

<b>A. Roads and Traffic</b>			
<b>Comment/ Concern</b>		<b>Current Approach (November 19, 2013 Plan)</b>	<b>Options and Recommendations</b>
<b>1</b>	<p><b>Fruitland Road Traffic and Truck Traffic:</b></p> <ul style="list-style-type: none"> <li>- Amount of Traffic.</li> <li>- Truck traffic.</li> <li>- Speeds.</li> <li>- Will the new collector be able to accommodate trucks?</li> </ul> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>• Flipchart, Station 2, page 1</li> <li>• Flipchart, Station 3, page 2</li> <li>• Flipchart, Station 3, page 4</li> <li>• Flipchart, Station 3, page 8</li> <li>• Flipchart, Station 3, page 10</li> <li>• Flipchart, Station 3, page 15</li> <li>• Flipchart, Station 3, page 16</li> <li>• Flipchart, Station 5, page 2</li> <li>• Comment #2, #6, #29, #34, #36, #57, #65, #66, #87, #90, #100, #101, #109</li> </ul>	<ul style="list-style-type: none"> <li>• Fruitland Road is designated as a minor arterial road in the Urban Hamilton Official Plan which is intended to carry moderate volumes of traffic. It is also a designated truck route from 7 am – 7 pm.</li> <li>• A new north/south collector road (Collector Road 'A') is proposed between Fruitland Road and Jones Road (to be the new truck route) as recommended by the Fruitland Road Environmental Assessment (EA). Once this road is built, the truck route that is currently on Fruitland Road will be relocated.</li> <li>• The Plan implements the preferred corridor for the new north/south collector road (Collector Rd. 'A') as determined through the Fruitland Road EA.</li> <li>• The Plan contains a Policy that commits to investigate the relocation of the truck route to the Greenbelt lands if the lands become urban (Policy 7.4.13.6 (h)).</li> <li>• The Fruitland Road EA recommended traffic calming to be implemented on Fruitland Road to mitigate speeding.</li> </ul>	<ul style="list-style-type: none"> <li>• A variety of options have been reviewed including: the proposed north/south collector, new collector road/ truck route in the Greenbelt Plan lands, the previously proposed Fruitland Road bypass with the closure of Fruitland Road, extending Arvin Avenue east of Jones Road and connecting it to Collector Road 'C'. Additional studies on road and truck traffic could be considered by Committee and Council.</li> <li>• Committee and Council could direct Public Works to complete the EA for Collector Road 'A' to determine the detailed design of the road and location of the intersections.</li> </ul> <p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan which implements the Council adopted Fruitland Road EA (2011) which recommends a new north/south collector road between Fruitland Road and Jones Road to be the new truck route.</p>
<b>2</b>	<p><b>Changes to Fruitland Road:</b></p> <ul style="list-style-type: none"> <li>- Keep Fruitland Road open.</li> <li>- Close Fruitland Road (cul-de-sac).</li> </ul> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>• Flipchart, Station 3, page 2</li> <li>• Flipchart, Station 3, page 4</li> <li>• Flipchart, Station 3, page 6</li> <li>• Flipchart, Station 3, page 12</li> <li>• Flipchart, Station 3, page 13</li> <li>• Flipchart, Station 3, page 14</li> <li>• Flipchart, Station 3, page 15</li> </ul>	<ul style="list-style-type: none"> <li>• The Plan implements the Fruitland Road EA (2001) recommendation which does not recommend the closure (cul-de-sac) of Fruitland Road.</li> <li>• Please see comments on Roads and Traffic, Comment/ Concern 1, Fruitland Road Traffic and Truck Traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• Several comments were received that suggested the closure of Fruitland Road and to maintain Fruitland Road as it is today (keep it open).</li> <li>• A variety of options have been reviewed including: the proposed north/south collector, new collector road/ truck route in the Greenbelt Plan lands, the previously proposed Fruitland Road bypass with the closure of Fruitland Road, extending Arvin Avenue east of Jones Road and connecting it to Collector Road 'C'. Additional studies on road and truck traffic could be considered by Committee and Council.</li> </ul> <p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan which implements the Council adopted Fruitland Road EA (2011) which recommends a new north/south collector road between Fruitland Road and Jones Road and to keep Fruitland Road open.</p>

	<ul style="list-style-type: none"> <li>• Flipchart, Station 3, page 16</li> <li>• Comments #3, #4, #5, #6, #9, #13, #19, #22, #23, #24, #25, #26, #27, #32, #37, #41, #53, #54, #56, #57, #62, #65, #66, #67, #70, #72, #75, #76, #78, #80, #87, #89, #90, #93, #94, #95, #96, #97, #98, #99, #100, #101, #102, #106, #109, #110</li> </ul>		
3	<p><b>Fruitland Road Environmental Assessment (EA):</b></p> <ul style="list-style-type: none"> <li>- do not agree with the preferred recommendation (Collector Road 'A'), should implement the original 1992 EA recommendation.</li> </ul> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>• Flipchart, Station 3, page 1</li> <li>• Flipchart, Station 3, page 2</li> <li>• Comment #26, #63, #86, #87</li> </ul>	<ul style="list-style-type: none"> <li>• The Plan implements the preferred corridor for the new north/south collector road (Collector Road 'A', located between Fruitland Road and Jones Road, connecting Highway No. 8 to Barton Street) as determined through the Fruitland Road Environmental Assessment (EA). The final alignment of the intersection of Collector Road 'A' and Barton Street will be determined through the Block Servicing Strategy (Policy 7.4.14.1 (j), (iii)).</li> <li>• The Plan does not implement the 1992 EA recommendation for a by-pass to Fruitland Road because the EA expired in 1997. Since that time, the Red Hill Expressway was built and the lands east of Fruitland Road between Barton Street and Highway No. 8 became Urban. A new EA was carried out.</li> <li>• A collector road is required between Fruitland Road and Jones Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Complete the Environmental Assessment for Collector Road 'A' through the Block Servicing Strategy as per Policy 7.4.14.1 (j), (iii).</li> <li>• Committee and Council could direct the staff to complete the final phases of the Environmental Assessment for Collector Road 'A' to determine the detailed design of the road and location of the intersections.</li> </ul> <p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan which implements the Council adopted Fruitland Road EA (2011) which recommends a new north/south collector road between Fruitland Road and Jones Road to be the new truck and that the EA for this road is completed through the Block Servicing Strategy (as per Policy 7.4.14.1 (j), (iii)).</p>
4	<p><b>Speed Limit on Fruitland Road:</b></p> <ul style="list-style-type: none"> <li>- Leave Fruitland Road as is but lower the speed limits.</li> </ul> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>• Flipchart, Station 3, page 4</li> <li>• Comment #65</li> </ul>	<ul style="list-style-type: none"> <li>• The Fruitland Road Environmental Assessment recommended traffic calming to be implemented on Fruitland Road to mitigate speeding.</li> <li>• The Plan does not deal with speed limits; however, traffic management policies are included in the Plan (Policy 7.4.13.10).</li> </ul>	<p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan. Secondary Plans do not address matters relating to speed limits, however, concerns regarding speeding will be forwarded to the Public Works Department. The Ward Councillor has also committed to continue to involve Police Services to enforce speed limits in the neighbourhood.</p>
5	<p><b>Alignment of Collector Road A:</b></p> <ul style="list-style-type: none"> <li>- Concerns regarding the final alignment of Collector Road 'A' and its intersection with Barton Street and Highway No. 8.</li> <li>• Flipchart, Station 5, page 2</li> </ul>	<ul style="list-style-type: none"> <li>• The Plan contains a policy that addresses the final alignment of Collector Road 'A' within the corridor and the exact location of the intersections with Barton Street and Highway No. 8. The alignment will be determined through Phase 3 of the EA process at the Block Servicing Stage (Policy 7.4.14.1 (j) (iii)).</li> </ul>	<ul style="list-style-type: none"> <li>• Committee and Council could direct Staff to complete the final phases of the EA for Collector Road 'A' to determine the detailed design of the road and location of the intersections.</li> <li>• Complete the EA for final alignment of Collector Road 'A' through the Block Servicing Strategy as per the Secondary Plan policies (Policy 7.4.14.1 (j), (iii)).</li> </ul> <p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan which requires the</p>

	<ul style="list-style-type: none"> <li>• Comment #13, #40, #87</li> </ul>		final alignment of Collector Road 'A' to be completed through the Block Servicing Strategy (as per Policy 7.4.14.1 (j), (iii)).
6	<p><b>Road widening on Barton Street for the Barton Street Pedestrian Promenade (trail):</b></p> <ul style="list-style-type: none"> <li>- Need a Walkable community</li> <li>- The widening for the trail will impact existing homes.</li> </ul> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>• Flipchart, Station 3, page 9</li> <li>• Flipchart, Station 4, page 2</li> <li>• Comment #62, #92</li> </ul>	<ul style="list-style-type: none"> <li>• The current Plan provides for a pedestrian trail (pedestrian promenade) on the south side of Barton Street that will connect the east and west portion of the community. The Plan proposes a 4 metre road widening to be added to the south side of the road right of way for the trail. The land dedicated will be taken from the south side of the road as properties are developed (Policy 7.4.10.16).</li> <li>• Dedications are taken when there are planning applications for development (i.e. site plan, severance, draft plan of subdivision, draft plan of condominium). Dedications are not required for building permits.</li> <li>• The pedestrian promenade will promote walkability and connectivity between the east and west portions of the Secondary Plan area.</li> <li>• Policies in the Urban Hamilton Official Plan indicate that not all of the road widening needs to be taken if it is determined that it is not required.</li> <li>• The current Plan contains a policy for a streetscape master plan to be carried out for Barton Street to determine the design of the promenade (Policy 7.4.10.16 (a)).</li> </ul>	<ul style="list-style-type: none"> <li>• Clarify, through policy, that the amount of the road widening to be dedicated to the City will be determined through the Barton Street Environmental Assessment (EA) and that less than the 4 metres may be dedicated where identified through the EA.</li> </ul> <p><b>Recommendation:</b></p> <ul style="list-style-type: none"> <li>• Add a policy to the Secondary Plan that clarifies that the amount of the road widening to be dedicated to the City of Hamilton will be determined through the Barton Street Environmental Assessment (EA). The Barton Street EA will determine the details of the trail design. This study could determine that less than 4 metres of additional land is required to establish the trail.</li> </ul>
7	<p><b>Upgrades needed on Barton Street (sidewalks, turning lanes, bicycle lanes, etc.)</b></p> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>• Flipchart, Station 2, page 1</li> <li>• Flipchart, Station 3, page 1</li> <li>• Flipchart, Station 3, page 7</li> <li>• Flipchart, Station 3, page 8</li> <li>• Flipchart, Station 3, page 9</li> <li>• Flipchart, Station 3, page 10</li> <li>• Comment #21, #34, #57, #62, #73, #84, #92,</li> </ul>	<ul style="list-style-type: none"> <li>• The current Plan contains a policy that states that as development proceeds, the City shall conduct studies to determine the ultimate cross section and intersection improvements along Barton Street, Highway No. 8 and Fifty Road (Policy 7.4.13.6 (e)). These studies will address traffic impacts and improvements (sidewalks, bike lanes, turning lanes).</li> <li>• An Environmental Assessment will be carried out for Barton Street to determine the required upgrades for urbanization.</li> </ul>	<ul style="list-style-type: none"> <li>• The SCUBE Transportation Master Plan recommended an Environmental Assessments to be carried out for Barton Street.</li> </ul> <p><b>Recommendation:</b></p> <p>Add a policy to the Secondary Plan that clarifies that an Environmental Assessment will be carried out for Barton Street.</p>
8	<p><b>Upgrades needed on Fifty Road (sidewalks, turning lanes, bicycle lanes, etc.)</b></p> <ul style="list-style-type: none"> <li>• Flipchart, Station 3, page 3</li> <li>• Flipchart, Station 3, page 4</li> <li>• Flipchart, Station 3, page 7</li> </ul>	<ul style="list-style-type: none"> <li>• The current Plan contains a policy that states that as development proceeds, the City shall conduct studies to determine the ultimate cross section and intersection improvements along Barton Street, Highway No. 8 and Fifty Road (Policy 7.4.13.6 (e)). These studies will address traffic impacts and improvements (sidewalks, bike lanes, turning lanes).</li> <li>• An Environmental Assessment will be carried out for Fifty Road to determine the required upgrades for urbanization.</li> </ul>	<ul style="list-style-type: none"> <li>• The SCUBE Transportation Master Plan recommended an Environmental Assessment be carried out for Fifty Road.</li> </ul> <p><b>Recommendation:</b></p> <p>Add a policy to the Secondary Plan that clarifies that an Environmental Assessments will be carried out Fifty Road.</p>

	<ul style="list-style-type: none"> <li>• Flipchart, Station 3, page 9</li> <li>• Flipchart, Station 3, page 15</li> <li>• Comment #21, #36, #57, #62, #73, #84</li> </ul>		
9	<p><b>Upgrades needed on Highway No. 8 (sidewalks, turning lanes, bicycle lanes, etc.)</b></p> <ul style="list-style-type: none"> <li>• Flipchart, Station 3, page 5</li> <li>• Flipchart, Station 3, Page 7</li> <li>• Flipchart, Station 3, page 8</li> <li>• Comment #36, #62, #84, #92</li> </ul>	<ul style="list-style-type: none"> <li>• The current Plan contains a policy that states that as development proceeds, the City shall conduct studies to determine the ultimate cross section and intersection improvements along Barton Street, Highway No. 8 and Fifty Road (Policy 7.4.13.6 (e)). These studies will address traffic impacts and improvements (sidewalks, bike lanes, turning lanes).</li> <li>• The current Plan contains a policy that requires a streetscape master plan to be carried out for Highway No. 8 (Policy 7.4.13.7)</li> <li>• An Environmental Assessment will be carried out for Highway No. 8 to determine the required upgrades for urbanization.</li> </ul>	<ul style="list-style-type: none"> <li>• The SCUBE Transportation Master Plan recommended an Environmental Assessment be carried out for Highway No. 8.</li> </ul> <p><b>Recommendation:</b></p> <p>Add a policy to the Secondary Plan that clarifies that an Environmental Assessment will be carried out for Highway No. 8.</p>
10	<p><b>Upgrades needed on Winona Road</b></p> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>• Flipchart, Station 3, page 7</li> <li>• Flipchart, Station 3, page 9</li> <li>• Flipchart, Station 3, page 10</li> </ul> <p>Comment #21, #73, #84, #107</p>	<ul style="list-style-type: none"> <li>• A Traffic Study has been carried out for the commercial development at Fifty Road and the South Service Road which has recommended upgrades to Winona Road, north of Barton Street.</li> <li>• Traffic calming features are proposed for Winona Road, north of Barton Street as part a result of the proposed commercial development at Fifty Road and the South Service Road.</li> <li>• The Environmental Assessments that will be carried out for Barton Street and Highway No. 8 will look at intersection improvements at Winona Road.</li> </ul>	<ul style="list-style-type: none"> <li>• The SCUBE Transportation Master Plan did not recommend any further upgrades to Winona Road as part of the Secondary Plan process, however, the Traffic Impact Assessment for the commercial development at Fifty Road and the South Service Road has recommended some upgrades to the portion of the road north of Barton Street and the commercial development is required to make all necessary road upgrades required.</li> </ul> <p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan</p>
11	<p><b>Traffic concerns related to Walmart and Costco development and general development in the Plan area</b></p> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>• Flipchart, Station 3, page 3</li> <li>• Flipchart, Station 3, page 7</li> <li>• Flipchart, Station 3, page 9</li> <li>• Flipchart, Station 3, page 10</li> <li>• Flipchart, Station 3, page 13</li> <li>• Flipchart, Station 3, page 17</li> <li>• Flipchart, Station 5, page 2</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic Impact Assessments are required as part of development applications (Policy C.4.5.11, C.4.5.12 of the Urban Hamilton Official Plan).</li> <li>• The Barton Street Environmental Assessment (EA) and Fifty Road EA will also look at the upgrades required to these roads as a result of the proposed commercial development (Policy 7.4.13.6 (e)). The upgrades to these roads will also accommodate traffic generated from development within the Secondary Plan area.</li> <li>• The SCUBE Transportation Master Plan provided recommendations for the collector road system for the Secondary Plan area. The road system has been implemented in the Secondary Plan. This road system will be designated to accommodate the majority of through-traffic that is a result of new development.</li> </ul>	<ul style="list-style-type: none"> <li>• The SCUBE Transportation Master Plan recommended Environmental Assessments (EA) to be carried out for Barton Street, Fifty Road and Highway No. 8. These EA's will be taking into consideration the impacts of the commercial development on the neighbourhood and the required upgrades to these roads as a result.</li> </ul> <p><b>Recommendation:</b></p> <p>Add a policy that clarifies that Environmental Assessments will be carried out for Barton Street, Fifty Road and Highway No. 8.</p>

	<ul style="list-style-type: none"><li>Comment #10, #16, #21, #29, #38, #43, #63, #84 #87,, #107</li></ul>		
<b>B. Parks and Schools</b>			
<b>Comment/ Concern</b>		<b>Current Approach (November 19, 2013 Plan)</b>	<b>Options and Recommendations</b>
1	<p><b>Land acquisition for parks and schools:</b></p> <ul style="list-style-type: none"><li>concerns about expropriation and timing of park acquisitions.</li></ul> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"><li>Flipchart, Station 4, page 1</li><li>Flipchart, Station 4, page 2</li><li>Flipchart, Station 4, page 4</li><li>Comment #2, #17, #31, #32, #33, #37, #40,#45, #48, #50, #60, #61, #77, #86, #87, #90, #107</li></ul>	<ul style="list-style-type: none"><li>The current plan contains a policy that addresses land acquisition (Policy 7.4.17.15):<i>“The City shall acquire lands for the Community Park in accordance with any Council approved acquisition policies, plans, strategies and by-laws”.</i></li><li>The current plan contains a special policy that states that in the event the lands are not required for Community Park or school purposes they can be redeveloped as Medium Density Residential 2 as long as a neighbourhood park remains (Policy 7.4.18.3 (h)).</li><li>The current plan contains a policy that states that in the event the lands within the Greenbelt become urban, relocation of the community park and schools to this location will be considered (Policy 7.4.18.3 (i)).</li><li>Both the Separate and Public School boards indicated that they required one school site each in the western portion of the Secondary Plan area to be located as close to Barton Street as possible.</li></ul>	<ul style="list-style-type: none"><li>Re-designate the properties fronting onto Barton Street to Low Density Residential to recognize the existing single-detached homes and decrease size of the Community Park and Institutional designation with a special policy area on the lands that they can be developed for Community Park and Institutional without an amendment to the plan.</li><li>Based on information from Community &amp; Emergency Services and the School Boards, the properties fronting onto Barton Street have been re-designated as Medium Density Residential 2 and decrease size of park/school designation with a Special Policy Area on the lands allowing the properties to be developed for Community Park and Institutional without an amendment to the Plan.</li><li>Amend the Secondary Plan to include the motion passed by Council as follows: <i>“Fruitland-Winona Secondary Plan – the City will not exercise the powers of expropriation to acquire lands for a Community Park:</i>  <i>(a) That the draft Fruitland-Winona Secondary Plan expressly state the City will not exercise the powers of expropriation to acquire lands for a Community Park, and in this regard that Policy 7.4.17.5 of the draft Fruitland-Winona Secondary Plan be amended to read as follows:</i> <i>(b) That the appendix containing the policies be amended in addition to Section F.4.0 – Municipal Land and Building Acquisition, the following policy shall apply to the lands designated as Community Park located on the south side of Barton Street, east of Collector Road “A”:</i> <i>“a) The City shall acquire lands for the Community Park in accordance with any Council approved acquisition policies, plans, strategies, and By-laws. <u>Notwithstanding the foregoing, however, the City shall not acquire lands for the Community Park by means of expropriation”.</u></i>  <b>Recommendation:</b><ul style="list-style-type: none"><li>Re-designate the lands fronting onto Barton Street and designated ‘Community Park’ and ‘Institutional’ on the November 19, 2013 Plan to ‘Medium Density Residential 2’. Add a Special Policy Area to the lands stating the following:  <i>“The subject lands may be developed for park and or institutional purposes without amendment to this Plan”.</i></li></ul></li></ul>

			<ul style="list-style-type: none"> <li>Amend Policy 7.4.18.3 – Area Specific Policy – Area C – Community Node by amending the following policy (Policy 7.4.18.3 (h), (ii)) to read as follows:  A Neighbour Park of a minimum of 2.0 hectares in size shall be maintained and with frontage on Collector Road ‘B’. The Neighbourhood Park will be acquired through the development/redevelopment process in accordance with Section F.1.18 – Parkland Dedication Policies.</li> <li>Add a policy that confirms that the City will not expropriate lands for parks as per Committee’s motion on February 18<sup>th</sup>, 2014 (above).</li> <li>Add a recommendation to the staff report that staff be directed to report back on a strategy for the Community Park land acquisition.</li> </ul>
2	<p><b>Concerns about the location of the Community Park and Schools along a collector and major arterial road:</b></p> <ul style="list-style-type: none"> <li>Safety</li> <li>Truck route</li> <li>Noise</li> </ul> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>Flipchart, Station 3, page 1</li> <li>Comment #86, #92</li> </ul>	<ul style="list-style-type: none"> <li>The location of the Community Park and School sites reflects the policy guidance of the Urban Hamilton Official Plan and the clustering of public facilities to promote accessibility and convenience. Community Parks are drive-to facilities and should be located along transportation and transit routes so that they can be accessed by walking, biking and the automobile.</li> <li>The Community Park and Schools are centrally located as a hub in the Plan. The hub is on a major transit route, easily accessed by walking, biking and automobile, creates a focal point and major destination for the neighbourhood, improves accessibility and convenience for people using these services, and provides opportunities to share parking and other amenities (UHOP Policies E.3.7.1, E.3.7.2, E.3.7.3, E.3.5.2, E.3.10.4, B.3.5.2, B.3.5.2.9 (d), B.3.5.2.10).</li> <li>The current plan contains a policy that states that in the event the lands within the Greenbelt become urban, relocation of the community park and schools to this location will be considered (Policy 7.4.18.3 (i)).</li> <li>Currently in the City of Hamilton there are over 25 Community Parks located on arterial or collector roads (Sackville Hill Memorial Park, Macassa Park, Olympic Park, Victoria Park, Beasley Park, Eastwood Park, Meadowlands Community Park, Dundas Meadowlands and Arena).</li> </ul>	<p>The proposed location for the Community Park and Schools is in accordance with the siting requirements as set out in the Urban Hamilton Official Plan and the number, size and location of the proposed school sites have been reviewed and signed off by the respective School Boards.</p> <p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan.</p>
3	<p><b>Provision of Schools:</b></p> <ul style="list-style-type: none"> <li>Lack of proposed High schools</li> </ul> <p>Corresponding comments from</p>	<ul style="list-style-type: none"> <li>Throughout the Secondary Plan process, staff worked closely with both the Separate and Public School Boards. In addition to the existing schools within the Secondary Plan area, the Public School Board requested one additional elementary school site and the Separate School Board requested two additional elementary school sites. No secondary school sites were requested from either Boards.</li> </ul>	<p>The Secondary Plan implements the requirements of the types of school sites as directed by the School Boards. The City has no control over the provision of elementary versus secondary schools.</p> <p><b>Recommendation:</b></p>

	Facilitator's Feedback Report: <ul style="list-style-type: none"> <li>Comment #39, #92</li> </ul>	<ul style="list-style-type: none"> <li>The Secondary Plan implements the requirements for school sites as requested by the Boards.</li> </ul>	Staff recommend proceeding with the November 19, 2013 Secondary Plan.
<b>C. Amount and Types of Housing</b>			
Comment/ Concern		Current Approach (November 19, 2013 Plan)	Options and Recommendations
1	<b>Concerns about high-rise apartments:</b> <ul style="list-style-type: none"> <li>Do not want apartment buildings along Barton Street.</li> <li>Do not want high-rise condominiums.</li> </ul> Corresponding comments from Facilitators Feedback Report: <ul style="list-style-type: none"> <li>Flipchart, Station 5, page 1</li> <li>Flipchart, Station 5, page 2</li> <li>Comment #14, #20, #24, #25, #28, #30, #31, #43, #44, #47, #55, #79</li> </ul>	<ul style="list-style-type: none"> <li>As directed by Council in June 2013, the Medium Density Residential 2 designation permits multiple dwellings including block townhomes with a maximum height of 4 storeys (Policy 7.4.4.6 (c)). This is consistent with the Urban Hamilton's Official Plan permitted built forms for the Medium Density Residential designation.</li> <li>The Secondary Plan provides for a range of housing opportunities to meet needs of the community.</li> <li>The Secondary Plan also contains policies that require development to be evaluated based on compatibility with adjacent land uses (shadowing, grading, overlook, noise, traffic and other nuisance effects) as well as transition in height and density to adjacent and existing residential development (Policy 7.4.3 (d)).</li> </ul>	<b>Recommendation:</b>  Staff recommend proceeding with the November 19, 2013 Secondary Plan.
2	<b>Concerns about the impacts of taller buildings on air drainage:</b> <ul style="list-style-type: none"> <li>Impacts on tender fruit farms.</li> <li>4 storeys buildings are too high.</li> </ul> Corresponding comments from Facilitators Feedback Report: <ul style="list-style-type: none"> <li>Flipchart, Station 3, page 6</li> <li>Flipchart, Station 5, page 1</li> <li>Comment #82, #87, #90, #92</li> </ul>	<ul style="list-style-type: none"> <li>The Medium Density Residential 2 designation which permits the tallest heights (4 storeys) have been located as far north as possible along Barton Street, away from the tender fruit farms, or in a north/south orientation to promote air flow.</li> <li>Before any development can occur within the Secondary Plan area (as part of the Block Servicing Strategy, Policy 7.4.14.1 (j), (iii)), an air drainage study must be carried out.</li> </ul>	<b>Recommendation:</b>  Add a policy to the implementation section that states that in addition to the complete application policies of the Urban Hamilton Official Plan, an air drainage study may be required for any development application submitted within the Fruitland-Winona Secondary Plan area.
3	<b>Concerns about the location of townhomes in close proximity to single- detached homes:</b> <p>Corresponding comments from Facilitators Feedback Report:</p>	<ul style="list-style-type: none"> <li>The Low Density Residential 2 and 3 designations of the Plan permit singles, semis, duplex, triplex and street townhomes in accordance with the Urban Hamilton Official Plan.</li> <li>The Secondary Plan also contains policies that require development to be evaluated based on compatibility with adjacent land uses (shadowing, grading, overlook, noise, traffic and other nuisance effects) as well as transition in height and density to adjacent and existing</li> </ul>	<b>Recommendation:</b>  Staff recommend proceeding with the November 19, 2013 Secondary Plan.

	<ul style="list-style-type: none"><li>Flipchart, Station 5, page 1</li></ul>	<p>residential development (Policy 7.4.3 (d)).</p> <ul style="list-style-type: none"><li>Additionally, the Urban Hamilton Official Plan contains urban design policies (B.3.3.2.6) that require new development to enhance the character of the existing environment through, among other things, complementing massing patterns, and minimizing shadowing and overlook impacts. These policies are reinforced in the secondary plan's urban design guidelines. New developments will be required to demonstrate conformity with these policies and guidelines through an urban design guideline or brief, and further implemented through architectural control conditions and/or an urban design peer review.</li></ul>	
4	<p><b>4 Storey heights are too high:</b></p> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"><li>Flipchart, Station 3, page 6</li><li>Comment #16, #18, #20, #24, #42, #52, #61, #64, #74, #90, #108</li></ul> <p>4 storeys should be permitted on Barton Street.</p> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"><li>Comment #8, #36</li></ul> <p>Heights should be greater than 4 storeys:</p> <ul style="list-style-type: none"><li>Heights should be greater than 4 storeys to curb urban sprawl, utilize services more efficiently,</li></ul> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"><li>Comment #75, #76, #78</li></ul>	<ul style="list-style-type: none"><li>In June 2013, Staff recommended up to 6 storeys in height (Medium Density Residential 3), Committee changed the maximum height to 4 storeys (Medium Density Residential 2).</li><li>The maximum height of 4 storeys was carried forward in the November 2013 plan.</li><li>4 storey heights are permitted on Barton Street, Jones Road and Collector Road 'A' to support the proposed Community Park and Schools and to offer built form and design that can effectively address noise, setbacks and access points.</li><li>The Secondary Plan also contains policies that require development to be evaluated based on compatibility with adjacent land uses (shadowing, grading, overlook, noise, traffic and other nuisance effects) as well as transition in height and density to adjacent and existing residential development (Policy 7.4.3 (d)).</li></ul>	<p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan.</p>



5	<p><b>The density is too high:</b></p> <ul style="list-style-type: none"> <li>- The density range is too high.</li> <li>- Too many townhomes.</li> </ul> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>• Flipchart, Station 5, page 1</li> <li>• Comment #14, #16, #20, #24, #26, #52, #61, #62, 74, #87, #90, #92, #108</li> </ul>	<ul style="list-style-type: none"> <li>• The densities proposed in the Plan are in conformity with the density ranges in the approved Urban Hamilton Official Plan density ranges.</li> <li>• Low Density 1 permits singles at a density range of 1 to 20 net units per hectare (Policy 7.4.4.3).</li> <li>• Low Density Residential 2 permits singles, semis, duplex, triplex, all forms of townhouse dwellings at a density range of 20 to 40 net units per hectare (Policy 7.4.4.4)</li> <li>• Medium Density Residential 2 permits multiple dwellings (except street town homes) and live-work units at a density range of 60 to 75 net units per hectare (Policy 7.4.4.6).</li> </ul>	<p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan.</p>
<b>D. Commercial</b>			
<b>Comment/ Concern</b>		<b>Current Approach (November 19, 2013 Plan)</b>	<b>Options and Recommendations</b>
1	<p><b>Would like to see more commercial areas for community and convenience type uses:</b></p> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>• Flipchart, Station 4, page 1</li> <li>• Comment #58, #84, #91, #92, #104</li> </ul>	<ul style="list-style-type: none"> <li>• The Plan implements the recommendations of the Commercial Study (2010) which concluded that the pre-approval of the commercial development at the South Service Road and Fifty Road precluded the opportunity to provide any other community/neighbourhood scale commercial areas within the Secondary Plan.</li> <li>• The Plan proposes two designated 'Local Commercial' areas, one at Jones Road and Highway No. 8 and the other in Winona on Highway No. 8 between Bell-Air Drive and Winona Road. There are also smaller Local Commercial areas scattered throughout the plan that recognize existing uses.</li> <li>• In order to provide additional local commercial opportunities (market driven), the Medium Density Residential 2 designation (located on the south side of Barton Street between Fruitland Road and Fifty Road, and located on the east side of Jones Road and along Collector Road 'A' and portions of Collector Road 'B') also permits local commercial uses on the ground floor.</li> </ul>	<p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan.</p>
2	<p><b>685 Highway No. 8:</b></p> <ul style="list-style-type: none"> <li>- The Local Commercial designation should be moved to the midway point of the property to reflect the existing use.</li> </ul> <p>Comment #103</p>	<ul style="list-style-type: none"> <li>• The Plan designates the front portion of the property as Local Commercial and Special Policy Area 'A' to allow for local commercial uses and the existing motel use. Approximately 1/3 of the property is designated Local Commercial.</li> </ul>	<p><b>Recommendation:</b></p> <p>Revise the Local Commercial designation to extend to the midway point of the property to reflect the existing use.</p>

<b>E. Infrastructure</b>		
<b>Comment/ Concern</b>		<b>Options and Recommendations</b>
<b>1</b>	<p><b>Concerned that infrastructure will not be upgraded for development (timing of improvements):</b></p> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>• Flipchart, Station 3, page 2</li> <li>• Flipchart, Station 3, page 7</li> <li>• Flipchart, Station 3, page 8</li> <li>• Flipchart, Station 3, page 12</li> <li>• Flipchart, Station 4, page 1</li> <li>• Comment #36, #52, #55, #59, #62, #84, #87, #91, #92</li> </ul>	<p><b>Current Approach (November 19, 2013 Plan)</b></p> <ul style="list-style-type: none"> <li>• The Plan contains policies that for a Block Servicing Strategy, (to address grading, servicing and infrastructure) to be completed before any development occurs to guide the phasing of development so that it proceeds in a comprehensive manner (Policy 7.4.14).</li> </ul> <p><b>Options and Recommendations</b></p> <p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan.</p>
<b>2</b>	<p><b>Need sanitary sewers on Highway No. 8:</b></p> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>• Flipchart, Station 2, page 1</li> <li>• Comment #83, #91</li> </ul>	<p><b>Current Approach (November 19, 2013 Plan)</b></p> <ul style="list-style-type: none"> <li>• The Plan contains policies that requires that a Block Servicing Strategy, (to address grading and servicing) to be completed prior to development to guide the phasing of development so that it proceeds in a coordinated and comprehensive manner (Policy 7.4.14). As development occurs, services will be installed.</li> <li>• An Environmental Assessment will be carried out for Highway No. 8 that will address the urbanization of Highway No. 8 and servicing provisions.</li> </ul> <p><b>Options and Recommendations</b></p> <p><b>Recommendation:</b></p> <p>Add a policy to the Secondary Plan that clarifies that an Environmental Assessment will be carried out for Highway No. 8.</p>
<b>F. Natural Features</b>		
<b>Comment/ Concern</b>		<b>Options and Recommendations</b>
<b>1</b>	<p><b>Concerned about the location and loss of natural features and the protection of natural areas from development:</b></p> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>• Flipchart, Station 3, page 2</li> <li>• Flipchart, Station 4, page 4</li> <li>• Comment #1, #16, #83, #108</li> </ul>	<p><b>Current Approach (November 19, 2013 Plan)</b></p> <ul style="list-style-type: none"> <li>• The SCUBE East and West Sub-watershed studies identified a natural heritage system for the Plan area. The recommendations identify the natural areas (core areas, linkages, vegetation protection zones, restoration areas and buffers) to be protected. These areas will be protected through the Natural Open Space designation and associated policies in the Plan.</li> </ul> <p><b>Options and Recommendations</b></p> <ul style="list-style-type: none"> <li>• Staff are bringing forward a new tree cutting by-law for urban woodlands in 2014: Urban Woodlands Conservation By-law that will update the existing regulations for woodlands within the urban area.</li> </ul> <p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan.</p>

2	<p><b>Concerned about the impacts to the Niagara Escarpment Lands:</b></p> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>Comment #28</li> </ul>	<ul style="list-style-type: none"> <li>The tallest heights within the Secondary Plan are proposed along Barton Street away from the Niagara Escarpment Lands.</li> <li>The approved Urban Design Guidelines also provide guidance for the protection of views to the Escarpment.</li> </ul>	<p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan.</p>
<b>G. Drainage and Flooding</b>			
<b>Comment/ Concern</b>		<b>Current Approach (November 19, 2013 Plan)</b>	<b>Options and Recommendations</b>
1	<p><b>Concerns about drainage and flooding:</b></p> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>Comment #28, #74, #84, #108</li> </ul>	<ul style="list-style-type: none"> <li>The SCUBE East and West Sub-watershed studies recommended a sub-watershed strategy for stormwater management, stream works, and management measures to protect the areas significant natural heritage features. These recommendations have been included in the Secondary Plan policies (Policy 7.4.11, Policy 7.4.14).</li> <li>The Block Servicing Strategy requires a servicing strategy including a servicing plan, stormwater management plan as well as a hydrological investigation and preliminary grading strategy that will address drainage and flooding (Policy 7.4.14.1 (f)).</li> </ul>	<p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan.</p>
<b>H. Other</b>			
<b>Comment/ Concern</b>		<b>Current Approach (November 19, 2013 Plan)</b>	<b>Options and Recommendations</b>
1	<p><b>The Greenbelt Lands located between Glover Road and McNeilly Road and between Highway No. 8 and Barton Street:</b></p> <ul style="list-style-type: none"> <li>The lands should be included in the plan.</li> </ul> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>Comment #11, #57</li> </ul>	<ul style="list-style-type: none"> <li>The subject lands are currently within the Greenbelt Plan area and therefore cannot be included in this Plan.</li> <li>The Plan states that the truck route and Community Park could be located within these lands if they are either removed from the Greenbelt Plan area or re-designated to “Towns and Villages” within the Greenbelt Plan. (Policy 7.4.13.6 (h)).</li> </ul>	<p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan.</p>
2	<p><b>Prefer Concept ‘C’ – 2009:</b></p> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"> <li>Flipchart, Station 3, page 1</li> <li>Flipchart, Station 3, page 11</li> <li>Flipchart, Station 4, page 3</li> <li>Comment #2, #15, #17, #45, #48, #59, #69, #71, #74, #81, #84, #85, #87, #88, #107</li> </ul>	<ul style="list-style-type: none"> <li>Three land use concepts were prepared for the Secondary Plan and presented at a Public Information Centre on June 9, 2009, to act as a catalyst for discussion and to present different growth scenarios. Two of the concepts were developed by the Community Advisory Committee (Concept ‘A’ and ‘B’) and the third was developed by staff (Concept ‘C’) to provide a different development perspective than ‘A and ‘B’.</li> <li>Concept ‘A’ had the lowest density, Concept ‘B’ had the second lowest density and Concept ‘C’ had the highest densities. All three of the concepts were developed prior to the completion of the supporting studies for the Secondary Plan. The purpose of developing these three concepts was to facilitate discussion with the community about what they would like to have and what they would not like to have as part of the Secondary Plan.</li> </ul>	<p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan. This Plan implements the recommendations of the studies that were carried out for the area. It conforms to the Urban Hamilton Official Plan policies and the Places to Grow Growth Plan.</p>

		<ul style="list-style-type: none"><li>• The Community Advisory Committee was informed that no one concept would be chosen and that the concepts would be used to inform the development of the preferred plan.</li><li>• Concepts ‘A’, ‘B’ and ‘C’ were developed prior to the completion of the required studies, therefore they do not reflect the proposed natural heritage system as identified in the Sub-watershed studies, nor do they reflect the recommendations of the Commercial Study or the Fruitland Road Environmental Assessment.</li><li>• Concepts ‘A’, ‘B’ and ‘C’ were developed for discussion purposes only to explore issues and present different growth scenarios.</li><li>• The current Plan is consistent with Provincial Policy, the Growth Plan, Greenbelt Plan and the Urban Hamilton Official Plan and implements the recommendations of the Sub-watershed studies, the commercial study, and the Fruitland Road Environmental Assessment.</li><li>• The current Plan provides for the appropriate amount of Parkland based on the parkland requirements of the Urban Hamilton Official Plan, whereas Concept ‘C’ is deficient in parkland.</li><li>• The current Plan places the highest densities along Barton Street, a proposed rapid transit route and away from the tender fruit farms to the south to protect the specialty crop lands and lands south of the urban area, whereas Concept ‘C’ has higher densities located along Highway No. 8, adjacent to the specialty crop lands.</li></ul>	
3	<p><b>Existing Uses:</b></p> <ul style="list-style-type: none"><li>- Concerns that the existing uses will no longer be able to remain because they will have different land use designations on them</li></ul>	<ul style="list-style-type: none"><li>• Policy F.1.12.8 of the Urban Hamilton Official Plan permits the zoning by-law to recognize uses that were in place before the Secondary Plan was approved as existing uses, for example, if a property is designated as Medium Density Residential 2 in the Secondary Plan but the existing use on the property is a single-detached dwelling, the zoning can recognize that the existing single-detached dwelling is permitted (even though the Official Plan designation calls for multiple dwellings such as apartment buildings). These policies would also permit the expansion or enlargement or change in such legal non-complying uses (Policy F.1.12.9). Current property rights for these existing low density residential uses would be retained.</li></ul>	<p><b>Recommendation:</b></p> <p>Add a policy to the Secondary Plan that clarifies that existing residential uses may be zoned to recognize the existing residential use as an existing use as per Policy F.1.12.8 and allow for their expansion or enlargement or change in accordance with Policy F.1.12.9.</p>

4	<p><b>The plan is a good plan, timing of approvals:</b></p> <ul style="list-style-type: none"><li>- This plan is a good plan. It is taking too long to be approved</li></ul> <p>Corresponding comments from Facilitators Feedback Report:</p> <ul style="list-style-type: none"><li>• Flipchart, Station 3, page 14</li><li>• Flipchart, Station 4, page 2</li><li>• Flipchart, Station 6, page 2</li><li>• Comment #7, #8, #12, #18, #49, #51, #63, #64, #88, #89 #105</li></ul>	<ul style="list-style-type: none"><li>• Secondary Plan next steps and key dates:<ul style="list-style-type: none"><li>- April 15, 2014 – Planning staff recommendation considered by Planning Committee</li><li>- April 23, 2013 – Planning Committee recommendation considered by Council</li><li>- May 14, 2014 – Adoption of Official Plan Amendment by Council</li><li>- May 23, 2014 – Notice of Adoption issued, appeal period begins</li><li>- June 11, 2014 – Appeal period ends</li></ul></li></ul>	<p><b>Recommendation:</b></p> <p>Staff recommend proceeding with the November 19, 2013 Secondary Plan as modified by report PED13099(b).</p>
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