CURRENT CONDITIONS <sup>2</sup> AND PROJECTED CONDITIONS)  (BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	FACILITY USAGE  *UTILIAIZATION RATES *PARTICIPATION RATES (H/M/L) *USER GROUP PROFILE, REQUESTS	RECREATION DISTRICT NEEDS ASSESSMENT	NEEDS ASSESSMENT WITHIN "STUDY" AREA – FRUITLAND-WINONA
OUTDOOR RUNNING TRACKS	No set target. No additional city-wide facilities recommended. Partnerships with schools required for community-level facilities.		0:78,850 Existing Supply: 0	2011 0:81,025 Parks Inventory=0  2021 0:91,182			
COMMUNITY GARDEN PLOTS	No set target.  Partnerships and volunteer support required.		1 non-municipal community garden	Community Garden Policy and Procedures		Partnerships and volunteer support required. Generally higher density and/or lower income areas would be considered a higher priority.	
SPECIAL EVENT AREAS	One or more parks in each community should be capable of hosting large community-based special events (e.g. fairs and festivals).		Confederation Park Winona Park				
PATHWAYS IN PARKS	No set target (varies by park site).  Design should consider the establishment of looped hard-surface pathways for residents of all ages and backgrounds and connectivity throughout the neighbourhood, where possible.						As part of a park development, consideration should be given to pathways within the park and the provision of connections with the surrounding neighbourhood.
INDOOR SPORTS FACILITIES	1 private or public facility for every 1,000 regular peak-season participants (estimated).		Players Paradise New 3 pad arena			Direct municipal provision of indoor tennis, bocce, or lawn bowling facilities is not recommended, but could be	



CRITERIA	CITY-WIDE PROVISION STANDARDS (TARGETS)	COMMUNITY-SPECIFIC PROVISION STANDARDS (TARGETS) [IF APPLICABLE]	CONDITIONS - LOCATION:			RECREATION NEEDS ASSESSMENT	
			INVENTORY / PROVISION RATIO (BASED ON INDOOR / OUTDOOR STUDIES) <sup>1</sup> AND SUPPLY  (PROVISION RATIO BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	INVENTORY / PROVISION RATIO (ESTIMATED CURRENT CONDITIONS <sup>2</sup> AND PROJECTED CONDITIONS)  (BASED ON POPULATION AND REGISTERED PARTICIPANTS, AS APPLICABLE)	FACILITY USAGE  *UTILIAIZATION RATES *PARTICIPATION RATES (H/M/L) *USER GROUP PROFILE, REQUESTS	RECREATION DISTRICT NEEDS ASSESSMENT	NEEDS ASSESSMENT WITHIN "STUDY" AREA – FRUITLAND-WINONA
	Municipal development, administration, and/or operation of an indoor facility sports / soccer facility is not recommended at this time.					considered in partnership with local community-based clubs.	
SUPPORT BUILDINGS	No set target.						