

## B.5.0 GLANBROOK SECONDARY PLANS

### 5.1 Binbrook Village Secondary Plan

The Binbrook Village Secondary Plan area is bounded by Fletcher Road to the west, the Ontario Hydro easement to the south, a pipeline easement to the north and lands east of Regional Road 56. The Binbrook Village Secondary Plan establishes land uses and development standards to guide the *development* and/or *redevelopment* of lands located in the Binbrook Village Secondary Plan Area. Section B.5.1 and Maps B.5.1-1 – Binbrook Village – Land Use Plan and B.5.1-2 – Binbrook Village – Open Space Linkages constitute the Binbrook Village Secondary Plan.

Binbrook shall be developed in a compact urban form to enhance the livability of the community, provide for cost efficiencies, and support environmental sustainability. (OPA 247)

#### 5.1.1 Vision

Binbrook shall develop as an integrated and sustainable community with a unique small town identity. The Core of Binbrook Village, the Mixed Use - Medium Density area or Community Core, is a key factor for Binbrook's unique identity. The Community Core enjoys a high degree of visibility, provides a gateway to the City from areas to the south and east, and is visited by many people during the annual Binbrook Fair. Making the Community Core a destination and community focal point is an important issue of public perception and can be achieved through appropriate scale, form and urban design. Urban design is extremely important in the quality and character for this highly visible area. Residents and visitors should sense they are within a unique area as they move around the Community Core and must know when they are entering or leaving it. The overall design of the Community Core is important in defining Binbrook Village's small-town character and providing a sense of place.

#### 5.1.2 Policy Goals

The following goals shall apply to *development* and *redevelopment* within the Binbrook Village Secondary Plan Area:

- 5.1.2.1 Comprehensively plan and develop Binbrook Village as an integrated and sustainable community with an identifiable, separate, distinct and unique identity.
- 5.1.2.2 Take advantage of the special circumstances, location and characteristics of Binbrook Village to provide a unique community within the City of Hamilton.
- 5.1.2.3 Maintain the small town community character and historical identity of Binbrook Village.
- 5.1.2.4 Develop Binbrook Village in a manner that is sensitive to and harmonious with the predominately rural character of the surrounding area, with particular sensitivity to the urban/rural edges.
- 5.1.2.5 Establish the Community Core as the identifiable commercial and service centre of Binbrook Village which serves the needs of Binbrook Village and the surrounding area.

- 5.1.2.6 Make the Community Core a destination by providing a unifying theme which will identify it as a unique and special area in Binbrook Village and ensuring it develops in a coordinated, well designed and aesthetically pleasing manner.
- 5.1.2.7 Provide an enhanced and integrated visual experience along Regional Road 56 and Binbrook Road by promoting an attractive, comfortable and safe streetscape and buildings in a well landscaped setting, as well as greater architectural interest in individual buildings.
- 5.1.2.8 Provide adequate and appropriately located natural, passive and active open space, parks and recreational areas to service the local community with pedestrian and cycling linkages between the open space/recreation areas and surrounding neighbourhoods.
- 5.1.2.9 Develop Binbrook Village in an environmental sustainable manner, by preserving existing woodlots, maintaining or enhancing surface water quality and quantity characteristics, and employing naturalized forms of storm water management such as dry extended detention wetlands.
- 5.1.2.10 Preserve significant portions of the existing natural vegetation within Binbrook Village's woodlots.
- 5.1.2.11 Develop an open space linkages system through any appropriate designations.

### **5.1.3 General Policies**

- 5.1.3.1 Binbrook Village shall be developed as an integrated and sustainable community with an identifiable, separate, distinct and unique identity.
- 5.1.3.2 Development in Binbrook Village shall maintain and respect Binbrook's historical community identity.
- 5.1.3.3 Appropriate alternative development standards for all types of development, streets and servicing shall be considered.
- 5.1.3.4 The City shall encourage a coordinated and cooperative approach to the acquisition, improvement and use of the City's public open space areas and other semi-public open space areas, such as School Board lands.
- 5.1.3.5 Design of new greenfield *development* or *development/redevelopment* of large sites shall enable future public transit services to be within reasonable walking distances.
- 5.1.3.6 The City shall ensure that the design of Binbrook Village will provide for the ability to accommodate future public transportation within the Village through:
  - a) community design which minimizes pedestrian street walking distance to future transit service;
  - b) design of community focal points which integrates future transit system needs; and,
  - c) design of the street system to promote the efficient circulation of future transit vehicles.

- 5.1.3.7 Development of urban design guidelines is essential to promote a consistent visual theme and character for the entire community. Comprehensive design guidelines should be established and implemented for Binbrook Village overall. The Binbrook Village Core Design Guidelines provide design direction for the Mixed Use - Medium Density designation (Community Core). Design policies are contained in Section B.5.1.10 to provide design guidance for lands designated Residential, Mixed Use – Medium Density, or District Commercial, Parks and Open Space, and for gateways and streetscapes.
- 5.1.3.8 The land use designations for Binbrook Village are established in Map B.5.1-1 – Binbrook Village – Land Use Plan. The approximate area of land within each land use designation is provided for information purposes only on Appendix B – Land Use Analysis, to this secondary plan.

#### **5.1.4 Residential Designations**

- 5.1.4.1 The following goals shall apply to the Residential designations:
- a) Establish residential neighbourhoods which are diverse in population, scaled for the pedestrian, can accommodate cars and transit, and have a well-defined public realm.
  - b) Create visually unifying neighbourhoods with a clear identity.
  - c) Create safe, efficient and attractive residential neighbourhoods consisting of a range and mix of housing types and densities.
  - d) Integrate residential neighbourhoods with parks and schools in order to provide a functional, efficient, practical, safe and visually pleasing living environment.
  - e) Create an identifiable, functional and usable community focal point for all residential neighbourhoods.
  - f) Create linkages from residential neighbourhoods to the Mixed Use - Medium Density area and other land uses.
  - g) Ensure new residential development considers and is sensitive to existing residential uses and other existing and permitted uses in Binbrook Village.
  - h) Encourage the reuse of existing large residential lots to maximize the efficient use of urban land and services.

#### **General Residential Policies**

- 5.1.4.2 The residential areas are designated Low Density Residential 1 and Medium Density Residential 1 as indicated on Map B.5.1-1 – Binbrook Village – Land Use Plan. The policies which follow are applicable to each of these land use designations. (OPA 247)
- 5.1.4.3 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, the following general policies apply to all residential land use designations identified in Map B.5.1-1 – Binbrook Village – Land Use Plan:
- a) Residential development in Binbrook Village shall have a compact urban form to enhance the livability of the community, provide for cost efficiencies,

and support environmental sustainability.

- b) Each neighbourhood shall contain the following elements:
  - i) compact and well defined urban form;
  - ii) a variety and balance of dwelling types;
  - iii) accessible elementary schools and parks;
  - iv) community design that encourages walking and socializing; and,
  - v) a clearly defined public realm (streets, open spaces, etc).
- c) A range and mix of housing types shall be permitted. (OPA 247)
- d) Innovative and varied housing types and designs shall be encouraged.
- e) The location and design of new residential areas shall be sensitive to the density and form of existing residential uses. To encourage *compatibility*, new residential areas shall also be sensitive to the location and nature of existing and future non-residential uses.
- f) To promote *compatible redevelopment*, new residential infill development shall be evaluated based on the policies of Section B.2.4 – Residential Intensification, Section B.3.3 – Urban Design Policies of Volume 1 and Policy B.5.1.10.1 of Volume 2, as well as any relevant Urban Design Guidelines in accordance with Section F.3.2.5 of Volume 1. (OPA 247)

#### 5.1.4.4 Low Density Residential Designations (OPA 247)

Section E.3.4 – Low Density Residential of Volume 1 shall apply to lands designated Low Density Residential 1 on Map B.5.1-1 – Binbrook Village – Land Use Plan.

#### 5.1.4.5 Medium Density Residential Designations (OPA 247)

In addition to Section E.3.5 – Medium Density Residential of Volume 1, the following policies shall apply to the Medium Density Residential designations identified on Map B.5.1-1 – Binbrook Village – Land Use Plan:

- a) In the Medium Density Residential 1 designation:
  - i) Notwithstanding Policies E.3.5.1 and E.3.5.9 a), lands designated Medium Density Residential 1 may be permitted within the interior of neighbourhoods fronting on a local road.
  - ii) In addition to Policy E.3.5.2 of Volume 1, fourplexes and street townhouses shall also be permitted.
  - iii) Policy E.3.5.4 of Volume 1 shall not apply.
  - iv) Notwithstanding Policy E.3.5.8 of Volume 1, the maximum permitted height shall be three storeys.

- v) In addition to Policy E.3.5.2 of Volume 1, new institutional uses such as churches and day nurseries shall be permitted on lands adjacent to collector or major or minor arterial roads without an amendment to this Plan.
- vi) In locating new Medium Density Residential 1 development, consideration shall be given to the following criteria:
  - 1. Medium Density Residential 1 uses shall generally be located on the periphery of the neighbourhood, in areas abutting commercial development, or fronting major or minor arterial or major collector Roads.
  - 2. Some Medium Density Residential 1 development in proximity to the Mixed Use - Medium Density area is desirable.

### 5.1.5 Commercial and Mixed Use Designations

The Commercial and Mixed Use designations in Binbrook Village are designated on Map B.5.1-1 – Binbrook Village – Land Use Plan. These designations include commercial uses of a small town main street nature in the Mixed Use - Medium Density designation, which also includes *pedestrian focus streets*; commercial uses possessing more land extensive requirements in the District Commercial designation; and Local Commercial uses to service the daily needs of residential neighbourhoods. (OPA 69)

#### Mixed Use - Medium Density Designation

- 5.1.5.1 In addition to Section E.4.6 – Mixed Use - Medium Density designation of Volume 1, the following policies shall apply to the lands designated Mixed Use - Medium Density on Map B.5.1-1 – Binbrook Village – Land Use Plan, also referred to as the Community Core: (OPA 239)
- a) The Mixed Use - Medium Density designation, also referred to as the Community Core, shall serve as the commercial, service and cultural centre of Binbrook Village and shall be the main location within Binbrook for Mixed Use development, retail stores, business and service uses, offices and community uses such as the library and post office.
  - b) The City shall permit and encourage commercial and business development of a size and scale to service the local community and to provide employment opportunities.
  - c) The City shall encourage existing commercial, business and service uses to remain in the Community Core and grow with Binbrook Village.
  - d) The City shall encourage the Binbrook Agricultural Society to continue the annual Binbrook Fair on the existing Fairgrounds.
  - e) The following institutional and *community facility/service* uses currently exist in the Community Core: the post office, library, Binbrook Memorial Hall, fire station and churches. The City encourages the retention of these existing uses to maintain Binbrook's historical and community identity and to serve the needs of Binbrook Village and the surrounding rural community.
  - f) Binbrook Park, identified on Map B.5.1-2 – Binbrook Village – Open Space

Linkages has an important role in the retention of the Community Core's sense of place. Binbrook Park should be retained as an important public open space and enhanced as a meeting place with both passive and active recreational facilities.

- g) Notwithstanding Policies E.4.6.7 and E.4.6.8 of Volume 1, building heights shall not exceed three storeys.
- h) Section E.4.3 – Pedestrian Focus Streets of Volume 1 shall apply to the lands identified as *pedestrian focus streets* on Map B.5.1-1 – Binbrook Village – Land Use Plan. (OPA 69)
- i) To guide and control development and to ensure that the Community Core develops in a well designed manner with adequate infrastructure and amenities, the City may investigate the designation of these lands as a Community Improvement Project Area.

### **District Commercial Designation**

5.1.5.2 In addition to Section E.4.7 – District Commercial designation of Volume 1, the following policies shall apply to the lands designated District Commercial on Map B.5.1-1 – Binbrook Village – Land Use Plan:

- a) The District Commercial designation north of the Mixed Use - Medium Density designation ensures that new District Commercial development does not compromise the viability of commercial development within the Mixed Use - Medium Density designation. District Commercial uses shall include but not be limited to uses with land extensive requirements, such as a larger free standing building with a single user. (OPA 64)
- b) Building height shall not exceed three storeys.
- c) The development of residential uses in combination with commercial uses shall be permitted subject to the following considerations:
  - i) amenity space is provided exclusively for the residential component and is functionally separated from public areas associated with the commercial component;
  - ii) any adverse audio, visual or pollution effects emanating from the commercial component that may affect the residential component shall be safe-guarded against; and,
  - iii) parking and service areas associated with the commercial component are physically and functionally separated from such areas associated with the residential component.

### **Local Commercial Designation**

5.1.5.3 In addition to Section E.3.8 – Local Commercial of Volume 1, the following policies shall apply to the lands designated Local Commercial on Map B.5.1-1 – Binbrook Village – Land Use Plan:

- a) Notwithstanding Policy E.3.8.4 of Volume 1, Local Commercial retail uses shall be restricted to one store of not more than 250 square metres of ground floor area.

- b) Corner Local Commercial retail buildings shall be designed in keeping with the character and setting of the surrounding residential area.

### **5.1.6 Parks and Open Space Designations**

5.1.6.1 In addition to Sections B.3.5.3 – Parkland Policies and C.3.3 – Open Space Designations of Volume 1, the following policies shall apply to lands designated Natural Open Space, General Open Space, Community Park, Neighbourhood Park, and Parkette on Map B.5.1-1 – Binbrook Village – Land Use Plan, to provide a variety of recreational opportunities for the residents of Binbrook Village and to preserve significant existing natural vegetation:

- a) The open space system planned for Binbrook Village includes the following:
  - i) Natural Open Space;
  - ii) General Open Space;
  - iii) Community Park;
  - iv) Neighbourhood Park; and,
  - v) Parkette.
- b) Major watercourses identified by the City in consultation with appropriate agencies, shall be maintained within appropriately designed natural channels.
- c) To take advantage of the natural features of sites, existing wooded areas, hedgerows and individual trees and drainage features shall be integrated into development in a manner which will enhance the aesthetic qualities and enable the natural features to retain their ecological functions.
- d) The preservation of existing significant vegetation other than the significant woodlands, designated Natural Open Space, shall be encouraged by designing future development in a manner that incorporates this vegetation as a natural and aesthetic component of the development and/or as a natural part of the public parkland or storm water management facility.
- e) The following policies shall apply to the lands designated Natural Open Space:
  - i) Lands are designated Natural Open Space on Map B.5.1-1 to recognize two existing significant woodlands. These woodlands perform important ecological and biological functions and provide passive recreational opportunities to the residents of Binbrook Village.
  - ii) Lands designated Natural Open Space shall be conserved in their existing natural state through protection, management and/or stewardship to maintain their important environmental functions.
  - iii) Where possible, street systems shall be oriented around, not through, Natural Open Space.
  - iv) Notwithstanding the intent to preserve both of the existing woodlands,

the construction of one public roadway shall be permitted through the eastern end of the woodland on the immediate north side of Binbrook Road. Appropriate precautions shall be taken at the design stage of this road to minimize the impact on the woodland.

- v) Fragmentation of these Natural Open Spaces shall be discouraged.
- vi) Where possible, a woodland management plan shall be prepared to address trails, walkways, etc. within and through the woodlands.
- f) The following policies shall apply to the lands designated Community Park:
  - i) The Community Park shall serve as a vital focal point and link to the neighbourhoods within Binbrook Village.
  - ii) An identifiable focal building or structure shall be provided in the Community Park (e.g., gazebo, band shell, fountain, etc.).
- g) The following policies shall apply to the lands designated Neighbourhood Park:
  - i) Where possible, Neighbourhood Parks shall be linked to a natural environmental feature such as a naturalized storm channel/walkway or woodlot to provide a continuous link through the neighbourhood.
- h) A Village Square parkette shall be provided at the northeast corner of Regional Road 56 and Binbrook Road. (OPA 239)

#### **5.1.7 Institutional Designation**

5.1.7.1 In addition to Sections B.3.5 – Community Facilities/Services Policies, E.3.10 – Community Facilities/Services and E.6.0 – Institutional Designation of Volume 1, the following policies shall apply to the lands designated Institutional on Map B.5.1-1 – Binbrook Village – Land Use Plan, which are intended to be developed as elementary schools: (OPA 64)

- a) The City shall encourage institutional and *community facility/service* uses in Binbrook Village, of a size and scale to service the local community and surrounding rural area.
- b) All schools shall be located adjacent to Parks where feasible, to provide opportunities to share facilities.
- c) Should the relevant school board(s) not require all designated elementary school sites these surplus lands may be used for Low Density Residential 2e and 2h uses, and/or other new institutional uses, without amendment to this Plan provided:
  - i) the proposed uses are *compatible* with the surrounding area;
  - ii) all elementary school board(s) have provided written confirmation to the City that the lands are not required for school purposes; and,
  - iii) the change is supported by a Council Resolution.



### **5.1.8 Utility Designation**

5.1.8.1 In addition to Section C.3.4 – Utility Designation of Volume 1, the following policies shall apply to the lands designated Utility on Map B.5.1-1 – Binbrook Village – Land Use Plan:

- a) Lands designated Utility and identified as Storm Water Management (SWM) shall be used primarily for storm water drainage purposes, but may also be used for *compatible* open space purposes.
- b) Lands required for storm water management facilities shall be dedicated to the City.
- c) The use of naturalized forms of storm water management shall be encouraged.
- d) Storm water drainage channels shall provide appropriate drainage facilities. Additionally they may be used for a public walkway/trail linkage through the southern half of Binbrook Village. Efforts to link the channels to proposed parkland shall be encouraged.
- e) The storm water management drainage Channels identified on Map B.5.1-1 – Binbrook Village – Land Use Plan, shall be a minimum of 19.5 metres wide to maintain a meandering channel design, and to provide sufficient lands to accommodate the water, as well as table land for maintenance purposes and a public walkway along one side of the drainage channel.

### **5.1.9 Adjacent Utility Uses**

5.1.9.1 There is an oil pipeline easement in favour of Enbridge Pipelines Inc, and an Ontario Hydro easement abutting the northern and southern boundaries of Binbrook Village, respectively:

- a) The City shall ensure the development of Binbrook Village does not interfere with the important function of the major pipeline and hydro easements.
- b) The City is encouraged to work in consultation with the utility agencies and the property owners in order to establish pedestrian/bicycle path/trail linkages along these easements and a continuous east-west pedestrian linkage for Binbrook Village.
- c) *Development* within or adjacent to these easements and facilities shall be subject to the approval of the appropriate agency.
- d) Grading and drainage of lands within and/or adjacent to these easements shall be designed to ensure there are no adverse impacts on these lands and shall be subject to the approval of the appropriate agency.

### **5.1.10 Urban Design Guidelines**

#### **Residential Design Guidelines**

5.1.10.1 In addition to Section B.3.3 – Urban Design Policies of Volume 1, the following policies shall apply to all Residential designations identified on Map B.5.1-1 – Binbrook Village – Land Use Plan:

- a) The overall composition of the neighbourhood and the attractiveness of its streets shall be considered in the design of residential buildings.
- b) Direct access to individual dwelling units from major or minor arterial or collector roads should be limited by utilizing alternative development designs such as common driveways and rear laneways.
- c) Buildings should have a strong, pedestrian-friendly street presence.
- d) Mitigation of the intrusion of garages and car parking shall be encouraged to foster streets as interactive outdoor space for pedestrians.
- e) To ensure ease of access for pedestrians and the enjoyment of public streets and other outdoor spaces, quality streetscape design, including paving, planting, fencing, lighting and signage, shall be encouraged.
- f) A variety of building types and designs shall be encouraged, and excessive repetition discouraged within each Low Density Residential area to provide an interesting streetscape through compliance with the following criteria: (OPA 247)
  - i) No identical front elevations may be sited on adjacent lots.
  - ii) No more than three houses of the same model may be adjacent, regardless of elevation.
  - iii) Identical elevations are allowed to a maximum of 25% repetition in any group of houses.
  - iv) The builder is required to develop alternative elevations for models that exceed the limits set for repetition.
- g) Long and short townhouse blocks shall be mixed to provide rhythm in the streetscape.
- h) The massing of long townhouse blocks should be broken down so not to create a single monotonous elevation. Rooflines, colours, chimneys, window bays, changes in material and other elements should be used to achieve this objective.
- i) The side façade of a residential building which abuts a street should be given an architectural design treatment to create a street presence.
- j) Flat rooflines shall not be permitted, except to enable energy efficient and environmental design in accordance with Section B.3.7 – Energy and Environmental Design.
- k) Pairing of driveways shall be encouraged where appropriate.

### **Mixed Use - Medium Density Designation Design**

- 5.1.10.2 In addition to the policies of Section B.3.3 – Urban Design Policies of Volume 1, the following policies shall apply to all lands designated Mixed Use – Medium Density on Map B.5.1-1 – Binbrook Village – Land Use Plan:

- a) *Development* shall comply with the Binbrook Village Community Core Urban Design Guidelines to ensure that Community Core area develops as a destination and attractive community focal point with a distinct community identity. Notwithstanding the boundaries of the Community Core in the Binbrook Village Community Core Urban Design Guidelines, the Guidelines shall apply to all lands within the Mixed Use – Medium Density designation. The principles of the Binbrook Village Community Core Urban Design Guidelines include:
  - i) greening the core;
  - ii) conserving and enhancing the unique character of the core;
  - iii) providing a safe and friendly environment for pedestrians; and,
  - iv) encouraging Mixed Use commercial development.
- b) The Community Core area shall provide an enhanced and interrelated visual experience along Binbrook Road and Regional Road 56 by promoting an attractive streetscape and buildings in a well-landscaped setting, as well as greater architectural detail in individual buildings.
- c) Enhanced architectural and functional relationships between buildings, structures, landscaping, parking, pedestrian and vehicular access and public streets shall be promoted.
- d) The Community Core area must have a presence in the development of Binbrook Village from the early stages of development.
- e) The City shall promote an attractive, comfortable and safe streetscape for both pedestrian and vehicular traffic.

**Mixed Use - Medium Density Designation – Design within the Road Allowances**

- 5.1.10.3 Design within the road allowances of lands within the Mixed Use - Medium Density designation shall be accessible to surrounding uses and be designed as *pedestrian focus streets* in compliance with Section E.4.3 – Pedestrian Focus Streets of Volume 1, the Binbrook Village Community Core Urban Design Guidelines, and the following additional policies: (OPA 69)
- a) The streetscape design of the intersection of Regional Road 56 and Binbrook Road is particularly important. Consideration shall be given to providing a landscaped median at the intersection of Regional Road 56 and Binbrook Road to provide a site for plantings.
  - b) Street furniture should be coordinated to ensure a consistent, unified and attractive streetscape appearance. Street furniture, such as benches, garbage containers, tree grates and guards, bicycle racks, etc. should be thoughtfully placed with regard for pedestrian circulation in and around buildings, vehicular traffic and parking, and loading areas.
  - c) High quality street light fixtures of a design which complements the street

furniture should be provided within the Mixed Use – Medium Density designation.

### **District Commercial Design Guidelines**

5.1.10.4 The following design criteria shall apply to development in the District Commercial designation:

- a) A complementary relationship shall be established between the Mixed Use – Medium Density designation and the District Commercial designation along Regional Road 56 through appropriate linkages and connecting urban design elements.
- b) Strict design guidelines should be applied to emphasize the importance of the District Commercial designation as gateways to Binbrook Village at the north and west entrances.
- c) Wherever possible, regard shall be given to the sharing of a limited number of access points, adequate internal traffic circulation, and adequate off- street parking and loading facilities.
- d) Buildings shall be encouraged to be located closer to the street line with parking to the rear.
- e) Landscaping shall form an integral part of all District Commercial designated development and screening and/or buffering shall be provided between commercial and other adjacent uses.
- f) Loading and unloading areas shall be located to the rear of all buildings and screened from view.
- g) All high intensity outdoor lighting shall be oriented away from residential areas and streets.

### **Gateways**

5.1.10.5 Gateways, identified on Map B.5.1-1 – Binbrook Village – Land Use Plan, are located at the primary entrances to Binbrook Village and the entrances to the Mixed Use - Medium Density designation. The following policies shall apply to Gateways:

- a) Gateways establish the first and often lasting impression of an area for residents and visitors. They indicate entrance into a focal point and indicate transition points from one area to another.
- b) Features of gateways may include but not be limited to:
  - i) buildings designed as a gateway;
  - ii) landscaping elements;
  - iii) sculptural elements;
  - iv) cultural elements (i.e. clock tower); and/or,

- v) special markers (e.g., welcoming signs, banners, directories, sculptural markers, etc.).
- c) A visual identity program for Binbrook Village should be reinforced through the use of common markers in gateway areas. These markers may include maps or directories, welcoming signs and/or banners, or sculptural markers. Some of these elements should also be placed at strategic locations throughout the Mixed Use - Medium Density designation to provide a common theme.

### **Parks and Open Space Design Guidelines**

5.1.10.6 The City shall be encouraged to develop a Master Open Space Plan and Design Guidelines for Parks and Open Space designations in Binbrook Village. This Plan and Guidelines should address overall parkland goals, scenic character, and park designations, design requirements, edge conditions, walking paths and pedestrian routes, parking, seating, lighting, plantings, park architecture, playground standards, park signage, planters, display/flagpoles, and recycle/waste receptacles. The following policies shall apply to lands designated as a park or open space:

- a) Parks should be distinctive and express the character of the neighbourhood in which they are located.
- b) Opportunities for passive play shall be provided in all parks.
- c) Siting of facilities should be efficient and allow ample space for unstructured play.
- d) Parking lots for schools adjacent to parks should be shared with park users.
- e) Park layout and design should be prepared comprehensively with a view toward maximizing utilization of the site without fencing or barriers between public land ownership boundaries.
- f) The design of parks should be supportive of a balanced vision for recreation, urban design, natural systems and community identity.
- g) The design of parks shall maintain visibility and accessibility so that they become amenities for all to enjoy.
- h) Planting design should explore a variety of layout and arrangement options that structure and characterize parks.
- i) Plantings should form distinct outdoor spaces articulating edge conditions of activity areas, circulation and view corridors.
- j) Where possible, walking and cycling traffic should be directed to a corner or controlled crossing point.

### **Streetscape Design Guidelines**

5.1.10.7 Streetscape is key to a successful public realm. The street plays an important role in the character of any neighbourhood or area. In addition to Section B.3.3 –

Urban Design of Volume 1, the following policies apply to the planning and design of roads, including both the road allowance and privately owned lands from building face to building face:

- a) Streets in Binbrook Village shall be of quality streetscape design.
- b) The design of all streetscape elements shall be coordinated to create unique and attractive places. Streetscape elements include adjacent architecture and open space, roads, sidewalks, planting of trees, fences and utilities.
- c) The City should establish a comprehensive streetscape plan for the overall Binbrook Village which includes the following:
  - i) the function, design and treatment of street types (i.e., sidewalks and crosswalks, landscaping/boulevard plantings, intersection treatments, on-street parking, signage, lighting and utility wires, etc.);
  - ii) a continuous bicycle route system;
  - iii) a continuous pedestrian route system, including public sidewalks; and
  - iv) barrier free design requirements for persons with disabilities.
- d) Existing road classifications are shown on Schedule C – Functional Road Classification – Urban Area of Volume 1.
- e) Collector roads, identified on Schedule C – Functional Road Classification – Urban Area of Volume 1, should be designed to accommodate a bicycle lane. Boulevard tree planting, evenly spaced, with medium canopy density should be provided for both sides of the road.
- f) Local roads, identified on Map B.5.1-1 – Binbrook Village – Land Use Plan, should be provided with boulevard tree planting, evenly spaced with a heavy canopy density on the side of the road with fronting residences.
- g) Major intersections should be pedestrian orientated with special paving features to highlight connecting walkways/bikeways and sidewalks. The design of major intersections should be unique to each intersection.
- h) Minor intersections should continue feature landscape treatment through street tree selection with an increased density of boulevard tree planting.
- i) Where intersections define a special entry point or gateway feature, angled entry signage with accent planting should be provided.
- j) The streetscape appearance of major or minor arterial and collector roads shall be enhanced by encouraging buildings to present their main building façades to these roads and to enhance their treatment to avoid the appearance of blank buildings at service entrances.

#### **5.1.11 Transportation**

- 5.1.11.1 In addition to Section C.4.0 - Integrated Transportation Network of Volume 1, the following general policies shall apply to the transportation network in Binbrook

Village to encourage the development of an efficient, practical and safe system of internal roads and other corridors to accommodate the movement of people in private vehicles, public transit, and by active transportation:

- a) External access to Binbrook Village shall be from Regional Road 56, Binbrook Road and Fletcher Road. No new access shall be permitted through the *rural area* of the City adjacent to Binbrook Village.
- b) All new roads within Binbrook Village shall be designed and constructed in accordance with Section C.4.5 – Road Network of Volume 1. The City may consider alternative development standards where, in the opinion of the City, they are appropriate and do not compromise public safety or the efficiency of the transportation network.
- c) All lands required for new internal public roads, right-of-way dedications for existing public roads and/or day-lighting triangles, shall be dedicated free of charge and free of all encumbrances at the time of *development* or *redevelopment* to the satisfaction of the City in accordance with Policy C.4.5.2 – Functional Classification and C.4.5.6 – Right-of-Way Dedication of Volume 1. (OPA 142)
- d) The costs related to the design and construction of all new public roads and the appropriate upgrading of the adjacent existing public roads required as result of development of Binbrook Village shall be at the expense of the developers. The details regarding these works and costs shall be established in the subdivision agreements and/or development, maintenance and use (site plan) agreements to be approved by the City and executed by the City and the developers.
- e) In some areas, and for some development, such as single detached dwellings fronting on collector or arterial roads and street townhouses, access to development serviced by rear lanes may be appropriate and contribute to an improved streetscape and urban character.
- f) Notwithstanding Policy C.4.5.7 – Daylighting Triangles of Volume 1, where a collector road intersects a collector road or a local road, a 7 metre by 7 metre day-lighting triangle shall be required.

### **Local Roads**

5.1.11.2 In addition to Section C.4.0 – Integrated Transportation Network of Volume 1, the following policies shall apply to local roads:

- a) Local roads shall be designed to discourage through traffic, reduce speed, and promote an attractive streetscape that encourages pedestrian and bicycle use.
- b) On-street parking shall be permitted on one side of Local Roads.

### **Parking**

5.1.11.3 In addition to the following policies, the City shall be encouraged to establish overall parking policies for Binbrook Village and specific parking policies for the Mixed Use - Medium Density designation:

- a) On-street parking shall be encouraged to be provided on collector and local roads in an appropriate manner.
- b) On-street parking shall be encouraged to be provided along both sides of Regional Road 56 and Binbrook Road within the Mixed Use - Medium Density area, where appropriate. The design of on-street parking shall be subject to an overall streetscape design.
- c) Notwithstanding Policy C.4.5.15 – Parking and Loading of Volume 1, on street parking should be located on the side of the road that abuts a park, open space, or school.

### **Sidewalks**

5.1.11.4 Sidewalks are places for pedestrian movement, children's play and neighbours' socializing. Sidewalks encourage walking as urban transportation, walking to transit and walking for pleasure. Sidewalks improve the livability of a community, enhance safety and are vital to seniors and the disabled. The following policies shall apply to sidewalks in Binbrook:

- a) An overall plan should be prepared to identify the location of sidewalks within Binbrook Village.
- b) Sidewalks shall be provided along streets that act as regular routes to local amenities such as parks, schools, recreation centres and shopping.
- c) Generous sidewalks with a minimum width of 2 metres shall be provided on both sides of Binbrook Road and Regional Road 56 within the Mixed Use - Medium Density area.

### **Public Transportation**

5.1.11.5 The City shall encourage the provision of public transportation facilities to service Binbrook Village at such time as the need and economic feasibility is demonstrated.

### **Linkages and Trail System**

5.1.11.6 The Parks and Open Space system is designed to provide opportunities for non-motorized transportation throughout Binbrook Village. Residents should be able to travel from one open space area to another, as well as connect to surrounding neighbourhoods and the Mixed Use - Medium Density designation (Community Core) without having to drive a car.

- a) The City shall encourage development of a network of open space links and nodes for pedestrian, bicycle and other appropriate non-motorized movement, using features such as parkland areas, woodlots, school yards, utility corridors, storm water management areas and where appropriate, local streets and identified on Map B.5.1-2 – Binbrook Village - Open Space Linkages.
- b) The City encourages the development of an open space linkage system along the Hydro and Pipeline easements that form the southern and northern boundaries, respectively, of Binbrook Village, subject to the approval of the individual property owners and utility companies.



- c) Walkways or trails shall be provided adjacent to the top of bank demarcation of naturalized storm water drainage channels. Where necessary, appropriate setbacks (e.g., 3 metres) from the top of bank shall be incorporated to ensure stability and maintenance.
- d) Maintenance routes in storm water management areas shall be incorporated with the pedestrian and bicycle trail system, wherever possible.
- e) The design of this open space linkage system, among other matters, must consider and be sensitive to the adjacent residential and agricultural uses, and comply with the Trails Master Plan.

#### **Mixed Use - Medium Density Designation By-pass**

5.1.11.7 To redirect local residential neighbourhood through traffic away from the Mixed Use – Medium Density designation, a Mixed Use – Medium Density designation by-pass road shall be established according to the following policies:

- a) The by-pass shall extend west from Regional Road 56 to Binbrook Road, identified as Fall Fair Way on Map B.5.1-1 – Binbrook Village – Land Use Plan. (OPA 142)
- b) The by-pass is not intended for through truck traffic.
- c) Direct access to the by-pass should be limited. Adjacent development shall be encouraged to use common access driveways or rear lanes in order to minimize direct access to the by-pass.
- d) No on-street parking shall be permitted along the by-pass.

#### **5.1.12 Infrastructure**

5.1.12.1 Existing development on private services in Binbrook Village is encouraged to connect to municipal services when they become available.

5.1.12.2 From time to time, consideration may be given to subsequent agreements between the City and the private sector with respect to the financing of the expansion of the municipal trunk sanitary sewerage and water facilities required to service the Phase 2 Development Area.

5.1.12.3 Wiring for electrical power distribution, telephones, cable television and other energy distribution systems shall be located underground.

#### **5.1.13 Area or Site Specific Policies**

##### **Area Specific Policy – Area A (OPA 247)**

5.1.13.1 For lands generally located on the east side of Highway 56, north of Binbrook Road, designated Medium Density Residential 1, and identified as Area Specific Policy – Area A on Map B.5.1-1 – Binbrook Village – Land Use Plan, the following policies shall apply:

- a) the lands are intended for private and permanent adult lifestyle developments or Medium Density Residential 1 *development* on the following basis:
  - i) *development* and *redevelopment* shall comply with Policy B.5.1.10.1;

and,

- ii) proximity of these residential areas to the Mixed Use - Medium Density designation is desirable. (OPA 128)
- b) The predominant use of lands shall be for residential dwellings. All Medium Density Residential 1 dwelling types shall be permitted. *Ancillary* uses may be permitted as part of an adult lifestyle development provided they serve the needs of the residents and are *compatible* with the residential uses. These uses may include recreational uses, local commercial uses, storage facilities, long term care facilities, and other types of *housing with supports*. An *accessory* administrative and sales office shall also be permitted within an adult lifestyle development.
- c) Clustering of residential units within adult lifestyle developments and other innovative site planning which satisfies the policies of this Plan and the implementing Zoning By-law, shall be encouraged to enhance the provision of open space areas.

#### **Area Specific Policy – Area B**

5.1.13.2 For new residential *development* immediately adjacent to existing development fronting Regional Road 56, and identified as Area Specific Policy – Area B on Map B.5.1-1 – Binbrook Village – Land Use Plan, the following policies shall apply:

- a) Policy B.5.1.13.1 shall apply to lands designated Low Density Residential 1 and Medium Density Residential 1; (OPA 247)
- b) a buffer strip with a minimum width of nine metres comprised of a continuous strip of landscaping, shall be provided along the westerly boundary;
- c) no buildings or structures shall be permitted within the buffer strip identified above;
- d) a solid fence shall be provided along the westerly boundary of these lands; and,
- e) a minimum rear yard setback of 15 metres from the westerly boundary of these lands shall be required for all new residential dwellings adjacent to existing residential development fronting Regional Road 56.

#### **Area Specific Policy – Area C**

5.1.13.3 Deleted by OPA 247

#### **Site Specific Policy – Area D**

5.1.13.4 Notwithstanding Section B.5.1.4.5 a) iii), for the portion of the lands located on the south west corner of Binbrook Road and the second north south collector road east of Fletcher Road with an area of 0.93 hectares, and identified as Site Specific Policy – Area D on Map B.5.1-1 – Binbrook Village – Land Use Plan, the following policies shall apply: (OPA 247)

- a) ground floor related commercial uses shall be also permitted, in accordance with Policy B.5.1.5.3 – Local Commercial designation, and any other provisions of this Plan.

**Site Specific Policy – Area E (OPA 1)(OPA 69)(OPA 166) (OPA 239)**

5.1.13.5 Notwithstanding Sections E.4.3.4 d) and E.4.6.6 a) of Volume 1 and Section B.5.1.5.1 h), as it applies to drive-through uses on *pedestrian focus streets*, for lands located at 2660-2668 Binbrook Road East and 2651 Regional Road 56, a maximum of one drive-through facility accessory to a restaurant shall be permitted subject to the following:

- a) The development of the building containing a restaurant and drive-through facility shall not precede the development of the principle two storey building;
- b) Prior to the approval of a site plan for the subject lands, an Urban Design Report shall be submitted indicating how the proposed site plan implements the design policies set out in the Binbrook Village Secondary Plan, the Binbrook Urban Design Guidelines and the design provisions contained in Volume 1, Section E.4.3.4 and how the proposed development contributes to a high quality of design in the Binbrook Community Core;
- c) The development of the subject lands shall incorporate proper traffic control measures, including signage; and,
- d) The stacking lanes, order stations and pick up windows shall not be located between the building and the road allowance of the public street. The stacking lanes shall also be appropriately screened from view of the municipal parkette at the north east corner of Regional Road 56 and Binbrook Road East. Drive-through stacking lanes shall not be located to impede pedestrian movement toward the main door.

**Site Specific Policy – Area F (OPA 13)**

5.1.13.6 Deleted by OPA 247

**Site Specific Policy – Area G (OPA 51)(OPA 109)(OPA 69)**

5.1.13.7 The following policy shall apply to the lands located at 2605 Binbrook Road East (lands located at the southwest corner of Binbrook Road East and Southbrook Drive), and identified as Site Specific Policy – Area G on Map B.5.1.1-1 – Binbrook Village Secondary Plan Land Use Plan:

- a) Notwithstanding Policy E.4.3.4 (d) of Volume 1 – Pedestrian Focus Streets, residential units shall be permitted on the ground floor of a mixed use building facing onto Binbrook Road East or Southbrook Drive, provided that the residential units are not located within any portion of the building immediately adjacent to Binbrook Road East or Southbrook Drive.

**Site Specific Policy – Area H (OPA 58)**

5.1.13.8 Deleted by OPA 247

**Site Specific Policy – Area I (OPA 80)(OPA 98)**

5.1.13.9 For new local commercial development on the lands located at the southeast corner of Binbrook Road and Fletcher Road, designated Local Commercial and identified as Site Specific Policy – Area I on Map B.5.1-1 – Binbrook Village Secondary Plan, Section B.5.1.5.3 a) shall not apply.

**Area Specific Policy – Area J** (OPA 80)(OPA 98)

5.1.13.10 Deleted by OPA 247

**Site Specific Policy – Area K** (OPA 80)(OPA 98)(OPA128)

5.1.13.11 Deleted by OPA 247

**Area Specific Policy – Area L** (OPA 80)(OPA 98)(OPA 109)

5.1.13.12 In addition to Policy B.1.8 (Volume 2), for the lands known municipally as 3105 Fletcher Road, designated Low Density Residential 1 and identified as Area Specific Policy – Area L on Map B.5.1-1 – Binbrook Village Secondary Plan, the deletion of a local road from the road pattern shown on Map B.5.1-1 and B.5.1-2 shall be permitted without a further amendment to the Binbrook Village Secondary Plan – Land Use Plan, if it is determined that such a road is not needed to connect to lands immediately to the east. (OPA 247)

**Area Specific Policy – Area M** (OPA 81)

5.1.13.13 Deleted by OPA 247

**Area Specific Policy – Area N** (OPA 81)(OPA 98)

5.1.13.14 Deleted by OPA 247

**Site Specific Policy – Area O** (OPA 93)

B.5.1.13.15 Deleted by OPA 247

**Site Specific Policy – Area P** (OPA 106)

B.5.1.13.16 For the lands located at 3100-3140 Regional Road 56 and Block 131 of Registered Plan of Subdivision 62M-1062, designated “Mixed Use – Medium Density – Pedestrian Predominant” on Map B.5.1-1 – Binbrook Village Secondary Plan Land Use Plan, the following policy shall apply:

- a) Notwithstanding Policy E.4.3.4 d), Policy E.4.6.9 and Policy E.4.6.19 of Volume 1 – Urban Systems and Designations, residential uses shall be permitted on the ground floor of a building facing onto a pedestrian predominant street.

**Area Specific Policy – Area Q** (OPA 125)(OPA 247)

B.5.1.13.17 For the lands located east of Regional Road No. 56 and north of the pipeline easement, designated “Low Density Residential 1” and identified as Area Specific Policy Area Q on Map B.5.1-1 – Binbrook Village Secondary Plan – Land Use Plan, the following policies shall apply:

- a) In addition to Policy E.3.4.3 of Volume 1, maisonette dwellings shall also be permitted.

**Area Specific Policy – Area R** (OPA 125)

B.5.1.13.18 Deleted by OPA 247

**Site Specific Policy – Area S** (OPA 131)(OPA 239)

B.5.1.13.19 Notwithstanding Policy B.5.1.5.1 g) of Volume 2, for the lands located at 3033, 3047, 3055 and 3063 Binbrook Road and identified as Site Specific Policy – Area S on Map B.5.1-1 Binbrook Village Secondary Plan – Land Use Plan, building

heights shall not exceed six storeys.

**Site Specific Policy – Area T (OPA 186)**

B.5.1.13.20 Deleted by OPA 247

**Site Specific Policy – Area U (OPA 186)**

B.5.1.13.21 Deleted by OPA 247

**Site Specific Policy – Area V (OPA 199) (OPA 239)**

B.5.1.13.22 For the lands located as Site Specific Policy - Area V on Map B.5.1-1 – Binbrook Village Secondary Plan – Land Use Plan, designated “Mixed Use – Medium Density – Pedestrian Focus” and known municipally as 3064, 3070, 3078 and 3084 Regional Road 56, and Part of Block 130, Plan 62M-1062, the following policies shall apply:

- a) Notwithstanding Policy E.4.3.4 d) of Volume 1, residential uses shall be permitted on the ground floor of a building facing a *pedestrian focus street*; and,
- b) Notwithstanding Policy B.5.1.5.1 g), building heights shall not exceed six storeys.

**Site Specific Policy – Area W (OPA 200)**

B.5.1.13.23 For the lands located as Site Specific Policy - Area W on Map B.5.1-1 – Binbrook Village Secondary Plan – Land Use Plan, designated “Mixed Use – Medium Density – Pedestrian Focus” and known municipally as 3160, 3168, 3180 and 3190 Regional Road 56, the following policies shall apply:

- a) Notwithstanding Policy E.4.3.4 d) of Volume 1, residential uses shall be permitted on the ground floor of a building facing a *pedestrian focus street*; and,
- b) Notwithstanding Policy B.5.1.5.1 h), building heights shall not exceed six storeys.

**Site Specific Policy – Area X (OPA 251)**

B.5.1.13.24 For the lands located as Site Specific Policy - Area X on Map B.5.1-1 – Binbrook Village Secondary Plan – Land Use Plan, designated Mixed Use – Medium Density – Pedestrian Focus and known municipally as 2640, 2646 and 2654 Binbrook Road, the following policies shall apply:

- a) Notwithstanding Policy E.4.3.4 c) of Volume 1, multiple dwellings may be permitted to face a private condominium road, with the main entrances and substantial fenestration facing onto the private condominium road; and,
- b) Notwithstanding Policies E.4.3.4 d), E.4.6.9, and E.4.6.19 of Volume 1, residential uses shall also be permitted on the ground floor, provided they are facing a private condominium road, and not facing Binbrook Road. A side façade of a multiple dwelling up to 16 metres in length may be permitted to face Binbrook Road.



## 5.2 RYMAL ROAD SECONDARY PLAN

The Rymal Road Secondary Plan establishes land uses and development standards to guide the *development* and/or *redevelopment* of lands located in the Rymal Road Secondary Plan area. Section B.5.2 and Map B.5.2-1 – Rymal Road – Land Use Plan constitute the Rymal Road Secondary Plan.

The Rymal Road Secondary Plan area comprises ±190 hectares and is bounded by Hydro corridor on to the south, Trinity Church Road to the west, Rymal Road to the north and Swayze Road to the east.

### 5.2.1 Vision

Development of the Rymal Road Secondary Plan area shall be based on a compact urban form which promotes a sense of community, encourages a mixing of uses, establishes a vibrant neighbourhood setting, encourages pedestrian travel and other alternative modes of movement, creates residential densities which support transit and protects natural heritage features.

### 5.2.2 Policy Goals

The following goals shall apply to *development* and *redevelopment* within the Rymal Road Secondary Plan Area:

- a) Encourage a mix of dwelling types and densities, including the opportunity for lifestyle residential development and to encourage 'aging in place' where different housing forms accommodate life cycle changes.
- b) Encourage the provision of commercial and higher intensity residential uses in corridors along Rymal Road to serve the community and to support public transit.
- c) Encourage commercial areas to develop with a range of commercial, service and community uses appropriate to their function and to intensify over time into mixed use areas.
- d) Establish a hierarchy of commercial areas which complements the existing and designated commercial areas and commercial hierarchy within the West Mountain (Heritage Green) community and which together serves the needs of the residents within the Rymal Road and West Mountain (Heritage Green) Secondary Plan areas and surrounding areas in an integrated manner.
- e) Create a transition of uses and densities along the southern boundary of the Secondary Plan area adjacent to the rural area, and to provide for view corridors from public streets into the rural landscape south of the Rymal Road Secondary Plan area.
- f) Ensure land use *compatibility* between nearby existing and planned industrial uses through the distribution of land uses including transitional uses and distance separations.
- g) Provide and encourage ease of pedestrian accessibility between residential neighbourhoods, commercial areas and other land uses.
- h) Develop a pedestrian and bicycle network, using features such as Parkland areas, school yards, utility corridors, storm water management areas and where appropriate, local streets.

- i) Encourage multi-use institutional and *community facilities*.
- j) Establish a system of open space trails and linkages on the lands within the hydro corridor which form the southern boundary of the Secondary Plan area.

### 5.2.2 Residential Designations

The residential policies shall define the location and scale of residential uses, and shall help ensure that a variety of residential types are provided to meet the needs of all area residents. (OPA 247)

5.2.2.1 The residential areas are designated Low Density Residential 1, Medium Density Residential 1 and Medium Density Residential 2c on Map B.5.2-1 Rymal Road - Land Use Plan. The following policies shall apply to each of these land use designations.

#### 5.2.2.2 General Residential Policies

In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, the following policies shall apply:

- a) Adult lifestyle development shall be permitted within each residential designation, on lands west of Fletcher's Road, provided it is contained in a housing form permitted by the respective designation and provided:
  - i) The predominant use of these lands shall be for residential dwellings. Other *accessory* uses may be permitted including recreational uses, local commercial uses, storage facilities, and administration and sales office(s), which are designed to exclusively serve the needs of the residents of the adult lifestyle community and are *compatible* with the residential development.
  - ii) The provision of open space areas within the adult lifestyle developments through the clustering of the residential units shall be encouraged, as well as other innovative site plan designs which satisfy the policies of this Plan and the regulations of the implementing Zoning By-law.
  - iii) These areas shall be zoned on a site-specific basis in the implementing Zoning By-law. The site specific zoning shall identify specific permitted uses and establish regulations which may include such matters as minimum setback distances; maximum building heights; separation distances between separate and/or blocks of dwelling units; minimum landscaping and buffering requirements; on-site recreational and commercial uses; minimum parking and open space requirements; and other matters deemed necessary by Council.
- b) Small scale Institutional uses, such as private schools, churches, day nurseries and other related community and institutional uses, shall be permitted in all residential designations on lots up to 0.4 hectare without an amendment to this Plan, subject to appropriate Zoning By-law amendments and site plan approvals.
- c) The mitigation of the protrusion of garages shall be encouraged to foster streets as interactive outdoor space for pedestrians. The implementing Zoning



By-law shall contain provisions restricting the extent of garage protrusions.

- d) Direct access to individual dwelling units along major and minor arterial roads shall not be permitted except for infill development or other similar situations where the City has determined that no other alternative access options are available.
- e) Direct access to individual street townhouse units along collector roads shall be discouraged and the use of common access or rear lane arrangements will be encouraged.
- f) Reverse frontage lotting patterns shall be discouraged and may only be permitted in short reaches or where the owner satisfies the City that no other alternative development form or street patterns are feasible. The use of long reaches of acoustical walls adjacent to arterial roads shall also be discouraged.
- g) Ninety per cent of all residential units shall be within approximately a 400 metre walking distance from a public transit stop.
- h) To promote *compatible redevelopment*, new residential infill development shall be evaluated based on the policies of Section B.2.4 – Residential Intensification and Section B.3.3 – Urban Design Policies of Volume 1, as well as any relevant Urban Design Guidelines in accordance with Section F.3.2.5 of Volume 1. (OPA 247)
- i) A variety of housing elevations shall be encouraged within each residential block to provide an interesting streetscape. Where townhouses are proposed, a mix of long and short townhouse blocks on public and private streets is also encouraged. The massing of long townhouse blocks can be broken down so that a single monotonous elevation is not created. The Zoning By-law may contain standards controlling this circumstance. (OPA 247)

#### 5.2.2.3 Low Density Residential Designations (OPA 247)

Section E.3.4 – Low Density Residential of Volume 1 shall apply to lands designated Low Density Residential 1 on Map B.5.2-1 – Rymal Road – Land Use Plan.

#### 5.2.2.4 Medium Density Residential Designations (OPA 247)

In addition to Section E.3.5 – Medium Density Residential of Volume 1, the following policies shall apply to lands designated Medium Density Residential designations identified on Map B.5.2-1 – Rymal Road – Land Use Plan.

- a) In the Medium Density Residential 1 designation (OPA 247)
  - i) In addition to Policy E.3.5.2 of Volume 1, single detached dwellings, semi-detached dwellings, duplexes, triplexes and street townhouses shall also be permitted.
  - ii) In addition to Policy E.3.5.2 of Volume 1, retirement homes and long term care facilities shall also be permitted provided they are contained within a building form permitted in the Medium Density Residential 1 designation.
  - iii) Policy E.3.5.4 of Volume 1 shall not apply.

- iv) Notwithstanding Policy E.3.5.8 of Volume 1, the maximum permitted height shall be three storeys.
- b) In the Medium Density Residential 2b designation:
- i) In addition to Policy E.3.5.2 of Volume 1, semi-detached dwellings, duplexes, triplexes and street townhouses shall also be permitted. (OPA 247)
  - ii) In addition to Policy E.3.5.2 of Volume 1, retirement homes and long term care facilities shall also be permitted provided they are contained within a building form permitted in the Medium Density Residential 2b designation. (OPA 247)
  - iii) Notwithstanding Policy E.3.5.8 of Volume 1, the maximum permitted height shall be four storeys.(OPA 247)
  - iv) The density range shall be from 35 to 70 units per net residential hectare. The net residential density may be averaged over each plan of subdivision within the designation.
  - v) Where Medium Density Residential 2b uses are proposed to be located adjacent to Low Density Residential uses, consideration shall be given to the appropriate integration of built form, landscaping, and buffering to enhance *compatibility*. (OPA 247)
- c) In the Medium Density Residential 2c designation:
- i) In addition to Policy E.3.5.2 of Volume 1, retirement homes and long term care facilities shall also be permitted provided they are contained within a building form permitted in the Medium Density Residential 2c designation; (OPA 247)
  - ii) Notwithstanding Policy E.3.5.8 of Volume 1, the maximum permitted height shall be nine storeys.
  - iii) The minimum density shall be 60 units per net residential hectare. The maximum density shall be set out in the implementing Zoning By-law.
  - iv) Medium Density Residential 2c areas shall be generally located on the periphery of the residential area or in areas abutting commercial development, major and minor arterial or collector roads.
  - v) Where Medium Density Residential 2c areas are proposed to be located adjacent to lower density residential uses, consideration shall be given to the appropriate integration of built form to enhance compatibility. Integration may be accomplished through architectural massing, lot setbacks, height, setbacks of upper floors, scale, density, buffering and landscaping.

### **5.2.3 Commercial and Mixed Use Designations**

- 5.2.3.1 The commercial areas are designated Mixed Use – Medium Density, Local Commercial, and District Commercial, on Map B.5.2-1 – Rymal Road - Land Use Plan. The following policies shall apply to each of these land use designations.

5.2.3.2 Mixed Use – Medium Density Designation

Notwithstanding Policies E.4.6 – Mixed Use - Medium Density Designation of Volume 1, the following policies shall apply to the lands designated Mixed Use - Medium Density on Map B.5.2-1 – Rymal Road – Land Use Plan:

- a) Lands designated Mixed Use – Medium Density are intended for commercial development which has land extensive requirements such as a larger free standing buildings with a single user, group of buildings or multiple tenant shopping centres. This designated area is intended to primarily serve the more occasional commercial needs of the surrounding residential areas and shall be 16.4 hectares.
- b) Permitted uses shall include a full range of retail, and service commercial, personal and business services, offices and medical centres, entertainment facilities, and restaurants excluding supermarkets. The particular range and size of uses shall be determined through a market impact study. Medium Density Residential 2c uses may also be permitted in a co-ordinated development format.
- c) Prior to approval of any implementing Zoning By-law amendment for a Mixed Use - Medium Density site, a market impact study (including consumer surveys) shall be undertaken to demonstrate that the proposed use will not adversely impact the planned function of any existing or designated commercial areas. The market impact study shall identify appropriate uses, timing and minimum floor sizes for individual stores in order to avoid adverse impact on the planned function of any existing or designated commercial areas. The City shall retain an outside peer review consultant at the proponent's expense to peer review the proponent's market impact study.
- d) The Mixed Use - Medium Density designation shall be developed in a co-ordinated and comprehensive manner. Access points shall be limited and regard shall be given to the sharing of access points, adequate internal traffic circulation, and adequate off-street parking, loading and manoeuvring facilities.
- e) Open storage of goods and materials shall not be permitted except in special cases (e.g., garden centre, hardware store), subject to the City's approval and implementing Zoning By-law regulations.
- f) Loading and unloading areas shall be located so as to minimize adverse effects to adjacent residential areas and shall be screened from view.
- g) Landscaping shall form an integral part of all developments and screening and/or buffering shall be provided between commercial and other sensitive adjacent land uses.
- h) All high intensity outdoor lighting shall be oriented away from residential areas and streets.

5.2.3.3 District Commercial Designation

Notwithstanding Policies E.4.7 – District Commercial Designation of Volume 1, the following policies shall apply to the lands designated District Commercial on Map B.5.2-1 – Rymal Road – Land Use Plan:

- a) Lands designated District Commercial are intended to provide the daily and

weekly shopping amenities for the surrounding residential areas. These areas shall generally not exceed 4.6 hectares.

- b) Permitted uses shall include a range of retail stores including a supermarket (but excluding a department store) as well as service commercial uses, restaurants, and community and institutional uses. Medium Density Residential 2c uses may also be permitted in a co-ordinated development format.
- c) A District Commercial designated area shall have a maximum gross leaseable floor area of 11,000 square metres. Prior to approval of any implementing Zoning By-law amendment for a District Commercial site, a market impact study shall be undertaken to demonstrate that the proposed use will not adversely impact the planned function of any existing or designated commercial areas.
- d) Policies B.5.2.3.2 d) to h) inclusive shall also apply to the *development* of District Commercial areas.

#### **5.2.3.4 Local Commercial Designation**

Notwithstanding Policies E.3.8 – Local Commercial of Volume 1, the following policies shall apply to the lands designated Local Commercial on Map B.5.2-1 – Rymal Road – Land Use Plan:

- a) Lands designated Local Commercial are intended to provide the convenience shopping amenities for the surrounding residents as well as to the pass-by travelling public.
- b) Permitted uses shall include a limited range of convenience retail, personal services professional offices and restaurant uses.
- c) The maximum gross leaseable floor area of any individual commercial establishment shall be 500 square metres. and the maximum gross leaseable floor area of any group of Local Commercial uses shall be 1,500 square metres.
- d) Sections B.5.2.3.2 d) to h) inclusive also apply to the *development* of Local Commercial designated lands.

#### **5.2.4 Parks and Open Space Designations**

5.2.4.1 In addition to Sections B.3.5.3 – Parkland Policies and C.3.3 – Open Space Designations of Volume 1, the following policies shall apply:

- a) Parks are encouraged to be located to and in conjunction with public school sites.
- b) Notwithstanding Policy B.3.5.3.4 of Volume 1, Neighbourhood Parks are intended to be square or rectangular in shape, have a significant street frontage and be a minimum of approximately 1 hectare in size. However, to provide flexibility in design at draft plan of subdivision, the specific location, size and shape of the Neighbourhood Parks may vary subject to the approval of the City. Any major size or shape change or relocation of a Neighbourhood Park will require an amendment to this Plan.
- c) A pedestrian and bicycle trail network shall be established to link parks with

adjacent residential areas. The pedestrian and bicycle trail network shall also link with Collector Roads extending north of Rymal Road so as to provide the opportunity to link with the proposed trail network in the West Mountain Area (Heritage Green) Secondary Plan area. It is intended that the network will use public streets, sidewalks and public open space lands. The network shall be identified through the Streetscape Manual in B.5.2.8 and more specifically delineated during the processing of subsequent plans of subdivision.

- d) In co-operation with the respective utility companies, the City shall establish a pedestrian and bicycle trail network along the Hydro corridor that forms the southern boundary of the Rymal Road Secondary Plan area.

## **5.2.5 Institutional Designation**

5.2.5.1 In addition to Sections B.3.5 – Community Facilities/Services Policies, E.3.10 – Community Facilities and Services and E.6.0 – Institutional Designation of Volume 1, the following policies shall apply to the lands designated Institutional on Map B.5.2-1 – Rymal Road - Land Use Plan:

- a) Certain Institutional sites shown on Map B.5.2-1 – Rymal Road - Land Use Plan are labelled as public and separate elementary (PES and SES) and public secondary school (PSS) sites. These represent the general location and size of elementary and secondary school sites, as requested by the Hamilton-Wentworth Roman Catholic Separate School Board and the Hamilton-Wentworth District School Board. These labels can change without an amendment to this Plan.
- b) All schools shall be located adjacent to designated parks to provide opportunities to share facilities.
- c) The City encourages the development of schools in a joint campus setting as well as the development of multiple use buildings for joint school use and joint school - community facility use.
- d) The specific size of each designated school site shall be determined prior to approval of the draft plan of subdivision in which each school site is located. The need for a particular school site shall also be confirmed prior to draft plan approval, and the timing for which the site is reserved will also be established at that time.
- e) Should any or all of the designated school sites not be required, such lands may be used for the following purposes without the requirement for an Official Plan amendment:
  - i) Uses permitted in the Low Density Residential 1 and Medium Density Residential 1 designations; or, (OPA 247)
  - ii) Other Institutional uses.
- f) Institutional buildings should be designed as neighbourhood focal points, which create a distinctive community identity and sense of place and serve as landmarks for orientation and local identity.
- g) At the time of subdivision approval, school sites may be zoned for both institutional purposes and Low Density Residential 2g, and 2h purposes.

## **5.2.6 Utility Designation**

5.2.6.1 In addition to Section C.3.4 – Utility Designation and C.5.4 – Storm Water Management of Volume 1, the following policies shall apply to the lands designated Utility on Map B.5.2-1 – Rymal Road - Land Use Plan:

- a) Permitted uses shall include facilities for stormwater drainage purposes such as stormwater drainage channels and ponds to control stormwater quantity and improve stormwater quality, as well as compatible trail or passive recreational purposes.
- b) Changes to the areas identified as Storm Water Management areas may be made without an amendment to this Plan, based on more detailed information and analysis, subject to an amendment to the Master Servicing and Drainage Plan and the approval of the City and pertinent agencies.
- c) Where possible, storm water management facilities should be adjacent to open space uses such as parks.

### **5.2.7 Water Quality, Water Quantity and Stormwater Management**

The pre-development landscape within the Rymal Road Secondary Plan Area consists largely of cultivated farmland bisected by intermittent streams. The area is located at the headwaters for a number of streams and is divided into two watersheds, the Red Hill Creek and Twenty Creek. The central portion of the study area drains north into the Stewart and Phoenix Creeks. Within the Heritage Green community, these creeks have created a Karst landscape consisting of sinkholes and caves. The area associated with these Karst features including the upstream watershed has been proposed as an Area of Natural and Scientific Interest (ANSI). Despite this proposal, development within the respective watersheds within the Rymal Road Secondary Plan can occur provided that the quality and quantity of surface water draining from the Secondary Plan area in a post-development condition does not impact the downstream Karst process or features. The western portion of the study area drains to the Hannon Creek. The intermittent streams associated with the headwaters of the Hannon Creek have created Karst features in this portion of the Rymal Road Secondary Plan Area. These Karst landscapes represent the most significant natural features on and adjacent to the Rymal Road Secondary Plan Area. The eastern portion of the Secondary Plan Area drains east to Sinkhole Creek a tributary of Twenty Creek.

5.2.7.1 In addition to Section C.2 – Natural Heritage System, Section C.5.4 – Stormwater Management Facilities of Volume 1 and Policies B.5.2.6– Utility Designation, the following policies shall apply:

- a) The water quality draining north into the Stewart and Phoenix Creeks shall be improved principally with respect to sediment load through naturalized storm water management techniques both during and following construction.
- b) The water quantity draining north into the Stewart and Phoenix Creeks shall maintain the pre-development regime in accordance with applicable municipal stormwater management policies of the City of Hamilton, and flows should go to both Stewart and Phoenix Creek at approximately the same proportion as currently exists.
- c) The Karst features located within the Rymal Road Secondary Plan area and associated with Hannon Creek shall be closed out. Storm water management systems shall be designed, by the applicant, prior to approval of draft plans

of subdivision, to re-route surface water that drains into these Karst features so that it drains into the Hannon Creek watershed west of Trinity Church Road.

- d) The water quantity draining west into Hannon Creek shall maintain the pre-development levels in accordance with applicable municipal storm water management policies of the City of Hamilton.
- e) Geotechnical studies shall be completed, by the applicant prior to approval of draft plans of subdivision, to identify the location of Karst features which could affect the construction of buildings, roads, services and utilities and recommend appropriate construction techniques and other mitigative measures to protect public health and safety.
- f) A sedimentation and erosion control plan shall be submitted with detailed engineering prior to registration of plans of subdivision which addresses how sedimentation will be controlled during construction stages.
- g) The design of the storm water management facilities shall comply with the requirements of the City pursuant to the approved Master Servicing and Drainage Plan for the Rymal Road Secondary Plan Area, the adopted standards of the City of Hamilton, the policies of this Plan and the requirements of the applicable Conservation Authorities, and the Province.
- h) Storm water management facilities should be designed in consultation with a qualified landscape architect, and where possible, incorporate a naturalized design to achieve a park-like setting, with appropriate trees, shrubs, meadow grasses and wildflowers, as well as incorporate trail or passive recreational uses.
- i) Storm water management ponds shall be clay-lined to prevent loss of surface flow to Stewart and Phoenix Creeks.
- j) Lands required for storm water management facilities shown on Map B.5.2-1 – Rymal Road Secondary Plan - Land Use Plan shall be dedicated to the City.
- k) The City may consider the establishment of interim storm water management facilities on a temporary basis within the Rymal Road Secondary Plan Area, notwithstanding the underlying land use designation for the lands, provided the interim facilities do not preclude or prejudice future development on the basis of the land use designations shown on Map B.5.2-1 – Rymal Road - Land Use Plan.

### **5.2.8 Transportation Policies**

The system of streets within the Secondary Plan area provides for not only the efficient movement of vehicle traffic but also contributes to the public realm through a land use pattern that encourages walking, creates pedestrian oriented development and streetscapes, links the components of the

community and provides the infrastructure for alternative modes of transportation. The mid-block east-west collector extending the length of the study area will also function as a pedestrian and bicycle oriented spine of the community linking all significant land uses within the community.

#### **5.2.8.1 Policy Goals**

The following goals shall apply to the transportation network within the Rymal

Road Secondary Plan area:

- a) Create a grid system of collector and local roads and discourage cul-de-sacs.
- b) Develop walkable neighbourhoods through a grid system of streets, short blocks, street oriented development, a safe and attractive public realm and pedestrian scaled streets.
- c) Provide a transportation network that accommodates and promotes pedestrian and bicycle movement in a safe and convenient manner and that supports public transit.
- d) Orientate all schools and the majority of parks along the main collector road spine of the community and to ensure that all commercial areas within the Plan area are either directly or indirectly connected to the collector road spine through intersecting collector and arterial roads.
- e) Orientate streets to promote energy conservation.

#### **5.2.8.2 General Policies**

In addition to Section C.4.0 – Integrated Transportation Network of Volume 1, the following policies shall apply:

- a) Major arterial, minor arterial, and collector roads for the Rymal Road Secondary Plan are identified on Schedule C - Functional Road Classification of Volume 1.
- b) The City may consider alternative development standards where, in the opinion of the City, they are appropriate and do not compromise public safety or the efficiency of the transportation network or the ability to locate the required services.
- c) The applicable portion of growth related costs related to the design and construction of all new public roads and the appropriate upgrading of the adjacent existing public roads required as result of development of Rymal Road Secondary Plan area shall be paid for by development, and shall be subject to the financing provisions of Section B.5.2.8 and the cost sharing provisions of Section B.5.2.13 of this Plan.
- d) Access to development serviced by rear lanes or front lanes may be appropriate and encouraged in order to contribute to an improved streetscape and urban character, but such rear lanes or front lanes may remain in private ownership.
- e) On-street parking may be permitted on collector and local roads.
- f) The use of cul-de-sacs may only be permitted where the owner satisfies the City that no other alternative development form or street patterns are feasible.
- g) Separate pedestrian and cycling networks along public streets and through public parkland shall be provided, where possible.
- h) Traffic calming measures should be employed on collector roads in order to reduce traffic speeds and make the streets conducive to pedestrian and



bicycle travel.

### Arterial Roads

5.2.8.3 In addition to Section C.4.5 – Roads Network, the following policies shall apply to lands within the Rymal Road Secondary Plan area:

- a) Trinity Church Road shall be realigned at Rymal Road to align with the Upper Red Hill Valley Parkway north of Rymal Road. To accommodate this realignment or to provide for additional turning lanes, merging lanes or other measures required to align with the Red Hill Valley Parkway north of Rymal Road, additional right-of-way dedications may be required at the intersection with Rymal Road. (OPA 142)
- b) Reverse lot frontage development shall not be permitted along arterial roads, except as provided for in Policy B.5.2.2.2 f) of Volume 2.
- c) In accordance with Policy C.4.5.6.3 b) – Right-of-Way Dedications of Volume 1, the required right-of-way dedications will be taken equally from both sides of Trinity Church Road where it bounds the Rymal Road Secondary Plan area. (OPA 142)

### Collector Roads

5.2.8.4 In addition to Section C.4.5 – Roads Network of Volume 1, the following policies apply:

- a) Notwithstanding Policy C.4.5.2 e) ii) of Volume 1, the right-of-way width of the collector roads shall be 26 metres, but may be up to 30 metres to accommodate traffic calming mechanisms or streetscape features identified in the Streetscape Manual.
- b) The City shall require a sufficient right-of-way be dedicated to ensure the possible long term future extension of Second Road West south through the hydro corridor, the alignment of which shall be co-ordinated with Hydro- One Networks or its successor company. In the interim, this public right-of- way shall be used as a pedestrian and bicycle access.
- c) Dedicated bicycle lanes shall be included within collector road right-of- ways.
- d) The central east-west collector road shall contain a maximum of two through lanes, provide for on-street parking on at least one side, and incorporate traffic calming features.
- e) Notwithstanding Policies C.4.5.9 and C.4.5.10 – Traffic Management of Volume 1, appropriate traffic calming features shall be incorporated into the collector roadway system, where appropriate, at locations determined by the City of Hamilton and constructed to the satisfaction of the City at the sole expense of the landowner.

### Local Roads

5.2.8.5 In addition to Section C.4.5 – Roads Network, the following policies apply:

- a) As set out in Policy 5.2.8.2 b) of Volume 2, alternative development standards and road widths may be considered. The details regarding appropriate rights-of-way widths shall be addressed prior to draft plan of subdivision approval.

- b) On-street parking shall be permitted on one side of the road.
- c) The alignment of a possible extension of Swayze Road shall be determined prior to the approval of any draft plan of subdivision for the adjacent lands.

### **Sidewalks and Bicycle Paths**

5.2.8.6 Sidewalks are places for pedestrian movement, children's play and neighbours' socializing. Sidewalks encourage walking as urban transportation, walking to transit and walking for pleasure. Sidewalks improve the liveability of a community, enhance safety and are vital to seniors and the disabled.

- a) In addition to Section C.4.5 – Roads Network, the following policies apply:
  - i) The Streetscape Manual, as required in Section B.5.2.8.8, shall identify the location of sidewalks, their widths and design elements within the Rymal Road Secondary Plan area.
  - ii) Sidewalks should be provided on both sides of major and minor arterial and collector roads and one side of local roads or as set out in a new City of Hamilton sidewalk policy.
  - iii) The width of public pedestrian walkways to parks and the hydro corridor shall be of sufficient width to accommodate utilities, provide adequate visibility from the street and promote public safety, and shall be determined prior to draft plan approval.
  - iv) A continuous bicycle trail system shall be identified as part of the Streetscape Manual in Section B.5.2.8.8. The bicycle trail system shall include both on-street and off-street routes linking the parks and community facilities. Off-street routes will use public open space lands including school sites and a potential route along the hydro corridor.

### **Public Transportation**

5.2.8.7 In addition to Section C.4.4. – Public Transit Network of Volume 1, the following policies apply:

- a) The City shall ensure the design of the Rymal Road Secondary Plan area including the location of higher density land uses and the streetscape design will provide for the ability to accommodate future public transportation at an early stage in the development of the community and the long term potential for higher order transit such as express bus service along the arterial roads.
- b) Neighbourhood design should minimize pedestrian walking distance to transit service. Within the Rymal Road Secondary Plan area, 90% of all residential dwellings shall be within approximately 400 metres of a potential transit stop.
- c) The transit system must be integrated into the community design and be a key component of community focal points including commercial areas.

### **Streetscape**

5.2.8.8 The streetscape is a key element of a successful public realm. The road is the principal interface between built form and the public realm and as such plays a dominant role in determining the character of any given neighbourhood. The

elements that shape the streetscape include adjacent architectural design, the relationship of buildings to the street, yards and boulevards, roads, sidewalks, planting of trees, fences and utilities. Streetscape policies are intended to guide the Secondary Plan and design of public roadways including the spaces extending across the road.

- a) A comprehensive Streetscape Manual shall be prepared, by the landowners to the satisfaction of the City, for the overall Rymal Road Secondary Plan area. The Streetscape Manual shall reflect the policy goals of the Rymal Road Secondary Plan and shall address the following matters:
  - i) the function, design and treatment of road types (i.e. sidewalks and crosswalks, landscaping/boulevard plantings, intersection treatments, on-street parking, signage, street lighting and utility wires, etc.);
  - ii) a continuous bicycle trail system and appropriate means to accommodate the system on arterial and collector roads;
  - iii) a continuous pedestrian trail system, including public sidewalks;
  - iv) requirements for the mobility impaired, such as safety features, treatments at bus stops, standards for the placement of street furniture, sidewalk maintenance and design, including curb cuts so as to provide a continuous barrier free path to transit services;
  - v) requirements for boulevard tree planting including spacing and canopy density;
  - vi) the design of special entry points or gateway features where collector roads intersect with perimeter arterial roads; and,
  - vii) the design of traffic calming features along the collector roads.
- b) The design of all streetscape elements must be consistent with the Streetscape Manual so that the roads are cohesive and attractive places for pedestrians and persons travelling along them. Where the City agrees to initiate alternative development standards at draft plan of subdivision approval, the Streetscape Manual shall be updated to reflect this standard.
- c) Major intersections should be pedestrian oriented providing connection to public walkways. Boulevard tree planting should be closely spaced.
- d) Minor intersections should continue to feature landscape treatment through road street tree selection with an increased density of boulevard tree planting.
- e) The streetscape appearance of arterial and collector roads shall be enhanced by encouraging buildings to present their main building facades to these roads and to enhance their treatment to avoid the appearance of blank building walls and service entrances.

### **5.2.9 Infrastructure Policies**

- 5.2.9.1 All municipal services, including transportation infrastructure, required to service the Rymal Road Secondary Plan area or specific phases of development of the

Secondary Plan area are to have received all necessary approvals including financial commitment, and all sanitary, water and stormwater management facilities are to be in place and operative prior to or coincident with the development of the land or development of specific phases of the land.

5.2.9.2 Costs for the applicable portion of growth related infrastructure and service improvements required to service development within the Secondary Plan area including roads, sanitary, storm and water services shall be paid for by development. To implement this principle and to ensure that such infrastructure is available in a timely manner.

a) The City shall update the City's Development Charges By-law to include all improvements required by the development. Until such time as the City updates the Municipal Development Charges By-law, it may consider area specific development charges.

b) In addition to development charges referred to in Policy B.5.9.2 a), the City may also employ:

- i. front-ending agreements, development charge credit agreements and prepayment of development charge agreements under the Development Charges Act;
- ii. public/private partnerships;
- iii. conditions of subdivision approval;
- iv. creation of one foot reserves;
- v. cost sharing agreements or best effort agreements to recover costs from benefiting landowners;
- vi. any of the above singly or in combination with any others; or,
- vii. any other mechanism the City considers appropriate in the circumstances.

5.2.9.5 Wiring for electrical power distribution, telephones, cable television and any similar systems shall be located underground except along existing arterial roads.

#### **5.2.10 Urban Design**

Notwithstanding Section B.3.3 – Urban Design Policies of Volume 1, the following policies apply:

- a) The Secondary Plan area shall be developed within the context of a set of urban design principles and objectives.
- b) The following urban design criteria apply to the development of both the public realm and private lands to create an attractive, safe and pedestrian friendly environment:
  - i) Support the other development principles and objectives for a community designed on the basis of *compact urban form*.
  - ii) Develop an interconnected system of public and private streets including the development of an east-west central spine through the

community and integration with the existing surrounding land use and development pattern.

- iii) Design the internal network of streets within the community to facilitate pedestrian movement and linkage to the broader pedestrian system. Where appropriate, internal collector streets will incorporate design measures to accommodate public transit service while discouraging the infiltration of regional traffic into the community.
- iv) Promote attractive streetscapes, social interaction, transit usage and safety through the relationship of buildings to the streets.
- v) Develop a pedestrian-friendly and pedestrian-oriented community through the layout of streets, configuration of lots and the siting and configuration of buildings that will address the following streetscape design principles and objectives:
  - 1. Provide ease of pedestrian access and enjoyment of public streets and other outdoor spaces through a consistent level of streetscape design, incorporating such elements as appropriate planting, lighting and signage.
  - 2. Encourage pedestrian connectivity throughout the community, building on the central spine as the main east-west connecting element of the community through the appropriate placement of public walkways and bike paths.
  - 3. Provide community focal points through the location of gathering places along the central spine including schools and parks.
  - 4. Reinforce the importance of public and institutional buildings in the community and enhance their role through design, location and orientation.
  - 5. Promote the safety and security for all persons in public places including streets, parks and amenity areas through the design and siting of building, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance.
  - 6. Design service and parking facilities to minimize disruption to the safety of pedestrian movement and the attractiveness of development adjacent to the public realm.
  - 7. Reinforce the relationship of buildings to the street by avoiding reverse lotting adjacent to public streets where possible.
  - 8. Promote the relationship of buildings to streets through the arrangement of buildings on lots, setbacks to the street, the placement of parking and garages, and the use of specific architectural treatment where the side façade of a building abuts a street, with a view to creating a street presence.
  - 9. Incorporate elements into the design of the community and the design of key gateway locations along Highway 56, Fletcher

Road, Trinity Church Road and Rymal Road to reinforce the area as a gateway to the City.

10. design commercial developments in terms of scale, bulk, design and siting to be compatible with the adjacent residential areas and to minimize impacts on adjacent uses.

5.2.10.1 Comprehensive urban design guidelines shall be prepared for the entire Rymal Road Secondary Plan area on the following basis:

- a) The principles and objectives in Section B.5.2.8.8 along with other policies of this Plan provide an overall guiding framework for the preparation of urban design guidelines.
- b) The Urban Design Guidelines shall be consistent with this framework and shall be prepared by the landowners to the satisfaction of the City.
- c) These guidelines may be prepared either on a single comprehensive basis for the entire Secondary Plan area or on a sub-area basis prior to the approval of any development applications for Draft Plan Approval or amendments to the Zoning By-law to implement this Plan within the respective area or sub-area. Sub-areas are those blocks of lands separated by the north-south collector roads.

#### **5.2.11 Adjacent Utility Uses**

5.2.11.1 A hydro corridor abuts the southern boundary of the Rymal Road Secondary Plan area. The City shall work in consultation with Hydro One or its successor company in order to establish multi-use trail linkages along this corridor and a continuous east-west pedestrian linkage for the Secondary Plan area in accordance with the City's Trails Master Plan.

5.2.11.2 Improvements within this corridor shall be subject to the approval of Hydro One or its successor company.

5.2.11.3 Grading and drainage of lands within and/or adjacent to this corridor shall be designed to ensure there are no adverse impacts on these lands and shall have regard for comments from the appropriate agencies.

#### **5.2.12 Phasing of Development**

Development within Rymal Road Secondary Plan area shall be phased according to the capacity of the infrastructure serving the Rymal Road Secondary Plan area and relied on by the future residents of the area. Development may also be phased to avoid potential land use conflicts.

5.2.12.1 Transportation Phasing

- a) The full development of the Rymal Road Secondary Plan area will rely on the transportation capacity provided by the following road improvements:
  - i) the dedication of sufficient lands along Rymal Road to establish four lanes plus turn lanes;
  - ii) the southerly extension of Upper Red Hill Valley Parkway from the Lincoln Alexander Parkway;

- iii) the dedication of sufficient land along Regional Road 56 to four lanes from Rymal Road to the new collector road intersection; and,
  - iv) the construction of a new signalized collector road intersection with Regional Road 56. (OPA 142)
- b) Until such time as the following matters have been addressed for each of these road improvements, full development of the Rymal Road Secondary Plan shall not be permitted:
- i) Environmental Assessment studies have been completed and approved;
  - ii) the method of financing to undertake the required road improvements have been identified including provisions for changes to the applicable Development Charges By-law; and
  - iii) the required road improvements have been included in the Capital Budget and/or Forecast where applicable, or financed through other mechanisms such as those identified in Policy B5.2.9.2 b).
- c) Prior to the completion of any of the matters outlined in Policy B.5.2.12.1 b), the construction of 500 dwelling units, 19,000 square metres of Mixed Use – Medium Density space and the other commercially designated sites shall be permitted within the Rymal Road Secondary Plan subject to localized studies as necessary to address access and egress from Rymal Road.
- d) The construction of additional dwellings units beyond that permitted in B.5.2.12.1 c) shall require either:
- i) the matters outlined in Policy B.5.2.13.1 b) have been addressed for one or more of the required road improvements in Policy B.5.2.13.1 a), or,
  - ii) the submission and approval of a traffic impact study to address the need for and timing of any other required road improvements to improve transportation capacity south of and/or crossing the escarpment to accommodate such additional dwelling units, and compliance with the matters set out in Policy B.5.2.12.1 b) in respect of such improvements.
- e) The construction of additional Mixed Use - Medium Density designated space beyond that permitted in Policy B.5.2.12.1 c) shall require either:
- i) that the matters outlined in Policy B.5.7.12.1 b) have been addressed for one or more of the required road improvements in Policy B.5.2.12.1 a); or,
  - ii) that the submission and approval of a traffic impact study to address the need for and timing of any other required road improvements to improve transportation capacity south of the escarpment to accommodate such additional Mixed Use – Medium Density designated space, and compliance with the matters set out in Policy B.5.2.12.1 b) in respect of such improvements.
  - iii) Once the matters outlined in Policy B.5.2.12.1 b) have been addressed

for any one of the required road improvements in Policy B.5.2.12.1 a), the City may identify the amount of development permitted in subsequent phases without the necessity of further transportation studies.

**5.2.13 Development Cost Sharing**

5.2.13.1 Costs of local infrastructure and/or local service improvements within the Rymal Road Secondary Plan area, which benefit more than one individual development, but which are not provided for under Section B.5.2.9.2 b) shall be equitably apportioned among landowners within the Rymal Road Secondary Plan area. Such costs may include, but are not limited to, the costs of community use lands and facilities, front-ended Secondary Plan component studies, other area-wide studies, schools and parks, and local infrastructure, facilities or works including roads, sanitary, water and storm water facilities. To implement this policy, the City may employ:

- a) Conditions of subdivision approval;
- b) Creation of one-foot reserves;
- c) Cost sharing agreements or best effort agreements to recover costs from benefiting landowners;
- d) Any of the above singly or in combination with any others; or
- e) Any other mechanism Council considers appropriate in the circumstances.

**5.2.14 Site Specific Policies**

**Site Specific Policy – Area A**

5.2.14.1 Notwithstanding Policies B.5.2.3.4 b) and c), the lands designated Local Commercial located at the south west corner of Rymal Road and Second Road, and identified on Map B.5.2 – Rymal Road – Land Use Plan, as Site Specific Policy – Area A, the following provisions shall apply:

- a) the site shall have a maximum site area of 1.6 hectares with no maximum commercial floor area; (OPA 216)
- b) In addition to Policy B.5.2.3.4, the following additional uses shall also be permitted:
  - i) Motor Vehicle Service Station (oil / lube service station only), without the storage of fuel or chemicals
  - ii) Automatic Car Wash
  - iii) Manual Car Wash
  - iv) Farm Produce Market
  - v) (Deleted by OPA 216)
  - vi) Business and Professional office
  - vii) Restaurant
  - viii) Service Use
  - ix) Day Nursery
  - x) Retail
  - xi) Financial Establishment
  - xii) Personal Service Uses
  - xiii) Commercial School
  - xiv) (Deleted by OPA 216)
  - xv) Billiard Parlour



- xvi) Post Office
  - xvii) Tavern
  - xviii) Urban Farmers Market
  - xix) Veterinary Service
  - xx) And buildings, structures, and uses accessory to the above-noted permitted uses; and, (OPA 63)
- c) In addition to Policy B.5.2.14.1 b), uses permitted may include *multiple dwellings* within a mixed use building subject to the following policies: OPA 216)
- i) The maximum height shall be ten storeys;
  - ii) The maximum density shall be 160 units per net hectare;
  - iii) The location of the mixed use building will be established through the implementing Zoning By-law; and,
  - iv) Where development is proposed adjacent to lands designated Low Density Residential, consideration shall be given to the compatible integration of built form. *Compatibility* may be accomplished through architectural massing, lot setbacks, height, setbacks of upper floors, scale, buffering and landscaping.

#### **Area Specific Policy – Area B**

5.2.14.2 Deleted in its entirety (OPA 109)

#### **Area Specific Policy – Area C (OPA 247)**

5.2.14.3 Notwithstanding Policy B.5.2.2.4 c) iii), for the lands identified on Map B.5.2-1 – Rymal Road – Land Use plan as Area Specific Policy – Area C, the minimum density shall be 48 units per net residential hectare.

#### **Site Specific Policy – Area D (OPA 34)**

5.2.14.4 Notwithstanding Policy 5.2.3.4 c) of Volume 2, Chapter B.5.0, the lands designated Local Commercial at the southeast corner of Rymal Road East and Fletcher Road, and identified on Map B.5.2-1, Rymal Road Secondary Plan – Land Use Plan as Site Specific Policy Area D, the maximum gross leasable floor area of any group of Local Commercial uses shall be 2,500 square metres. In addition, the maximum gross leasable floor area of any individual commercial establishment shall be not more than half of the total gross leasable floor area provided on the site.

#### **Site Specific Policy – Area E (OPA 52) (OPA 247)**

5.2.14.5 For the lands located at Part of Lots 1, 2 and 3 – Block 4 – Concession 1, identified as Site Specific Policy Area E on Map B.5.2-1 – Rymal Road Secondary Plan – Land Use Plan, and designated Medium Density Residential 2b, the following policies shall apply:

- a) Notwithstanding Policy B.5.2.2.4 b) iii), a maximum building height of six storeys shall be permitted.
- b) Notwithstanding Policy B.5.2.2.4 b) iv), the density range shall be from 30 to 70 units per net residential hectare.

#### **Site Specific Policy – Area F (OPA 52)**

5.2.14.6 Deleted by OPA 247

**Site Specific Policy – Area G (OPA 52)**

5.2.14.7 For the lands located at Part of Lots 1, 2 and 3 – Block 4 – Concession 1, identified as Site Specific Policy Area G on Map B.5.2-1 – Rymal Road Secondary Plan – Land Use Plan, and designated Local Commercial, the following policies shall apply:

- a) In addition to Policy B.5.2.3.4 b) the following uses shall also be permitted:
  - i) a craftsperson shop, day nursery, commercial school, financial establishment, business office, place of worship, repair service, studio, art gallery, tradesperson shop, veterinary service, medical office and medical clinic;
  - ii) residential units located above the ground floor of uses permitted by Policy B.5.2.3.4 b) and Clause i) above.
- b) Notwithstanding Policy B.5.2.3.4 c), the maximum gross leaseable floor area for any individual commercial establishment shall not be more than one half of the total gross leasable floor area provided on the site, and the maximum gross leasable floor area of any group of Local Commercial uses shall be 2, 500 square metres.

**Site Specific Policy – Area H (OPA 60)**

5.2.14.4 For lands located at 21 and 31 Trinity Church Road and 1816 Rymal Road East, identified as Site Specific Policy Area H on Map B.5.2-1 – Rymal Road Secondary Plan – Land Use Plan, and designated Local Commercial, the following policies shall apply:

- a) In addition to Policy B.5.2.3.4 b), the following uses shall also be permitted:
  - i) Motor Vehicle Service Station;
  - ii) Motor Vehicle Washing Establishment, accessory to a Motor Vehicle Service Station; and,
  - iii) Drive Thru Restaurant, accessory to a Motor Vehicle Service Station.
- b) That notwithstanding Policy B.5.2.3.4 c), the maximum gross leasable floor area of any individual commercial establishment shall not exceed half of the total gross leasable floor area and the maximum gross leasable floor area of any group of Local Commercial uses shall be 2,500 square metres.

### 5.3 North-West Glanbrook Secondary Plan

The North-West Glanbrook Secondary Plan establishes land uses and development standards to guide the development and/or redevelopment of lands located in the North-West Glanbrook Secondary Plan area. Section B.5.3 and Map B.5.3 -1 – North-West Glanbrook – Land Use Plan constitute the North West Glanbrook Secondary Plan.

The North-West Glanbrook Secondary Plan area is bounded by the utility corridor to the north, Twenty Road West to the south, and Glancaster Road to the west.

#### 5.3.1 General Policies

- 5.3.1.1 Uses permitted in the North-West Glanbrook Secondary Plan area shall not be polluting, hazardous or obnoxious due to such matters as noise, flammability, heat, glare, vibration, air pollution, smoke, dust, or odour. In this regard, all requirements of the Province and City shall be satisfied.
- 5.3.1.2 Development shall be encouraged to take advantage of the natural features of sites by integrating existing wooded areas into development in a manner which will enhance the aesthetic qualities and enable the natural features to retain their environmental functions.
- 5.3.1.3 The preservation of existing significant vegetation shall be encouraged by designing the development in a manner which incorporates this vegetation as a natural and aesthetic component of the development.

#### 5.3.2 Residential Designations

- 5.3.2.1 The residential areas are designated Low Density Residential 1 and Medium Density Residential 1 on Map B.5.3-1 North-West Glanbrook - Land Use Plan. (OPA 247)
- 5.3.2.2 General Residential Policies  
In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, the following policies shall apply to the lands designated Residential on Map B.5.3-1 – North-West Glanbrook – Land Use Plan:
  - a) The majority of the North-West Glanbrook Secondary Plan area shall be developed for residential purposes.
  - b) A variety and mix of dwelling types shall be permitted, including but not limited to single detached dwellings, semi-detached dwellings, duplex, triplex, and fourplex dwellings, street townhouses, *multiple dwellings*, and *housing with supports*. (OPA 247)
  - c) The predominant dwelling types shall be grade-oriented dwelling types. (OPA 247)
  - d) Future residents shall be advised that the John C. Munro International Airport is located approximately 1.6 kilometres south of Twenty Road West, which is the southern boundary of the North-West Glanbrook Secondary Plan area and, as a result, there is the potential for noise nuisance at times related to airport activity. Appropriate warning clauses to advise of this potential noise nuisance related to airport operations shall be included in lease or rental agreements, agreements of purchase and sale, and within required development agreements.

- e) To promote *compatible redevelopment*, new residential infill development shall be evaluated based on the policies of Section B.2.4 – Residential Intensification and Section B.3.3 – Urban Design Policies of Volume 1, as well as any relevant Urban Design Guidelines in accordance with Section F.3.2.5 of Volume 1. (OPA 247)

5.3.2.3 Low Density Residential Designations (OPA 247)

In addition to Section E.3.4 – Low Density Residential of Volume 1, the following policies shall apply to lands designated Low Density Residential on Map B.5.3-1 – North-West Glanbrook – Land Use Plan:

- a) The Low Density Residential development in the south-west portion of Lot 3 adjacent to Twenty Road West shall proceed on the basis of reverse frontage with direct access to the residential lots being provided by the new internal street and not from Twenty Road West, and these residential lots shall possess additional lot depth. The intent of this policy is to not permit direct access to Twenty Road West and to maximize the preservation of the existing trees in this area.
- b) Low Density Residential dwellings located between the Villages of Glancaster and Garth Street (the west side of Garth Street) shall have no direct frontage on Garth Street. These dwellings shall be adequately screened and buffered from Garth Street to appropriately address noise, to the satisfaction of the City.
- c) The rear portion of existing large lot residential development fronting Glancaster Road and Twenty Road West shall be encouraged to be redeveloped.

5.3.2.4 Medium Density Residential 1 Designation (OPA 247)

In addition to Section E.3.5 – Medium Density Residential Policies of Volume 1, the following policies shall apply to lands designated Medium Density Residential 1 on Map B.2.1-1 – Meadowbrook West - Land Use Plan:

- a) In addition to Policy E.3.5.2 of Volume 1, fourplexes shall also be permitted.
- b) Policy E.3.5.4 of Volume 1 shall not apply.
- c) Notwithstanding Policy E.3.5.8 of Volume 1, the maximum permitted height shall be three storeys.

**5.3.3 Local Commercial Designation**

5.3.3.1 In addition to Section E.3.8 – Local Commercial of Volume 1, the following policies shall apply to the lands designated Local Commercial on Map B.5.3-1 – North-West Glanbrook – Land Use Plan:

- a) The development of the Local Commercial designation shall be designed to mitigate any negative impact on the residential areas.
- b) Adequate off-street parking and loading facilities shall be provided on-site for all permitted uses. Loading and unloading areas shall be located at the rear of all buildings and screened from view, where possible.

- c) All outdoor lighting shall be oriented away from residential areas and adjacent public roads.

#### **5.3.4 Parks and Open Space Designations**

In addition to Sections B.3.5.3 – Parkland Policies and C.3.3 – Open Space Designation of Volume 1, the following policies shall apply to lands designated Neighbourhood Park and Natural Open Space on Map B.5.3 -1 – North-West Glanbrook – Land Use Plan:

- a) The open space system planned for the North- West Glanbrook Secondary Plan area includes the following designations:
  - i) Neighbourhood Park; and,
  - ii) Natural Open Space.
- b) Existing wooded areas that are not designated Natural Open Space should be integrated into development in a manner which will enhance the aesthetic qualities and enable the natural features to retain their environmental functions to take advantage of the natural features of sites.
- c) The lands designated Natural Open Space located at the northeast corner of Twenty Road and Garth Street with an area of approximately 2.4 hectares are largely comprised of an existing woodland which shall be preserved and protected.

#### **5.3.5 Utility Designation and Adjacent Utility Uses**

5.3.5.1 In addition to Section C.3.4 – Utility Designation of Volume 1, the following policies shall apply to the lands designated Utility on Map B.5.3-1 – North-West Glanbrook – Land Use Plan:

- a) *Development*, grading and/or drainage of lands adjacent to, within or crossings of the lands designated Utility, identified as Hydro Corridor, which are a significant Ontario Hydro Corridor and also contain three natural gas transmission pipelines, shall be subject to the approval of Ontario Hydro and the appropriate natural gas pipeline company(s).
- b) In addition to the existing Ontario Hydro Facilities and pipeline company facilities, the lands designated Utility on Map B.5.3-1 – North-West Glanbrook – Land Use Plan, may be used for additional uses, subject to the approval of Ontario Hydro, the appropriate pipeline company(s), and the City. These additional uses may include but not be limited to, recreational uses, parking areas, public and private rights of way, agricultural uses and allotment gardens.

#### **5.3.6 Transportation**

5.3.6.1 In addition to Section C.4.0 – Integrated Transportation Network of Volume 1, the following policies shall apply to the North-West Glanbrook Secondary Plan area:

- a) The costs related to the design and construction of all new public roads and the upgrading of the adjacent existing public roads required as a result of the development of the North-West Glanbrook Secondary Plan area shall be at the expense of the developer(s). The details regarding these works and costs shall be established in the subdivision agreement(s) and/or the

development, maintenance and use (site plan) agreement(s) to be approved by the City and executed by the City and the developer(s).

- b) The City shall encourage the provision of public transportation facilities to service the North-West Glanbrook Secondary Plan area at such time as the need and economic level of demand is demonstrated.

### **5.3.7 Infrastructure**

5.3.7.1 In addition to Section C.5.0 – Infrastructure of Volume 1, the following policies shall apply to the North-West Glanbrook Secondary Plan area:

- a) Infrastructure services within the North-West Glanbrook Secondary Plan area shall be provided in accordance with Policies C.5.3 – Lake-Based Municipal Water and Wastewater Systems and C.5.4 – Storm Water Management Facilities of Volume 1. Additionally, storm drainage facilities shall comply with the requirements of the Master Storm Drainage Plan for the North-West Glanbrook Planning Area and all other applicable standards.
- b) A storm water detention pond and associated channel shall be established in the North-West Glanbrook Planning Area on the lands designated Utility - Storm Water Management on Map B.5.3-1 – North-West Glanbrook – Land Use Plan.
- c) Lands required for the storm water detention pond and the associated channel facilities shall be dedicated free of charge to the City by the developer(s).
- d) Costs attributable to the design and construction of the storm water management facilities shall be at the expense of the developer(s). The design, construction and costs related to the stormwater management facilities shall be established in the subdivision agreement(s) and/or development, maintenance and use (site plan) agreement(s) to be approved by the City and executed by the City and developer(s).

### **5.3.8 Area Specific Policies**

5.3.8.1 In addition to Section B.5.3.2 – Residential Designations, the following policies shall apply to the following three private communities, designated Medium Density Residential 1 on Map B.5.3-1 – North-West Glanbrook – Land Use Plan: (OPA 247)

#### **Area Specific Policy – Area A**

- a) Lands consisting of an area of approximately 23 hectares to the north of Twenty Road West, generally north of the existing residential development fronting on the north side of Twenty Road West, being Part Lot 2, Concession 1, known as the Villages of Glancaster;

#### **Area Specific Policy – Area B**

- b) Lands consisting of an area of approximately 33 hectares on the north side of Twenty Road West, being Part of Lot 4, Concession 1, known as Twenty Place; and,

#### **Area Specific Policy – Area C**

- c) Lands consisting of an area of approximately 33 hectares on the north side of Twenty Road West, being Part of Lot 3, Concession 1, known as Garth Trails.

**Permitted Uses**

5.3.8.2 In addition to Policies B.5.3.2.2 and B.5.3.2.4, for the lands identified as Area Specific Policy Area – A, B and C on Map B.5.3-1 – North West Glanbrook – Land Use Plan, the following policies shall apply:

- a) In addition to Policy E.3.5.2 of Volume 1 and Policy B.5.3.2.4 a) and notwithstanding Policy B.5.3.2.4 b), the following uses shall be permitted provided the uses serve the needs of the residents of the private community and are *compatible* with the residential uses:
  - i) a private and permanent residential retirement community;
  - ii) local commercial uses;
  - iii) recreational uses;
  - iv) storage facilities; and,
  - v) an accessory administration and sales/rental office.
- b) In addition to Policy E.3.5.2 of Volume 1, a retirement home with a maximum of 74 suites may be permitted only within the Villages of Glancaster identified as Area Specific Area - Area A on Map B.5.3-1 – North-West Glanbrook – Land Use Plan. The retirement home shall be on a separate lot and final approval shall be conditional upon the severance of the lands from the Villages of Glancaster property.
- c) For lands identified as Area Specific Area - Area A on Map B.5.3-1 – North-West Glanbrook – Land Use Plan, the provision of open space areas within the subject community through the clustering of the residential units shall be encouraged, as well as other innovative site planning designs, which satisfy the policies of this Plan and the regulations of the implementing Zoning By-law. (OPA 247)
- d) Notwithstanding Policy E.3.5.2 of Volume 1, one private park to be used for passive recreational purposes shall be located immediately east of and adjacent to the lands known municipally as 9396 Twenty Road, within the Garth Trails community, identified as Area C on Map B.5.3-1 – North-West Glanbrook – Land Use Plan. No buildings or structures, with the exception of a gazebo or small memorial structures, etc., and a parking area, shall be permitted on these lands.
- e) Direct access to the adult lifestyle community from Garth Street shall be restricted to one access. A second access from Twenty Road shall also be permitted. The dwellings within this development shall be adequately screened and buffered to appropriately address noise from Garth Street, to the satisfaction of the City.
- f) Prior to the *development* of the subject lands, the owner shall submit to the City for approval a detailed storm drainage and grading plan(s) in accordance with all City standards.
- g) The owner of the subject lands shall be responsible for the provision, cost and continued maintenance of all buildings, structures and facilities within the retirement community.

**5.3.9 Site Specific Policies**

**Site Specific Policy – Area D (OPA 27)**

5.3.9.1 Deleted by OPA 247

5.3.9.2 Deleted by OPA 247

**Site Specific Policy – Area E**

5.3.9.3 Deleted by OPA 247



## 5.4 Mount Hope Secondary Plan

The Mount Hope Secondary Plan establishes land uses and development standards to guide the development and/or redevelopment of lands located in the Mount Hope Secondary Plan area. Section B.5.4 and Map B.5.4-1 – Mount Hope – Land Use Plan constitute the Mount Hope Secondary Plan.

The Mount Hope Secondary Plan area is located north of White Church Road West, west of Upper James Street, south of Airport Road West and east of the John C. Munro International Airport lands.

### 5.4.1 General Policies

5.4.1.1 In addition to Section B.1 – General Policies, the following general policies shall apply to the Mount Hope Secondary Plan area:

- a) Uses permitted in the Mount Hope Urban Settlement area shall not be polluting, hazardous or obnoxious due to matters such as noise, flammability, heat, glare, vibration, air pollution, water pollution, sedimentation, smoke, dust and/or odour. In this regard the requirements of the Province and any other pertinent agencies shall be satisfied.
- b) *Development* shall be encouraged to be designed in such a manner as to incorporate existing significant vegetation as a natural and aesthetic component of the development.

### Residential Designations

5.4.2 The residential areas are designated Low Density Residential 1, and Medium Density Residential 1 on Map B.5.4-1 Mount Hope - Land Use Plan. The following policies shall apply to each of these land use designations. (OPA 247)

#### 5.4.2.1 General Residential Policies

In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, the following policies shall apply to the lands designated for residential uses on Map B.5.4-1 – Mount Hope – Land Use Plan:

- a) *Development* of the residential area within the Mount Hope Urban Settlement Area shall proceed in a generally north to south pattern and in an orderly, efficient, economical, and well-planned manner.
- b) *Residential development* shall be sensitive to existing residential uses, and *redevelopment* of the vacant portions of existing large lot residential development shall be encouraged.
- c) Residential areas should be integrated with parkland in order to provide a convenient, safe and visually pleasing living environment.
- d) Permitted residential uses shall include single detached dwellings, semi-detached dwellings, duplex, triplex and fourplex dwellings, street townhouses, *multiple dwellings* and housing with supports. (OPA 247)

#### 5.4.2.2 Low Density Residential Designations (OPA 247)

Sections E.3.4 – Low Density Residential of Volume 1 shall apply to the lands designated Low Density Residential 1 on Map B.5.4-1 – Mount Hope – Land Use Plan.

5.4.2.3 Medium Density Residential Designations (OPA 90)(OPA 247)

In addition to Section E.3.5 – Medium Density Residential Policies of Volume 1, for lands designated Medium Density Residential 1 on Map B.5.4-1 – Mount Hope Secondary Plan – Land Use Plan, the following policies shall apply:

- a) Medium Density Residential 1:
  - i) In addition to Policy E.3.5.2 of Volume 1, street townhouses shall also be permitted.
  - ii) Policy E.3.5.4 of Volume 1 shall not apply.
  - iii) Notwithstanding Policy E.3.5.8 of Volume 1, the maximum permitted height shall be three storeys.

**5.4.4 Commercial and Mixed Use Designations (OPA 69)**

5.4.4.1 District Commercial Designation

In addition to Section E.4.7 – District Commercial of Volume 1, the following policies shall apply to the lands designated District Commercial on Map B.5.4-1 – Mount Hope – Land Use Plan:

- a) Existing and future commercial uses within the District Commercial designation are intended to serve the existing and future residents of the Mount Hope Secondary Plan area as well as the surrounding rural area, the Hamilton Airport and the Airport Industrial-Business Park.
- b) In addition to the uses permitted in Policy E.4.7.2 of Volume 1, permitted uses in the District Commercial designation shall include retail and service commercial, personal and business services, recreational and entertainment facilities, restaurants, taverns, hotels, and motels. *Cultural facilities, community facilities/services*, and institutional uses may also be permitted provided they do not interfere or conflict with the satisfactory development and operation of the District Commercial designation for the predominant general commercial uses.
- c) Lands with District Commercial designation shall be encouraged to be redeveloped for District Commercial uses. It is recognized that the *redevelopment* of the existing residential lots for commercial uses will occur over a relatively lengthy period of time.
- d) *Development* of commercial uses shall be planned and coordinated to limit the establishment of a continuous strip of individual developments.
- e) *Redevelopment* shall consider and be sensitive to existing residential development and ensure that the bulk, scale, height and design of commercial developments and other permitted uses are *compatible* with adjacent residential uses.
- f) The District Commercial designation adjacent to Airport Road West and Homestead Drive enjoys a high degree of visibility and provides a gateway to the John C. Munro International Airport. To ensure this area develops in a

coordinated, well-designed and aesthetically-pleasing manner with adequate infrastructure and amenities, and to provide funding eligibility, the City shall investigate the designation of these lands as a Community Improvement Project Area.

- g) All outdoor lighting shall be oriented away from residential areas and adjacent public roads, and shall not interfere with airport operations.

#### 5.4.4.2 Mixed Use – Medium Density Designation (OPA 69)

- a) Section E.4.2 – Commercial and Mixed Use Designations – General Policies and Section E.4.6 – Mixed Use – Medium Density Designation of Volume 1 shall apply to lands designated “Mixed Use – Medium Density” on Map B.5.4-1 – Mount Hope Secondary Plan – Land Use Plan.
- b) Policies B.5.4.4.1 d) to g) of Volume 2 shall also apply to lands designated “Mixed Use – Medium Density” on Map B.5.4-1 – Mount Hope Secondary Plan – Land Use Plan.

#### 5.4.5 Institutional Designation

- 5.4.5.1 In addition to Sections B.3.5 – Community Facilities/Services Policies, E.3.10 – Community Facilities and Services and E.6.0 – Institutional Designation of Volume 1, the following policies shall apply to the lands designated Institutional on Map B.5.4-1 – Mount Hope – Land Use Plan:

- a) The Institutional designation recognizes existing institutional uses in the general area of the District Commercial designation, including the Mount Hope Elementary School, Mount Hope Post Office, Mount Hope Branch of the Wentworth Libraries, Glanford Community Hall, Glanbrook Fire Station No. 2 and the Mount Hope United Church. This Plan encourages the retention of these existing institutional uses in recognition of the importance

of their importance in establishing and maintaining the Mount Hope Urban Settlement Area as a community and as a development focal point.

- b) Vehicular access to the Institutional lands adjacent to White Church Road shall be encouraged to be from the internal road network.

#### 5.4.6 Parks and Open Space Designations

- 5.4.6.1 In addition to Sections B.3.5.3 – Parkland Policies and C.3.3 – Open Space Designation Network of Volume 1, the following policies shall apply to lands designated Community Park, Neighbourhood Park, Natural Open Space and General Open Space on Map B.5.4-1 – Mount Hope– Land Use Plan:

- a) The open space system planned for the Mount Hope Secondary Plan area includes the following:
  - i) Community Park;
  - ii) Neighbourhood Park;
  - iii) Natural Open Space; and,
  - iv) General Open Space.

- b) The wooded area of approximately 1.0 hectare at the western end of Aberdeen Avenue is designated Natural Open Space. This woodlot shall be preserved.
- c) Mount Hope Park (formerly Gord Oakes Park) located behind the Glanford Community Hall, approximately 3.1 hectares, shall be retained. **(OPA 64)**

#### **5.4.7 Utility Designation**

5.4.7.1 In addition to Section C.3.4 – Utility Designation of Volume 1, the following policies shall apply to the lands designated Utility on Map B.5.4-1 – Mount Hope – Land Use Plan:

- a) Development, grading and/or drainage of lands adjacent to, within or crossing of the lands designated Utility which are a transmission corridor for the Inter-provincial Pipeline Inc. oil pipeline as well as lands reserved for the construction of sanitary sewerage pumping stations, shall be subject to the approval of Inter-provincial Pipeline Inc. and/or the City.
- b) The lands, may be used for recreational uses, subject to the approval of the City and Inter-provincial Pipeline Inc.

#### **5.4.8 Transportation Policies**

5.4.8.1 In addition to Section C.4.0 – Integrated Transportation Network of Volume 1, the following policies shall apply to the Mount Hope Secondary Plan area:

- a) The internal public road system shall provide an efficient, practical and safe transportation network to accommodate the movement of people and goods within the Mount Hope Secondary Plan area and accommodate a limited number of intersections with the existing public roads adjacent to Mount Hope.
- b) All lands required for new internal public roads, road widenings for existing public roads and daylighting triangles, shall be dedicated free of charge and free of all encumbrances to the City.
- c) The costs related to the design and construction of all new public roads and the upgrading of the adjacent existing public roads required as a result of the development of the Mount Hope Secondary Plan area shall be at the expense of the developer(s). The details regarding these works and costs shall be established in the subdivision agreement(s) and/or the development, maintenance and use (site plan) agreement(s) to be approved by the City and executed by the City and the developer(s).
- d) An overall preliminary traffic study to assess the impact of *development* on adjacent provincial highways and roads, shall be required to the satisfaction of the Province and the City, prior to the formal submission of any draft plan of subdivision.

#### **5.4.9 Noise and Other Airport Impacts**

5.4.9.1 Mount Hope Secondary Plan area is in the vicinity of John C. Munro International Airport, Highway 6, and the Airport Employment Growth District. All of these uses have the potential to cause negative impacts on nearby *sensitive land uses*. To ensure that negative impacts on *sensitive land uses* are minimised and the

operations of John C. Munro International Airport, Highway 6, and the Airport Employment Growth District are not compromised: (OPA 142)

- a) Sections B.3.6.3 – Noise, Vibration and Other Emissions and C.4.8 – Airport of Volume 1, shall apply to the Mount Hope Secondary Plan area;
- b) all new *development* and *redevelopment* shall conform to all relevant legislation, policies, standards and guidelines;
- c) future residents of residential development shall be advised of the potential for noise nuisance through appropriate warning clauses included in lease or rental agreements, agreements of purchase and sale, and within required development agreements; and,
- d) Notwithstanding Policy C.4.8.8, Table C.4.8.1, Subsection 2) of Volume 1, for lands at or above the 28 NEF Contour and at or below the 30 NEF Contour, and designated Institutional, Residential or Mixed Use – Medium Density on Map B.5.4-1 – Mount Hope Secondary Plan – Land Use Plan, the provisions of Table C.4.8.1, Subsection 3) shall apply. (OPA 69)

#### **5.4.10 Infrastructure**

5.4.10.1 In addition to Section C.5.0 – Infrastructure of Volume 1, the following policies shall apply to the Mount Hope Secondary Plan area:

- a) Any new development south of the oil pipeline must be connected by new local roads to the existing development north of the pipeline, as well as to White Church Road.
- b) The replacement of private septic systems servicing existing residential dwellings with municipal sanitary sewers shall be encouraged.
- c) Storm drainage facilities shall comply with all requirements of the City, including the Master Stormwater Management Plan for the Mount Hope Secondary Plan Area.
- d) Lands required for the storm water drainage channels shall be dedicated free of charge and free of all encumbrances to the City by the developer(s).
- e) Costs attributable to the design and construction of the storm water drainage channels shall be paid for by the developer(s) and shall be identified in the subdivision agreement(s) and/or development, maintenance and use (site plan) agreement(s) to be approved by the City and executed by the City and the developer(s).
- f) The Province shall bear the costs of the storm water conduit under Highway No. 6 (new) based upon development in the Mount Hope Secondary Plan area at the time of the construction of the Highway. Costs attributable to the land acquisition, design and construction of the major storm water retention facility, including additional costs for oversizing the storm water conduit under Highway No. 6 (new) to accommodate full-development upstream flows, above those provided for by the Ministry of Transportation, shall be paid for by the developer(s) through the special Mount Hope Urban Settlement Area Storm Drainage Services Development Charge pursuant to the Development Charges By-Law.

#### **5.4.11 Area and Site Specific Policies**

##### **Site Specific Policy – Area A**

- 5.4.11.1 Notwithstanding the uses permitted in Policy B.5.4.4.1 – District Commercial Designation, the two existing industrial uses located at 9045 and 9061 Airport Road and 3234A Homestead Drive, on lands designated District Commercial and identified as Site Specific Policy – Area A on Map B.5.4-1 – Mount Hope – Land Use Plan, shall be permitted and recognized in the implementing Zoning By-law.

##### **Site Specific Policy – Area B (OPA 64)**

- 5.4.11.2 Notwithstanding Section E.6.0 – Institutional Designation of Volume 1, for the lands known municipally as 3027 Homestead Drive designated Institutional and Community Park on Map B.5.4-1 – Mount Hope – Land Use Plan, the existing parkland function of Mount Hope Park (formerly Gord Oaks Park) shall be permitted to assist in satisfying the recreational needs of the residents of the Mount Hope Secondary Plan area and surrounding community.

##### **Site Specific Policy – Area C (OPA 59)**

- 5.4.11.3 Notwithstanding Policies E.4.7.2 c) and E.4.7.3 b) of Volume 1, for the lands located at 3017 Homestead Drive, designated District Commercial on Map B.5.4-1 – Mount Hope Secondary Plan – Land Use Plan in Volume 2, and identified as Site Specific Policy Area C, the following additional uses shall also be permitted:

- a) a Garden Centre as a primary use; and,
- b) the existing single detached dwelling.

##### **Area Specific Policy – Area D (OPA 69)**

- 5.4.11.4 The following policies shall apply to lands located at 3239 to 3331 Homestead Drive and 3260 to 3329 Homestead Drive, designated “Mixed Use – Medium Density” on Map B.5.4-1 – Mount Hope Secondary Plan Land Use Plan to allow for infill residential development in areas, where the noise contour is under 30 NEF, which will support a more balanced mix of land uses within the Mount Hope Community: (OPA 142)

- a) In addition to the uses permitted in Policy E.4.6.5 of Volume 1, street townhouses, block townhouses, and existing single detached dwellings (including minor additions, porches, decks, etc.) shall also be permitted.
- b) Notwithstanding Policies E.4.6.7 and E.4.6.8 of Volume 1, maximum building heights shall be restricted to three storeys.
- c) Policy B.5.4.9.1 of Volume 2 shall not apply to minor additions, porches, decks, etc. to existing single detached dwellings.

##### **Area Specific Policy – Area E (OPA 90)**

- B.5.4.11.5 Deleted by OPA 247

##### **Area Specific Policy – Area F (OPA 90)**

- B.5.4.11.6 Deleted by OPA 247

##### **Site Specific Policy – Area G (OPA 90)**

B.5.4.11.7 Notwithstanding Policy E.3.5.8 of Volume 1 and Policy B.5.4.2.3 ii) of Volume 2, for the lands located south of Airport Road West and north of Highway No. 6, designated Medium Density Residential 3 and identified as Site Specific Policy Area G on Map B.5.4-1 – Mount Hope Secondary Plan – Land use Plan, maximum building heights shall be four storeys.

**Site Specific Policy – Area H (OPA 90)**

B.5.4.11.8 In addition to Policy E.6.2.6 of Volume 1, and notwithstanding Policy E.3.5.8 of Volume 1 and Policy B.5.4.2.3 ii) of Volume 2, for the lands located south of Airport Road West and north of Highway No. 6, designated Institutional and identified as Site Specific Policy Area H on Map B.5.4-1 – Mount Hope Secondary Plan – Land use Plan, the following policies shall apply:

- a) multiple dwellings may also be permitted; and,
- b) maximum building heights shall be four storeys.

**Site Specific Policy – Area I (OPA 117)**

5.4.11.9 Deleted in its entirety (OPA 142)

**Area Specific Policy – Area J (OPA 122)**

5.4.11.10 Notwithstanding Policy C.4.8.8, Table C.4.8.1 - Subsection 2 and Policy E.3.4.3 of Volume 1 and Policy B.5.4.9.1 d), for a portion of lands located at 78 and 80 Marion Street and 3302 and 3306 Homestead Drive and identified as Area Specific Policy – Area J, residential development may be permitted in the form of single detached dwellings between 28 – 30 NEF noise contours. (OPA 142)(OPA 247)

**Area Specific Policy – Area K (OPA 166)**

5.4.11.11 In addition to Section B.5.4.2.2 b) of Volume 2, for the lands located at 9255 Airport Road West (Block 94, Registered Plan No. 62M-1269), designated Medium Density Residential 1 and identified as Site Specific Policy – Area K, public parkland, open space or other *passive recreation* uses shall be permitted.

**Area Specific Policy – Area L (OPA 197)**

5.4.11.12 In addition to Section B.5.4.4.1 of the Mount Hope Secondary Plan, for the lands located at 3011 Homestead Drive and identified as Site Specific Policy – Area L, the following uses shall also be permitted:

- Contractor's Establishment
- Computer, Electronic and Data Processing Establishment
- Planned Business Centre
- Production Studio
- Research and Development Establishment

- Self-Storage Facility
- Surveying, Engineering, Planning or Design Business
- Trade School
- Tradesperson's Shop

**Area Specific Policy – Area M (OPA 229)**

5.4.11.13 Deleted by OPA 247