The urban area of Stoney Creek was expanded to include the lands shown on the map below. To ensure organized development, which will accommodate the needs of existing and future residents, a “Plan” needs to be developed. This Plan is called a Secondary Plan.

Today, we have invited all members of the Community to review and comment on three (3) concept plans that were developed by City Planners and the Fruitland-Winona Community Advisory Committee (CAC). While these concepts plans show how the community could grow, more importantly, they act as a tool to engage the Public. Following this meeting Staff will gather all comments received today, and analyze them with other comments received from agencies and stakeholders to develop a Preferred Plan.

Thank you for coming to this Public Information Centre, and feel free to view the panels and ask staff questions.

A Secondary Plan includes land use plans and policies that are adopted by amendment into the Official Plan. The Fruitland-Winona Secondary Plan will provide direction for future development including the location of land uses, community facilities, infrastructure requirements, development standards, and protection of existing natural features and environmental resources. It will set out density ranges to accommodate a variety of housing types; however, the detailed number of units is determined later in plans of subdivision.

The Fruitland-Winona Citizens Advisory Committee (CAC) members represent local residents, other stakeholders, and citizens of the area at large. The CAC is a task-oriented committee that provides input into the Fruitland-Winona Secondary Plan. This input assists Planning staff in preparing recommendations for the approval of the Economic Development and Planning Committee, and Council. CAC members help confirm issues, develop concepts, review the preferred plan, and facilitate communication with local residents.

In the last year, the Fruitland-Winona CAC has dedicated their time to eight evening meetings and played a key role in the development of the Vision, Objectives and Concepts you see before you today.
Fruitland - Winona Area Photographs
Escarpmment Views and Barton Street

Escarpmment view of ED Smith Pick - Your - Own
Escarpmment view of Lake Ontario and Fruitland Winona area
Barton Street commercial west of Jones Road

Commercial building North west corner of Barton Street and Kenmore Avenue
Commercial car repair South west corner of Barton Street and Jones Road
Commercial building South west corner of Barton Street and Fifty Road

View of escarpment from Winona Road and Highway No.8
Employment building North east corner of Barton Street and Kenmore Avenue
Employment building Barton Street East of Fruitland Road

Escarpmment view of Lewis Road
View of escarpment from Highway No. 8
View of Niagara Escarpment

Public Information Centre
Fruitland-Winona Secondary Plan
Fruitland - Winona Area Photographs
ED Smith, Winona Park and Highway No. 8 Commercial

ED Smith's Pick - Your - Own crops
ED Smith's Pick - Your - Own escarpment view
ED Smith manufacturing plant

Winona Park playground
Winona Park playground
Barton Street

Highway No. 8 west of Winona Road
Fruit stand and Residence South side of Highway No.8
Fruit stand South side of Highway No. 8

Post Office South west corner of Highway No.8 and Winona Road
Galileo’s Garden North side of Highway No.8
RBC Bank South east corner of Highway No.8 and Winona Road
Fruitland - Winona Area Photographs
Churches, Schools, Community Centres, Fire Station

Immaculate Heart of Mary Church
South of Highway No. 8

Stoney Creek Christian Fellowship Church/school
South east corner of Glover Road and Barton Street

St. Johns Anglican Church
North east corner of Highway No. 8 and Winona Road

Winona Gospel Church
Glover Road north of Highway No.8

Fruitland Christian Reformed Church
North of Highway No.8 and east of Jones Road

Immaculate Heart of Mary Catholic School
South of Highway No.8

Former High school
South west corner of Barton Street and Lewis Road

Serbian Chetnik Community Centre
Glover Road south of Barton Street

John Knox Christian School
Highway No.8 east of Jones Road

#16 Fire Station
North of Barton Street east of Glover Road

CN Railway Tracks at Fifty Road

Public Information Centre
Fruitland-Winona Secondary Plan
## Vision

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

### Strengthen Existing Neighbourhoods

1. To ensure that new development maintains a balance of residential uses, commercial uses, open space and community services that interface well with existing communities
2. To ensure that new development respects and enhances the character of existing neighbourhoods
3. To encourage new commercial uses that cater to the existing and proposed local neighbourhoods
4. To ensure that existing and future neighbourhoods are well served by community services, such as schools, health care, libraries and emergency services, public transportation and community recreation facilities
5. Preserve, restore and/or reuse buildings of historical or architectural significance

### Transportation/Transit/Pedestrian Linkages

1. To address and develop solutions to transportation issues within the Fruitland-Winona Secondary Plan and beyond, including:
   a) Truck traffic on Fruitland Road between Barton Street and Highway No. 8
   b) Excessive speeding
   c) Truck Routes, relocation and enforcement
   d) Excessive traffic destabilizing neighbourhoods
   e) Safety
   f) The interface along Barton Street between the Employment lands on the North side of Barton Street and the Residential lands on the South Side of Barton Street.
2. To ensure that truck routes are signed appropriately and enforced
3. To encourage and support energy-efficient transportation such as walking, cycling and transit, to reduce the dependency on the automobile
4. To provide traffic calming measures such as roundabouts where warranted
5. To ensure that Highway No.8 maintains important connection to the Escarpment visually and through trail access
6. To improve Hamilton transit service to the Fruitland-Winona Area, subject to a cost/benefit analysis by the Hamilton Street Railway Division, and ensure adequate supply of stops and shelters to the area
7. To provide an efficient, interconnected, easily accessible transportation system and pattern of streets, creating safe pedestrian, bicycle and vehicular movement throughout the community
8. To provide a transportation hub generally located on the CN Railway line at Fifty Road, including bus, train and car-pooling services
9. To plan residential development and its road network so that residents are predominately within a 400 meter walking distance of neighbourhood parks, neighbourhood nodes and public transit
10. To focus on journeys to and from existing and proposed schools, to ensure direct safe walking and bicycling routes for young people’s weekday travel
11. To address the transport needs of children and youth by ensuring that they receive as much priority as the needs of people of other ages and the requirements of business
## Objectives (Continued)

### Safe Community
1. To ensure adequate provision is made for police and emergency services in the growing community, as it develops.
2. To ensure that areas around public spaces are landscaped with public safety as a priority.
3. To design streets and built form that promote personal safety through natural surveillance by providing “eyes on the Street” and improve accessibility through features such as Urban Braille.

### Natural Open Space and Parks
1. To provide a safe integrated Open Space and Park system that includes all areas of the existing and new neighbourhoods.
2. To promote community health through a system of non-vehicular trail connections.
3. To provide opportunities for outdoor recreation where they do not impact fragile natural heritage features.
4. To ensure that natural heritage features, including environmentally significant areas, valley lands, floodplains and wetlands are protected and enhanced.
5. To restrict development from occurring on lands with inherent natural hazards including floodplains.
6. To preserve the natural beauty and distinctive character that is influenced by the Niagara Escarpment and the adjacent agricultural areas.
7. To provide appropriate recreational facilities for existing and future residents, including a multi-recreation centre, sports fields and seniors centre.
8. To ensure that open space areas are appropriately lit when deemed appropriate for personal safety.

### Residential
1. To create an environment that provides for safe, functional, attractive, distinguishable residential neighbourhoods with a small town atmosphere.
2. To encourage a mix of uses and housing types that meet the housing needs of residents throughout their life cycles and allow them to remain within the community.
3. To provide a more compact urban form, with higher densities located closer to arterial roads that may serve as future transit corridors, while maintaining views to the escarpment and other natural features.
4. To encourage the development of small scale live/work dwelling units to provide the opportunity for smaller scale commercial and business uses in close proximity to residential uses.

### Institutional
1. To accommodate facilities for public use, including education, health and community uses.
2. To locate institutional uses adjacent to the communities that they will serve.

### Commercial
1. To provide for the development of small scale neighbourhood commercial areas, approximately 10,000 square metres in size, that serve the local community.
2. To require the provision of appropriate amenities for commercial areas, including parking, signage, landscaping, streetscaping and buffering.
3. To ensure that any new commercial respects and does not interfere with any adjacent residential or institutional uses.
4. To encourage new commercial uses to reflect the character and heritage of the communities of Fruitland and Winona through building design.
5. To provide a public open space that can accommodate a farmer’s market.

---

Public Information Centre  
Fruitland-Winona Secondary Plan
## Objectives (Continued)

### Urban Design
1. To ensure the development of an attractive, safe and pedestrian oriented community environment
2. To promote a high quality of design for public parks, open spaces, and buildings, consistent with the Vision
3. To ensure compatibility between areas of different land use or development intensity
4. To establish gateway features at appropriate locations to function as entranceways to Stoney Creek, and the communities of Fruitland and Winona
5. To provide integrated community design that coordinates land use, open space, street network and built form elements to achieve the community vision by incorporating elements such as heritage street naming
6. To integrate views of the escarpment and other natural features
7. To promote public transit, walking and recreational connections through a well connected system of streets, walkways and trails
8. To promote design variety within streetscapes
9. To create street and building design that promotes pedestrian comfort and vitality at the grade level of buildings

### Utility Services/Municipal Services
1. To ensure that adequate utility networks are established to serve the anticipated development and that they can be phased in a way that is cost-effective and efficient
2. To ensure utilities/municipal services are provided in a manner that minimizes the impacts on the natural environment
3. To ensure public and private utilities are clustered or grouped where possible to minimize visual impact
4. To encourage municipal services required for any part of this Secondary Plan to be in place and operative, as necessary, for that part of the Plan, prior to or concurrent with the development of the land
5. To provide for drainage and storm water management facilities in accordance with the recommendations of the Subwatershed and Watercourse “5 and 6” studies, and in locations which can complement the natural heritage system
What is a Cultural Heritage Landscape?

A cultural heritage landscape is a defined geographical area which has been modified by human activities and considered to be of heritage significance. Cultural heritage landscapes are valued by a community and are significant to the understanding of the history of a people or place.

Fruitland-Winona’s Cultural Heritage Landscapes

Within the study area, while there has been no comprehensive inventory work undertaken to identify cultural heritage landscapes; a number of potential cultural heritage landscapes have been tentatively identified as follows:

- **Working fruit farms and open spaces**: these are characterized by contiguous lots containing former farmhouses, often built in vernacular Gothic Revival style, with large frontages and sometimes with the original outbuildings.
- **Hydro corridor**: established circa 1930 and follows the CN Rail Line; located within the north east vicinity of the study area.
- **The Mohawk Trail**: originated as a native foot path that became known by Euro-Canadians as the Mohawk Trail which later became Highway No. 8 (1925).
- **Bridgeman Lane**: which runs from Highway No. 8 and “dips” below the railway tracks where there is a rail bridge with stone piers spanning the Fifty Mile Creek. Although this road terminates just on the other side of the railway, the road is lined with five residential properties of heritage or historical interest, including Bridgman Pick-Your-Own Fruit Farm.
- **Groups of 1950s Contempo style residences** (i.e., ranch style bungalows constructed during the 1950s) along several roads and streets within the study area, including McNeilly Road.

![Hydro Lines by CN Rail Line](image1.png)

![Working Fruit Farm](image2.png)

Images provided by the Erland Lee Museum's Virtual Museum of Canada Community Memories exhibit: “From Saltfleet to Stoney Creek”
Archaeology

What is Archaeology?
Archaeology is a rigorous process that involves the recovery of information from sites or areas of past human activity by the accurate mapping, controlled excavation and comprehensive study of remnant artifacts. In the absence of written documentation, archaeological sites or areas and associated artifacts are especially important as a record of people’s past activities. These physical traces are usually the only tangible record of past human existence. Sites and artifacts typically include the physical remains and contextual setting of any structure, activity, feature or object, on or below the surface of the land or under water, that assists in contributing to understanding the settlement and culture of a people or the places they lived. In Ontario archaeological resources include such things as the remnants of aboriginal hunting and village sites, to battlefields to early pioneer homes and shipwrecks.

Prehistoric Native and Early Euro-Canadian Settlement
There is a long chronology of continuous Native and Euro-Canadian (or historic) occupation and settlement in the City of Hamilton. Prehistoric Native cultures include Archaic and Woodland that date back over nearly ten thousand years “before present” (or BP) to more recent historic Native and Euro-Canadian occupations, since 1650 A.D. Similar to much of the land area within the City, the Fruitland-Winona area has been a popular location for human settlement over this ten thousand year span, due mainly to its proximity to plentiful supplies of water, a temperate climate, and a diverse local environment with plentiful food sources and rich soils.

Archaeological Potential and Known Archaeological Sites
Much of the Fruitland-Winona area is of archaeological potential due to its proximity to water, a key determinant of past human settlement activity. Other factors that account for the area’s archaeological potential include Native and historical travel routes, historical sites and the existence of known archaeological sites. There is one reported Native archaeological site identified within the Fruitland-Winona area but this has not been formally registered with the Ontario Ministry of Culture. In addition, there is another reported and unregistered Native site immediately adjacent to the area near Fifty Road and Highway No. 8.

Given the archaeological potential of the Fruitland-Winona area the City of Hamilton will require archaeological studies and assessments to accompany future development applications. The City will also provide guidance on appropriate archaeological management procedures.
Built Heritage Resources

How are heritage buildings and properties protected?

Built heritage resources and properties may be protected by provisions under both the Planning Act and the Ontario Heritage Act. Municipalities may pass by-laws under the Ontario Heritage Act to formally designate properties of cultural heritage value or interest. Formal designation of built heritage properties is one way of publicly acknowledging a property’s heritage value to a community. At the same time, designation helps to ensure the appropriate care and conservation of these important places for the benefit and enjoyment of present and future generations.

**Designated Buildings**

There are a number of heritage properties and buildings within and surrounding the study area that have been designated under Part IV of the Ontario Heritage Act, including (Note: Numbers correspond with adjacent map):

**Within the study area**
1. Levi Lewis Homestead located at 265 Lewis Road; built in 1843 and designated by By-law 3420-91;
2. Fifty United Church located at 1455 Highway No. 8 built in 1869 and designated by By-law 3771-93;
3. Pettit House located at 1317 Highway No. 8; built in 1856 and designated by By-law 4150-95; and
4. Carpenter Residence located at 1059 Highway No. 8; circa 1887 and designated by By-law 08-003.

**In the surrounding area**
5. Glover House located at 199 Glover Road; built in 1888 and designated by By-law 4325-95;
6. Fred B. Henry House located at 1420 Highway No. 8; built in 1916 and designated by By-law 4422-96;
7. The Van Duzer House located at 1446 Highway No. 8; built in 1895 and designated by By-law 3638-92; and
8. Jacob Smith House located at 982 Highway No. 8; built in 1856 and designated by By-law 4150-95.

**Buildings of Architectural and/or Historical Interest**

A number of other properties within and surrounding the Fruitland-Winona study area have been identified as properties of architectural and/or historical interest including (Note: Numbers correspond with adjacent map):

1. 1491 Highway No. 8 (Residence and barn with rooftop belvedere, circa 1880’s);
2. 1425 Highway No. 8 (Vernacular Gothic Revival residence, circa 1897);
3. 929-933 Highway No. 8 (Former home of Brigadier Armand Armstrong Smith, built in 1920 by the son of E.D. Smith);
4. 336 Fifty Road (Estate residence and grounds with stone picket fence, circa 1915);
5. 631 Highway No. 8 (Fruitland Cemetery, established in late 1880’s);
6. 651 Highway No. 8 (Wesley United Church, built in 1882);
7. 658 Highway No. 8 (Single detached dwelling built by the Stewarts, built in 1891);
8. 916 Highway No. 8 (Single detached dwelling, built in 1867); and
9. 1080 Highway No. 8 (Single detached dwelling, circa 1803);
10. 1344 Highway No. 8 (Duplex, year built unknown);
11. 1400 Highway No. 8 (Single detached dwelling, built in 1890); and
12. 1454 Highway No. 8 (Single detached dwelling, year built unknown).
Heritage Conservation

The Planning Act requires that in addressing change, such as the development of a new secondary plan, consideration must be given to the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest. The Provincial Policy Statement further states that built heritage resources and cultural heritage landscapes shall be conserved, and that development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site.

Heritage conservation includes the management of Archaeology, Built heritage, and Cultural heritage landscapes (the “ABCs” of cultural heritage planning).

Archaeology

Archaeological resources include artifacts and archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork.

Areas of archaeological potential include areas where there is reasonable potential for the discovery of archaeological resources. This potential is based on the presence of a wide range of geographic and historical features or criteria, as established by the Province. Archaeological potential is confirmed through the completion of an archaeological assessment.

Built Heritage Resources

Built heritage resources means one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community.

Cultural Heritage Landscape

A Cultural heritage landscape means a defined geographical area of heritage significance which has been modified by human activities, and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form. Examples may include, villages, parks, gardens, battlefields, main streets and neighbourhoods, cemeteries, trail ways and industrial complexes of cultural heritage value.
**Comments Received**

**Public Information Centre**

**Fruitland-Winona Secondary Plan**

---

### Category

#### Parkland
- Use green space for parks, sports facilities, soccer pitches, additional parks, and recreation areas
- Potential park entrance off of McNeilly between Highway No. 8 and Barton Street
- Use non-farmed green spaces for wooded areas/parks
- Keep Winona Park, make it larger and continue using for the Peach Festival
- Lands to the south of the Peach Festival lands to be used for municipal purposes such as park and community facilities to retain lands
- Multi-purpose parks (hockey rinks in winter, soccer field in summer, splash pad, band shell)
- Provide interconnected pathways linking subdivisions to allow children and adults area for bike riding/walking/jogging and allow communities to feel like a community
- Ideal location for parks is east of McNeilly between Lewis and McNeilly

#### Environment
- Study the feasibility of the GO Train using the existing CN rail track to accommodate transportation needs
- Fix traffic congestion before more development
- Eliminate Fruitland Road by pass
- Control truck traffic (safety an issue on Fruitland Road)
- Issue of traffic on Fruitland Road needs to be addressed (residential road - re-by-pass previously proposed)
- Provide alternative methods of transportation to reduce truck and car traffic (i.e. Go Station, bike lanes, side walk on both sides)
- Go Station along with existing railway
- Traffic lights at Lewis and Barton, McNeilly and Barton, Glover and Barton
- Control traffic on McNeilly Road i.e. Stop signs
- Retain truck ban on McNeilly Road and address traffic concerns
- Reduce noise levels without building walls
- Beautification of flowerbed islands and up keep of them
- Manage traffic within existing residential areas
- Less truck traffic
- Bicycle lanes on street
- Upgrade condition of Barton Street between Fifty Road and Fruitland Road
- Upgrade and improve Barton Street and Highway No. 8 to address traffic
- Reduce and rebuild Barton Street and reroute large trucks
- Repair Barton Street before building homes and increasing traffic onto Barton Street
- Widen Barton Street all the way to Fifty Road (4 lanes) from Fruitland to Fifty Road, diverting traffic from Highway No.8 and put traffic lights at key intersections
- Better traffic control on Barton Street, Highway No.8 and main roads
- Open up Barton Street from Hamilton through to Grimsby
- Fruitland Road must be a priority for truck traffic to be rerouted, this is a residential area
- Fruitland Road by-pass to ensure area stays residential
- Monitor and enforce speed on Fruitland Road, do this immediately so that lives are not lost
- Take truck route designation off Fruitland Road or at least have a 7 am - 7 pm restriction
- Push forward with Fruitland Road by pass and construct it before development begins
- Widen Highway No.8 to 3 lanes
- Too much traffic on Highway No. 8
- Commercial properties on Highway No. 8 need slip lanes to allow traffic to merge (this also goes for churches and schools)
- Due to Highway No. 8 being adjacent to the NEC protected lands, keep Highway No. 8 a two lane roadway and do not widen - keeping in mind NEC protected lands and “community” feel of Winona
- Walkway in the Barton Street and Highway No. 8 area
- Create turning lanes on Highway No. 8 and Barton Street without widening them

#### Transportation
- Maintain the Winona Peach Festival lands (maintain lands to the north for potential community use)
- Maintain Winona Peach Festival in current location and provide accessible parking and/or transportation
- Move Peach Festival to Fifty Point to accommodate traffic and people
- Preserve historical buildings
- Preserve Winona as a unique community
- Maintain the country feel of the area
- Maintain agricultural feel of Winona
- Maintain small town feeling
- Install farmers market to encourage sale of local produce
- Develop Highway No. 8 to maintain its rural character
- Develop “core” downtown feeling

---

**DEVELOPMENT DEPARTMENT**

**PLANNING AND ECONOMIC DEVELOPMENT DIVISION**
Comments from Public Information Centre #1- June 19, 2007, Public Information Centre #2 - December 4, 2007 and the Community Advisory Committee
No commercial on Highway No. 8 and Barton Street, Service Road would be better
Commercial/residential mixed use should be promoted along Highway No. 8
Promote commercial/residential mixed use along Highway No. 8
Potential commercial redevelopment adjacent to Barton Street due to industrial area to the south
Keep commercial on the service road
Large scale commercial between QEW and CN Railway
Include some small community commercial development that will be within walking distance
Potential commercial development adjacent to hydro lands and cemetery along frontage – possible mixed use development
Corner of Lewis Road and Highway No. 8 North East corner commercial - Drug store/Food
Provide grocery stores, movie theatres, drug stores, and shopping centres
If a Wal-Mart is permitted to build then they must also include a mall for other businesses to make this area a shopping area
Commercial development on lands adjacent to South Service Road and Fifty Road
Commercial/residential use (mix) along sections of Highway No. 8 and Barton Street
Would like commercial development to be incorporated with urban development without compromising the integrity of the current housing along Highway No. 8 and Barton Street
Transportation services - bussing to Fifty Road, Highway No. 8 and Barton Street
Plaza’s on the QEW side
Create more schools in the Jones Road to McNeilly Road area where schools can harmonize to the use of facilities on the ED Smith lands (if used for park)
Use ED Smith Fruit Farm for establishing a recreation/community centre and soccer fields, baseball diamonds etc. (demolish the recreation facility presently on Fruitland Road)
Need more schools from kindergarten to high school
Remodel or redevelop Fruitland Community Centre and Saltfleet Arena on Sherwood Park Drive
More arenas
Skateboard park
Medical centre
Rebuild Winona Public High School in its current location soon
Preserve Winona Public School and original building
Need community centres and fire and police stations
Seniors condo village similar to Heritage Village in Vineland or Villages of Glancaster i.e. pools, condo, and community centre
Increase in services for seniors
Expand Winona Public School to accommodate the population
Preserve the area at Lewis and Barton SE corner as potential school usage for future use and development/community centre
Private school should be retained
Keep old Stoney Creek City Hall
More police service and police presence
Better snow removal
Zone more “no development”, once it is residential it becomes developed
Allow for medium and high density housing along Barton Street mixed with commercial developments
Keep development to single detached dwellings on a reasonably sized lot
Keep development consistent with a mixture of residential development that is compatible with development on Fruitland Road to Jones Road
Provide a variety of housing for all incomes
Maximum height of buildings – 7 storeys
Old nursery has potential to be redeveloped for commercial or high density
Limit industrial buildings to one storey to prevent eyesore to current residential (e.g. Barton and Lewis Road)
Keep corner of Lewis Road and Highway No. 8 (north-east) as residential – no commercial
Barton Street – between Lewis Road and Winona Road – maintain setbacks for any new industrial so that no industrial is immediately located right at Barton – have it set back 100 feet to maintain compatibility with residential on south side of Barton Street
No high-rise condos behind McNeilly road, keep it single detached, condos better on Barton
No high-rises
No town homes behind existing homes
Less homes
Keep construction consistent along existing roads i.e. Highway No. 8
Allow infill housing in areas south of Barton and north of Highway No. 8
Higher density development near commercial areas i.e. Barton Street
Clean up old industrial areas
Organized development
More single detached dwellings versus townhouses and semidetached dwellings
## Residential Areas

### LOW DENSITY RESIDENTIAL 1
- **Permitted Uses:** Existing neighbourhoods, single detached
- **Density:** Up to 20 units per net residential hectare
- **Maximum Height:** 3 storeys

### LOW DENSITY RESIDENTIAL 2
- **Permitted Uses:** single detached, semi-detached, duplexes, triplexes, street townhouses
- **Density:** 20-40 units per net residential hectare
- **Maximum Height:** 3 storeys

### LOW DENSITY RESIDENTIAL 3
- **Permitted Uses:** single detached, semi-detached, duplexes, triplexes, street townhouses
- **Density:** 40-60 units per net residential hectare
- **Maximum Height:** 3 storeys

### MEDIUM DENSITY RESIDENTIAL 2 and 3
- **Permitted Uses:** townhouses, duplexes, triplexes and quadruplexes, low-rise apartments
- **Density:** 60-75 units per net residential hectare
- **Maximum Height:** 6 storeys (8 storeys may be allowed with conditions)

### MEDIUM DENSITY 4
- **Permitted Uses:** townhouses, duplexes, triplexes and quadruplexes, low-rise apartments (no single detached)
- **Density:** 75-100 units per net residential hectare
- **Maximum Height:** 6 storeys (8 storeys may be allowed with conditions)
Mixed Use and Commercial Areas

**Mixed Use**

- **Permitted Uses:** Multiple residential dwellings such as townhouses and low-rise apartments; commercial uses such as retail and offices; and institutional uses such as places of worship. Commercial required on first storey (at grade).
- **Height:** may permit 2 to 6 Storeys
- **Design Considerations:** Buildings will be located as close to the street as possible while still allowing for front porches, stairs and a small landscaped area.
- **Mixed Use Areas will:**
  - Function as a focal point for community activities that are characterized by a compact form of development
  - Be pedestrian oriented
  - Be accessible to public transit

**Commercial**

- **Permitted Uses:** retail, personal services, medical services, offices, restaurants and supermarkets in stand alone buildings
- **Maximum Height:** 3 Storeys
- **Design Considerations:**
  - Stores will be integrated with and easily accessible to the surrounding neighbourhood through a range of transportation modes including the automobile, transit and active transportation. (eg. walking, cycling)
  - Large expanses of parking areas to include pedestrian walkways and landscaped islands.
  - Architectural design to reflect small town character.
  - Drive-throughs, carwashes, service stations, and gas bars prohibited.
  - Use of high quality materials to screen parking areas.
- **Commercial Areas Will:**
  - Serve the daily and weekly shopping needs of residents in the surrounding neighbourhoods.
  - Be developed at an appropriate scale, and where necessary, limited in size through policy.
Public Information Centre
Fruitland-Winona Secondary Plan

PARKS AND OPEN SPACE

Existing parkland is to be maintained.

1. Neighbourhood Park: Neighbourhood Parks serve the recreational needs and interests of residents within the general vicinity. They may include passive areas and formal play areas, and serve about 5,000 people.

2. Community Park: Community Parks, such as Winona Park, serve more than one neighbourhood; however, they are not intended to serve the whole City. They have intensive recreational facilities, good transportation access from roads and transit, and serve about 20,000 people. They include facilities such as arenas, community centres, baseball diamonds, swimming pools, tennis and multi-purpose courts and large sports fields.

3. Open Space: Open Space lands are public or private areas used for extensive recreational facilities, conservation management, cemeteries and other open space uses.

INSTITUTIONAL

- Existing Institutional uses in Fruitland-Winona include places of worship and schools.
- Proposed Institutional uses include elementary schools.
ARVIN AVENUE EXTENSION ENVIRONMENTAL ASSESSMENT STUDY

Project Status: Complete

Project Summary:
Arvin Avenue presently exists in segments of the Stoney Creek Industrial Park. This EA looked at the extension of Arvin Avenue as follows:

- **Block 1** - Jones Road easterly connecting to the portion of Arvin Avenue that connects with Glover Road;
- **Block 2** - East of Glover Road continuing from the existing leg of Arvin Avenue to McNeilly Road; and
- **Blocks 2/3** - McNeilly Road to mid-block between Lewis and Winona Roads.

The extension and connection of this road would contribute to the completion of the transportation network and allow for additional serviced industrial land to be made available within the Stoney Creek Industrial Park.

The Arvin Avenue Extension project has followed the Municipal Engineers Association Municipal Class Environmental Assessment (EA) process for Schedule C projects.

Several alternatives (10) were evaluated for the different segments (Blocks) of this roadway extension and three alternatives were determined to be the preferred alternatives. This study included a review of drainage and traffic conditions that would be affected by the roadway extension.

Previous Public Information Centres (PICs):
- **PIC #1**: Thursday, May 3, 2007
- **PIC #2**: Thursday, September 11, 2008

Next Steps:
The Planning and Economic Development Department is managing the coordination of “shovel ready” lands in the City’s industrial parks. Alternative 5 (extend Arvin Avenue east to intersect with McNeilly Road) and Alternative 6A (extend Arvin Avenue to a cul-de-sac) are anticipated to be the first segments of road to be constructed, pending property acquisitions and developer initiated proposals, in the fall of 2009 or the Spring of 2010.

CONTACT INFORMATION

Lorissa Skrypniak
Senior Project Manager, Capital Planning and Implementation Division
Public Works Department, City of Hamilton
77 James Street North, Suite 320
Hamilton, Ontario, L8R 2K3
Phone: 905-546-2424 Ext. 2732
Fax: 905-546-4435
Email: eplanning@hamilton.ca
SCUBE TRANSPORTATION MASTER PLAN

Project Status: Complete
Project Summary:
Regional Official Plan Amendment No. 14 (ROPA 14) and (former) City of Stoney Creek Official Plan Amendment No. 99 (OPA99), as amended by the Ontario Municipal Board, redesignated lands in Lower Stoney Creek for Urban purposes. These lands were referred to as the Stoney Creek Urban Boundary Expansion (SCUBE) Area. In order to plan for this new urban growth, the City completed a Transportation Master Plan (TMP) study for the SCUBE area. The objective of this study was to assess the transportation needs to support the projected growth within the SCUBE area to the year 2021.

The SCUBE Transportation Master Plan report was approved following filing of the report for Public Review from December 12, 2008 to January 26, 2009. The recommendations of the study will feed into the Fruitland-Winona Secondary Planning process.

Next Steps:
- April 2, 2008

A number of recommendations were made as part of this study. These recommendations are summarized below. Where appropriate, the schedule of study as defined in the Municipal Class Environmental Assessment October 2000 (as amended in 2007) is provided in brackets:

- **Road Network Improvements**
  - As development progresses, conduct detailed studies to confirm operational improvements at major intersections along Highway 8 and Barton Street (Schedule A+).
  - Study the need to protect right-of-way along Highway 8 and Fifty Road for future RT service (Schedule C).
  - Undertake further studies to confirm road widening to a 3-lane cross section on Highway No. 8 and Barton Street (Schedule C).
  - Fruitland Road Class EA - Subject to other ongoing studies (Separate EA to determine whether this will be a Schedule B or C project).

- **Transit Improvements**
  - Feasibility study for inter-regional transit terminal (Class EA Schedule is likely A+ or B; to be confirmed following feasibility study), including access and system connectivity requirements.
  - Develop local TDM Strategy.

- **Cycling Network Improvements**
  - Ensure integrated and connected network.

CONTACT INFORMATION

Mohan Philip, M. Eng.
Project Manager, Capital Planning and Implementation Division
Public Works Department, City of Hamilton
77 James Street North, Suite 520
Hamilton, Ontario L8R 2K3
Phone: 905-546-2424 Ext. 3438
Fax: 905-790-4090
Email: splanning@hamilton.ca

CYCLING MASTER PLAN

Project Status: Ongoing
Project Summary:
The intent of the Master Plan is to investigate how to better connect cycling systems together in a regional-scale network, improve connections to transit nodes and encourage cycling use within the City of Hamilton.

The City’s current Cycling Master Plan, Shifting Gears, was issued in 1999. This document requires updating. The new cycling plan will address:
- Where cycling facilities such as bike lanes are needed
- Other types of cycling infrastructure such as bike parking
- Educational programs
- Cycling promotional initiatives

Previous Public Information Centres (PICs):
- The City hosted an initial round of PICs in November 2008 for this study at four locations across the City (Downtown, Stoney Creek, Ancaster, Mountain).
- The second round of PICs was held on April 14, 2009 and April 16, 2009 at two locations. The purpose of these meetings was to present the proposed Cycling Master Plan and receive public feedback. This new cycling plan includes a list of projects to expand the City’s cycling infrastructure as well as address issues such as cycling promotion and safe-cycling education.

Next Steps:
- Finalize the study and present to Council (summer 2009)
- Filing of the study as a completed Environmental Assessment (summer/fall 2009)

CONTACT INFORMATION

Daryl Bender
Project Manager, Alternative Transportation Operations and Maintenance Division
Traffic Engineering and Operations Section
Public Works Department, City of Hamilton
77 James Street North, Suite 520
Hamilton, Ontario, L8R 2K3
Phone: 905-546-2424 Ext. 2066
Email: cycling@hamilton.ca
Web: www.hamilton.ca/ShiftingGears

Public Information Centre
Fruitland-Winona Secondary Plan
Environmental Assessment Studies (Continued)

<table>
<thead>
<tr>
<th>STONEY CREEK TRANSIT HUB FEASIBILITY STUDY</th>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Status: Ongoing</td>
<td>Natasha D’Souza, MCIP, RPP</td>
</tr>
<tr>
<td>Project Summary:</td>
<td>Capital Planning and Implementation Division</td>
</tr>
<tr>
<td>The goals of this project are to address the short term and long term transit facility requirements, with a primary focus to develop a multi-modal Transit hub, and protect for future Rapid Transit facilities. Among the objectives, this study will identify the operational and engineering/technical feasibility of an inter-regional multi-modal transit facility at the south west quadrant of Fifty Road and the South Service Road in Stoney Creek. In addition, the study will determine where the hub should be located. This transit hub will be the easterly terminus of the B-line transit service, which will extend from Dundas (west) to Stoney Creek (east). Among the long term study objectives, the transit hub is anticipated to become a recognized terminal for inter-city/inter-regional transportation and the Hamilton Street Railway (HSR). The results of this study will therefore facilitate further consideration to establish a potential Stoney Creek GO Train/Bus Station. Finally, a park’n ride facility and parking provisions will be taken into consideration as part of this feasibility study.</td>
<td></td>
</tr>
<tr>
<td>Previous Public Information Centre (PIC):</td>
<td>Elizabeth Panicker, P. Eng.</td>
</tr>
<tr>
<td>• Thursday, November 13, 2008</td>
<td>Capital Planning and Implementation Division</td>
</tr>
<tr>
<td>Next Steps:</td>
<td>Public Works Department, City of Hamilton</td>
</tr>
<tr>
<td>Finalize Phase 1 of the study and proceed to Phase 2 which is to evaluate alternative Subwatershed management strategies.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>77 James Street North, Suite 320</td>
</tr>
<tr>
<td></td>
<td>Hamilton, Ontario L8R 2K3</td>
</tr>
<tr>
<td></td>
<td>Phone: 905-546-2424 Ext. 6939</td>
</tr>
<tr>
<td></td>
<td>Fax: 905-546-4435</td>
</tr>
<tr>
<td></td>
<td>Email: <a href="mailto:splanning@hamilton.ca">splanning@hamilton.ca</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SCUBE SUBWATERSHED STUDY</th>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Status: Ongoing</td>
<td>Gary Kirchknopf, C.E.T.</td>
</tr>
<tr>
<td>Project Summary:</td>
<td>Senior Project Manager</td>
</tr>
<tr>
<td>This study was initiated to develop a comprehensive Truck Route Master Plan for the City of Hamilton that will review the following issues: • Hamilton is a major transportation centre including a major port, air cargo hub and contains road and rail routes that serve the busiest transportation corridor in Canada; and • The economy needs efficient movement of goods that is safe and minimizes the impact on the environment and the community. The Truck Route Master Plan Study will investigate alternative solutions and select a plan that responds to stakeholder views, and that strives for equity among residents and industry. The study is to be carried out according to the guidelines set out for Municipal Class Environmental Assessments (EA). The EA process ensures that a reasonable range of alternatives are considered and that the public and other stakeholders have sufficient input into the decision process.</td>
<td></td>
</tr>
<tr>
<td>Previous Public Information Centres (PICs):</td>
<td>Natasha D’Souza, MCIP, RPP</td>
</tr>
<tr>
<td>• PIC #1: Tuesday, May 27, 2008</td>
<td>Consultant</td>
</tr>
<tr>
<td>• PIC #2: Tuesday, June 17-19, 2008</td>
<td>Lura Consulting</td>
</tr>
<tr>
<td>➢ June 17 - Flamborough Municipal Centre</td>
<td>Phone: 905-527-0754</td>
</tr>
<tr>
<td>➢ June 18 - Glanbrook Municipal Centre</td>
<td>Fax: 905-528-4179</td>
</tr>
<tr>
<td>➢ June 19 - Stoney Creek City Hall</td>
<td>CONTACT INFORMATION</td>
</tr>
<tr>
<td>Next Steps:</td>
<td>Environmental Assessment Studies</td>
</tr>
<tr>
<td>The project team's next steps will include completion of the Complete Route Attributes and Assessment process. Using the results of the assessment process and feedback from the PICs and the technical advisory committee, the project team will develop a recommended Truck Route System. A final round of PICs will be held in Fall 2009 to present and discuss the recommended Truck Route System. After feedback from the round of PICs has been incorporated, the recommended plan will be taken to Council for endorsement (expected in early 2010). Once Council endorses the plan, the City will implement the preferred plan.</td>
<td></td>
</tr>
</tbody>
</table>
## Watercourses 5 and 6 Environmental Assessment

**Project Status:** Ongoing - Preferred Plan

**Project Summary:**
The City of Hamilton has initiated the Municipal Class Environmental Assessment (EA) process for improvements to Watercourses 5 and 6 and their tributaries within the former City of Stoney Creek. The proposed watercourse system improvements are focused on areas with known drainage deficiencies and areas of proposed future development within the watersheds of Watercourses 5 and 6. In general, improvements will be recommended to assess flooding concerns and address drainage deficiencies in Watercourses 5.0, 6.0, 6.1, 6.2 and 6.3.

**Previous Public Information Centres (PICs):**
- PIC #1: April 26, 2006
- PIC #2: April 10, 2007
- PIC #3: June 12, 2007
- PIC #4: September 11, 2008

**Next Steps:**
- Finalize Study Report, Staff report to Public Works Committee and file for Public Review.

### Evaluation Criteria
- List of Alternatives for Consideration
- Evaluation of alternatives based on natural, social, economic and technical considerations.

### List of Alternatives for Consideration
- Do Nothing;
- Floodplain management through flood proofing and policies;
- Stormwater management to control flows;
- Replacement of existing culverts;
- Watercourse diversion; and,
- Watercourse naturalization

**CONTACT INFORMATION**

Nahed Ghrbn
Project Manager, Watershed Management
capital planning and Implementation Division
Public Works Department, City of Hamilton
77 James Street North, Suite 320
Hamilton, Ontario, L8R 2K3
Phone: 905-546-2424 Ext. 3438
Fax: 905-546-5327
Email: Nahed.Ghrbn@hamilton.ca

---

## Lewis Road Environmental Assessment Study

**Project Status:** Complete

**Project Summary:**
Lewis Road currently does not meet an acceptable industrial road design standard with respect to pavement width and structure. This EA study was undertaken to determine the level of reconstruction required to bring Lewis Road to an acceptable design standard. These improvements to the road are needed to support the industrial development planned for this portion of the former City of Stoney Creek.

The recommended improvements are to urbanize and widen this section of Lewis Road about the existing centre line. The recommended urban cross section provides for a 5.5m wide lane in each direction, and sidewalk on the east side of the road.

**Previous Public Information Centres (PICs):**
- PIC #1: April 26, 2006
- PIC #2: April 10, 2007
- PIC #3: June 12, 2007
- PIC #4: September 11, 2008

**Next Steps:**
- Complete Study Report, Staff report to Public Works Committee and file for Public Review.

**CONTACT INFORMATION**

Mohan Philip, M. Eng.
Project Manager, Capital Planning and Implementation Division
Public Works Department, City of Hamilton
77 James Street North, Suite 320
Hamilton, Ontario, L8R 2K3
Phone: 905-546-2424 Ext. 3438
Fax: 905-546-4435
Email: splanning@hamilton.ca

---

## Fruitland Road Environmental Assessment Study

**Project Status:** Ongoing

**Project Summary:**
The City of Hamilton has initiated the Municipal Class Environmental Assessment (EA) process for improvements to Watercourses 5 and 6 and their tributaries within the former City of Stoney Creek. The proposed watercourse system improvements are focused on areas with known drainage deficiencies and areas of proposed future development within the watersheds of Watercourses 5 and 6. In general, improvements will be recommended to assess flooding concerns and address drainage deficiencies in Watercourses 5.0, 6.0, 6.1, 6.2 and 6.3.

**Previous Public Information Centres (PICs):**
- PIC #1: Thursday April 12, 2007:
  - Presentation of the evaluation and selection of the preferred alternative for improving identified existing drainage deficiencies while facilitating future proposed development.
  - Evaluation of alternatives based on natural, social, economic and technical considerations.
- PIC #2: Thursday June 21, 2007:
  - Problem/Opportunity Statement
  - Summary of Existing Conditions
  - Evaluation Criteria

**Next Steps:**
- Consider input received in the selection of the preferred alternative solution.
- Complete additional studies and modeling.
- Finalize the project file report with input from the secondary plan.
- Continue liaison with agencies to identify required permits.
- Prepare a notice to be placed in the newspaper and distributed to residents adjacent to the study area identifying the opportunity to review the project file report over a 30-day period.
- Assuming that comments raised during the 30-day review period can be resolved, the City will proceed with implementation aspects.

**CONTACT INFORMATION**

Margaret Fazio
Senior Project Manager
Capital Planning & Implementation
Public Works Department, City of Hamilton
77 James Street North, Suite 320
Hamilton, Ontario, L8R 2K3
Phone: 905-546-2424 Ext. 5103
Fax: 905-546-4435
Email: Margaret.Fazio@hamilton.ca
How are Environmentally Significant Areas (ESAs) Identified?

How does the City of Hamilton know whether a natural area is environmentally significant? Field work is carried out on the site, called a biological inventory. Biologists record the plant, fish, and animal species found on the site, the vegetation communities, geology, soils, topography, and movement of water (hydrology). The significance of the natural features found on site is compared with the ESA Criteria to identify whether a natural area is worthy of designation as an ESA in the Official Plan.

The criteria are:

1. **Significant Earth Science Feature** - the area has a distinctive and unusual landform that is significant within the City, the province or Canada.
2. **Significant Hydrological Feature or Function** - the area contributes significantly to one or more of:
   - groundwater recharge
   - groundwater discharge
   - groundwater quality
   - flow attenuation
   - surface water quality
3. **Significant Ecological Function** - the area has one or more significant ecological functions:
   - there is a high diversity of native species or biotic communities
   - there are biotic communities that are rare in the City, province or Canada
   - the area is a good representative of a biotic community characteristic of the natural landscapes of the City and not adequately represented in existing protected areas or the area is a good representative of a pre-settlement biotic community
   - the area is a large core natural area; it may be sufficiently large to provide habitat for species requiring large habitat areas
   - the area provides essential habitat for continuation of species; for example, significant areas of species concentrations, areas essential for certain stages of the life cycle, source areas for species
   - there is significant habitat for seasonal concentrations of wildlife
   - there is significant fish habitat
   - the area acts as a link between natural areas or functions as a corridor for wildlife
   - the area is in a good natural condition with few non-native species, particularly invasive non-natives
   - there is habitat for species considered significant in the City, province or Canada

There are two existing Environmentally Significant Area’s (ESAs) influencing the study area: the Devil’s Punch Bowl Escarpment ESA (#54) and the Fifty Creek Valley ESA (#80).

Any proposed changes within and adjacent to the ESA must be reviewed by the Environmentally Significant Areas Impact Evaluation Group (ESAIEG).

**Linkages**

- Are landscape areas that connect natural areas. Linkages are also important natural features, either in their own right or through restoration activities. They are avenues along which plants and animals can propagate, genetic interchange can occur, populations can move in response to environmental changes and life cycle requirements, and species can be replenished from other natural areas. Conserving linkages also protects and enhances key natural features such as the Niagara Escarpment and the Fifty Creek Valley.
Natural Heritage Features
Environmentally Significant Areas

Devil’s Punch Bowl Escarpment Environmentally Significant Area

(FSA No. 54) Map

Fifty Creek Valley Environmentally Significant Area

(FSA No. 80) Map
Natural Heritage Features

Wetlands

There are four major types of wetlands: swamps, marshes, bogs and fens. Wetlands contain the following characteristics:

a) are seasonally or permanently covered with shallow water or have the water table close to or at the surface;
b) have hydric soils and vegetation dominated by water-tolerant plants; and
c) have been further identified according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.

This includes provincially and locally significant wetlands. (Greenbelt Plan, 2005)

Environmentally Significant Areas (ESAs)

Environmentally Significant Areas are locally significant areas that meet any one of the following criteria:

a) the area is a good representative of a biotic community characteristic of the natural landscapes of the City and not adequately represented in existing protected areas or the area is a good representative of pre-settlement biotic community;
b) there are biotic communities that are rare in the City, Province, or Canada;
c) the area is a large natural area (20 hectares or more in size); it may be sufficiently large to provide habitat for species requiring large habitat areas;
d) there is habitat for species considered significant in the City, Province, or Canada;
e) the site fulfills a significant hydrological function (groundwater recharge or discharge, ground or surface water quality, or flood attenuation);
f) the site contains a significant earth science feature (distinctive and unusual landform);
g) there is a high diversity of native species or biotic communities;
h) the area provides essential habitat for the continuation of species; for example, significant areas of species concentrations, areas essential for certain stage of the life cycle, source areas for species;
i) there are significant seasonal concentrations of wildlife;
j) the area acts as a link between natural areas or functions as a corridor for wildlife;
k) the area is in good natural condition, with few non-native species, particularly invasive non-natives; or,
l) the area contains significant fish habitat.

Woodlands

Treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas (PPS, 2005).

Significant Woodland

An area which is ecologically important in terms of:

a) Features such as species composition, age of trees, stand history;
b) Functionally important due to its contribution to the broader landscape because of its location, size, or due to the amount of forest cover in the planning area; and

c) Economically important due to site quality, species composition or past management history. (PPS 2005)

In the City of Hamilton, significant woodlands must meet two or more of the following criteria:

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Size</td>
<td>All woodlands that meet the minimum size criteria (below) are significant.</td>
</tr>
<tr>
<td>Forest Cover (by planning unit)</td>
<td>Minimum patch size for significance</td>
</tr>
<tr>
<td>&lt; 5%</td>
<td>1 ha.</td>
</tr>
<tr>
<td>5-10%</td>
<td>2 ha.</td>
</tr>
<tr>
<td>11-15%</td>
<td>4 ha.</td>
</tr>
<tr>
<td>16-20%</td>
<td>10 ha.</td>
</tr>
<tr>
<td>21-30%</td>
<td>15 ha.</td>
</tr>
</tbody>
</table>

Interior Forest

Any woodland with interior forest habitat (defined as 100 meters from edge) is considered significant.

Proximity/Connectivity

Woodlands that are located within 50 meters of a significant natural area (defined as wetlands 0.5 hectares or greater in size, ESAs, PSWs, and Life Science ANSIs) are significant.

Proximity to Water

Woodlands are considered significant if any portion is within 30 meters of any hydrological feature, including all streams, headwater areas, wetlands, and lakes.

Age

Woodlands with trees of 100 years or more in age are significant. Age will be determined initially using FRI mapping and can be verified during EIS.

Rare Species

Any woodland containing threatened, endangered, special concern, provincially or locally rare plant or wildlife species is significant.
Natural Heritage features are areas including significant wetlands, fish habitat, woodlands, valley lands, habitat of endangered species and threatened species, wildlife habitat and areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscape of an area. (PPS 2005)

Natural Heritage System

A natural heritage system is made up of natural heritage features and areas, linked by natural corridors, which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystem. These systems include lands that have been restored and areas with the potential to be restored to a natural state. (PPS 2005)
Greenbelt

Legend
- Municipal Boundary
- Niagara Escarpment
- Study Area

Greenbelt Area:
- Protected Countryside - Specialty Crop Area - Tender Fruit and Grape
- Protected Countryside - Niagara Escarpment Plan Area
CONCEPT "B"

Projected Residential Population: 17,985 People
Projected Units:
- Low Density: 1,307
- Low Density (2-3) 2,213
- Medium Density 4: 2,625
- Mixed Use 700
- Unit Total: 7,844 Units

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

Lands Subject to Greenbelt Plan
Lands Subject to Environment Plan - (not within urban boundary)
CONCEPT "C"

Projected Residential Population: 20,887 People
Projected Units:
- Low Density: 2,036
- Medium Density (2-3): 4,154
- Medium Density 4: 1,817
- Mixed Use: 413
Unit Total: 8,420 Units

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

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

Projected Units:
- Low Density: 2,036
- Medium Density (2-3): 4,154
- Medium Density 4: 1,817
- Mixed Use: 413
Unit Total: 8,420 Units

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

Public Information Centre
Fruitland-Winona Secondary Plan

Lands Subject to Greenbelt Plan