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 a preferred plan that was developed by City Planners, with input from the Community Advisory Committee (CAC), public, stakeholders and public agencies. The preferred plan and draft policies will form the basis for the Secondary Plan. Following this meeting staff will gather all comments received today, and analyze them with other comments received from agencies and stakeholders and amend the policies as required.

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.

YOU CAN HAVE YOUR SAY BY:
- writing comments on the preferred plan provided
- filling out a comment sheet and depositing in the collection box in the Stoney Creek Customer Service Center
- online comment sheet
- sending an email to Andrea.McDonald@hamilton.ca or Steve.Boich@hamilton.ca

Comments due by July 9, 2010
Fruitland - Winona Area Photographs
Neighbourhood Housing Forms

One storey dwelling
McNeilly Road

Two storey dwelling
McNeilly Road

Two storey dwellings
Tuscani Drive

Two storey dwelling
Milliken Drive

Two storey townhouses
Benziger Drive

Two storey dwelling
Parkmanor Drive

Two storey dwellings
Chanti Court

One storey dwelling
Christina Avenue

One and a half storey dwelling
Milliken Road

Two storey dwelling
Tuscani Drive

One storey dwelling
Barton Street

Two storey dwelling
McNeilly Road

Public Information Centre
Fruitland-Winona Secondary Plan
Fruitland - Winona Area Photographs
EscarPMENT Views and Barton Street

EscarPMENT view of ED Smith
Pick - Your - Own
EscarPMENT 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

EscarPMENT 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
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
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
<table>
<thead>
<tr>
<th><strong>Objectives (Continued)</strong></th>
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<tbody>
<tr>
<td><strong>Urban Design</strong></td>
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<tr>
<td>1. To ensure the development of an attractive, safe and pedestrian oriented community environment</td>
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<td>2. To promote a high quality of design for public parks, open spaces, and buildings, consistent with the Vision</td>
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<td>3. To ensure compatibility between areas of different land use or development intensity</td>
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<td>4. To establish gateway features at appropriate locations to function as entranceways to Stoney Creek, and the communities of Fruitland and Winona</td>
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<td>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</td>
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<td>6. To integrate views of the escarpment and other natural features</td>
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<tr>
<td>7. To promote public transit, walking and recreational connections through a well connected system of streets, walkways and trails</td>
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<td>8. To promote design variety within streetscapes</td>
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<td>9. To create street and building design that promotes pedestrian comfort and vitality at the grade level of buildings</td>
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<tr>
<td><strong>Utility Services/Municipal Services</strong></td>
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<tr>
<td>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</td>
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<tr>
<td>2. To ensure utilities/municipal services are provided in a manner that minimizes the impacts on the natural environment</td>
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<td>3. To ensure public and private utilities are clustered or grouped where possible to minimize visual impact</td>
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<tr>
<td>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</td>
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<tr>
<td>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</td>
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PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

Date:

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Special Policy Area
Fruitland Road EA Study Area
Winona Centre
Properties Designated under the Ontario Heritage Act
Transit Hub
ES Elementary School
SWM Storm Water Management
Barton Street Pedestrian Promenade
Niagara Escarpment

Proposed Roads
Urban Boundary
Watercourse
Railway

Fruitland-Winona Secondary Plan
Land Use Map

B.7.8-1

Legend

Study Area
Future Development
Existing Winona Land Use

Other Features

Note:
Recommendations of SCUBE East & SCUBE West Subwatershed Studies will be incorporated once these studies have been completed.

Lake Ontario
Population Approx. 15,000

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

Legend

Low Density Residential 2
Low Density Residential 3
Medium Density Residential 2
Medium Density Residential 3
Institutional
Local Commercial
District Commercial
Retail Commercial
Employment Lands
Public Open Space
Neighbourhood Park
Community Park
General Open Space
Natural Heritage

DRAFT

Fillable.png
Fruitland-Winona Draft Secondary Plan Policy

Draft Policies have been created for the Fruitland-Winona Secondary Plan. These policies are draft and may be amended, as required, based on community/stakeholder feedback.

These policies have been drafted to be amended into the New Urban Official Plan.

The Urban Official Plan is Council adopted and currently under review at the Ministry of Municipal Affairs and Housing.

The Urban Official Plan is available online at www.hamilton.ca/newurbanop
Paper copies of related Official Plan policies are also available upon request.
Municipal Class Environmental Assessment Studies affecting the Fruitland-Winona Secondary Plan

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

**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
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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 (OPA 99), 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.

**Contact Information**

- **Mohan Philip, M. Eng.**  
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  Hamilton, Ontario L8R 2K3  
  Phone: 905-546-2424 Ext. 3438  
  Fax: 905-790-4090  
  Email: splanning@hamilton.ca

**Previous Public Information Centre (PIC):**

- April 2, 2008

**Next Steps:**

- 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.

### CYCLING MASTER PLAN

**Project Status:** Complete  
**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
- Where cycling facilities and infrastructure are needed
- Educational programs
- Cycling promotional initiatives

**Previous Public Information Centres (PIC):**

- 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.

**Contact Information**

- **Daryl Bender**  
  Project Manager, Alternative Transportation Operations and Maintenance Division  
  Traffic Engineering and Operations Section  
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  Phone: 905-546-2424 Ext. 2066  
  Email: cycling@hamilton.ca  
  Web: www.hamilton.ca/ShiftingGears
# Municipal Class Environmental Assessment Studies (Continued)

## MUNICIPAL CLASS STONEY CREEK TRANSIT HUB FEASIBILITY STUDY

**Project Status:** Ongoing  
**Project Summary:**  
The goals of this project are to address the short term and long term transit facilities 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 southwest quadrant off 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.

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Fax: 905-546-4435  
Email: justin.readman@hamilton.ca

## SCUBE EAST SUBWATERSHED STUDY

**See Display**

**CONTACT INFORMATION**  
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Brampton, ON L6T 5C5  
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Email: frew.g@aquaforbceech.com

## HAMILTON TRUCK ROUTE MASTER PLAN

**Project Status:** Council Approved  
**Project Summary:**  
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.  
- Public Works Sub-Committee Meeting - April 26, 2010  
- Public Works Committee Meeting - May 31, 2010  
- Council - June 2010

**CONTACT INFORMATION**  
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Lura Consulting  
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Fax: 905-526-4179
# Municipal Class Environmental Assessment Studies (Continued)

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

### Contact Information

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<thead>
<tr>
<th>Name</th>
<th>Phone</th>
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<tbody>
<tr>
<td>Mohan Philip, M. Eng.</td>
<td>905-546-2424 Ext. 3438</td>
<td><a href="mailto:splanning@hamilton.ca">splanning@hamilton.ca</a></td>
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## Scube West Wubwatershed Study

**See Display**

### Contact Information

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<th>Name</th>
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<th>Email</th>
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<tbody>
<tr>
<td>Nahed Ghbn</td>
<td>905-546-2424 Ext. 6413</td>
<td><a href="mailto:Nahed.Ghbn@hamilton.ca">Nahed.Ghbn@hamilton.ca</a></td>
</tr>
</tbody>
</table>

## Fruitland Road Environmental Assessment Study

**Project Status:** Ongoing  
**Project Summary:** Please see Fruitland Environmental Assessment Panel for more information.

### Contact Information

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<tr>
<th>Name</th>
<th>Phone</th>
<th>Email</th>
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<tbody>
<tr>
<td>Margaret Fazio</td>
<td>905-546-4435</td>
<td><a href="mailto:Margaret.Fazio@hamilton.ca">Margaret.Fazio@hamilton.ca</a></td>
</tr>
</tbody>
</table>
Residential Designations

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

- **Permitted Uses**: townhouses, duplexes, triplexes and quadruplexes, low-rise apartments (no singles or semis)
- **Density**: 60-75 units per net residential hectare
- **Maximum Height**: 4 storeys

MEDIUM DENSITY RESIDENTIAL 3

- **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
### 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, and are a minimum size of 2ha.

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 and have an approximate size of 7ha. They include facilities such as arenas, community centres, baseball diamonds, swimming pools, tennis and multi-purpose courts and large sports fields.

3. **General Open Space**: General Open Space lands are public or private areas used for extensive recreational facilities, trails/pathways, cemeteries and other open space uses.

4. **Natural Open Space**: Natural Open Space includes lands with significant natural features and landscapes such as woodlots, hazard land, forested slopes, creek/ravine corridors, the Niagara escarpment, environmentally sensitive areas and wildlife habitat.

### INSTITUTIONAL

- Existing Institutional uses in Fruitland-Winona include places of worship and schools.
- Proposed Institutional uses include elementary schools.
Commercial Designations

**LOCAL COMMERCIAL**

- **Permitted Uses**: retail uses such as a craft person's shop, day nursery, commercial school, financial establishment, medical office, business office, professional offices, motor vehicle service station, personal service, place of worship, repair service, restaurant, retail, studio, art gallery, tradesperson shop and veterinary service.
- **Scale**:
  - maximum height 3 storeys
  - may be in the form of single buildings, plazas or a main street configuration

**DISTRICT COMMERCIAL**

- **Permitted Uses**: commercial uses including retail stores, personal services, financial establishment, live work units, restaurants, gas bars, car washes and service stations
- **Scale**:
  - maximum height 4 storeys
  - may be stand alone stores, multiple unit commercial buildings or live work buildings
  - maximum amount of retail and service commercial floor - space permitted in an area designated District Commercial shall be 25,000 square meters

**ARTERIAL COMMERCIAL**

- **Permitted Uses**: commercial uses including banquet halls, restaurants, including garden centres, furniture stores, building and lumber supply establishment, home improvement supply store, and retail primarily for the sale of building supplies.
- **Automotive related uses** primarily for vehicle sales, service and renal, gas bars and car washes
- **Commercial recreation (not theatres)**
- **Mini warehousing**
- **Does not permit** department stores, food stores and residential uses
- **Scale**:
  - maximum height 6 storeys
  - future development to provide appropriate setbacks, landscaping and buffering
**Fruitland Road:**
Fruitland Road realignment is subject to the Fruitland Road Environmental Assessment preferred alternative.

- Proposed Collector Road "A" has the potential to function as an Arterial Road, pending the preferred recommendation of the Fruitland Road Environmental Assessment.
SIX URBAN DESIGN PRINCIPLES:

1. Create a pedestrian promenade to serve as an important community spine fusing both halves of Barton Street with a green coastline.

2. Provide an inclusive and accessible multi-use promenade which promotes walking, cycling, healthy living, and social interaction across the Fruitland-Winona community to serve the entire community including seniors, children, and those with reduced mobility.

3. Promote transit oriented built-form along the green coastline with building entrances that face the pedestrian promenade and include pedestrian connections from the promenade to the main entrances.

4. Create a place making opportunity and community landmark that helps define the character of the Fruitland-Winona community.

5. Promote and enhance the civic image and quality of City.

6. Link important public spaces such as community parks, storm water, and schools.
Urban Design
(School and Recreation Campus)

FIVE URBAN DESIGN PRINCIPLES:

1. An inviting and accessible community hub that includes a community centre and elementary schools that promote walkability, healthy living, sense of community and play.

2. A public place that provides programmed educational and recreational activities for the entire community.

3. An extension of the public realm with a well-connected pedestrian walkway system that connects buildings to streets, other buildings, and recreational areas.

4. High quality buildings designed to complement one another and create character and charm for this public space.

5. A well landscaped area, where the landscaping is used to frame and soften structures, create shade, define the pedestrian realm, and enhance the function of the campus block.

Sample Campus Concept
Six Urban Design Principles:

1. Create a traditional neighbourhood design that promotes livability through human scale development and land use compatibility.

2. Promote buildings located along the street edge and oriented to the street to reinforce the “main street” character of this area.

3. Create an animated and an inviting streetscape with wide sidewalks, trees, benches, bike racks, public art, planting areas, and on-street parking all to encouraged to reinforce a pedestrian friendly streetscape.

4. Provide landmarks such as gateways, feature buildings, public gathering spaces to identify the mixed-use area.

5. New Building designs should be designed to be sympathetic to the existing buildings in the community and incorporate some of the culturally significant elements or treatments of the community.

6. Capture the local agricultural history and character of Fruitland-Winona and reflect this in the urban design opportunities such as seating area, public art, landscaping, etc.
We Encourage You to be a Part of the On-going Planning Process

Please submit your comments on the sheets provided or online at www.hamilton.ca/Fruitland-Winona

YOUR COMMENTS ARE CRITICAL

If you would like more information or would like to comment further on the information presented tonight please contact:

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If you would like a copy of the information presented today, it will be available on the City’s website: www.hamilton.ca/Fruitland-Winona