

**Authority:** Item 8, Planning Committee  
Report: 14-006 (PED13099(b))  
CM: April 23, 2014

**Bill No. 120**

**CITY OF HAMILTON**  
BY-LAW NO. 14-120

To Adopt:

**Amendment No. 17 to the Urban Hamilton Official Plan**

Respecting:

*The Fruitland-Winona Secondary Plan*

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. Amendment No. 17 to the Urban Hamilton Official Plan consisting of Schedule "1", hereto annexed and forming part of this by-law, is hereby adopted.

**PASSED AND ENACTED** this 14th day of May, 2014.

---

R. Bratina  
Mayor

---

R. Caterini  
City Clerk

**DRAFT**  
**Amendment No. 17**  
**to the Urban Hamilton Official Plan**

The following text, together with:

- *Appendix "A"* (Volume 1, Schedule B – Natural Heritage System);
- *Appendix "B"* (Volume 1, Schedule B-2 – Detailed Natural Heritage Features Key Natural Heritage Feature Significant Woodlands);
- *Appendix "C"* (Volume 1, Schedule B-4 – Detailed Natural Heritage Features Key Natural Heritage Feature and Key Hydrologic Feature Wetlands);
- *Appendix "D"* (Volume 1, Schedule B-5 – Detailed Natural Heritage Features Key Hydrologic Feature Lakes and Littoral Zones);
- *Appendix "E"* (Volume 1, Schedule C – Functional Road Classification);
- *Appendix "F"* (Volume 1, Schedule E – Urban Structure);
- *Appendix "G"* (Volume 1, Schedule E-1 – Urban Land Use Designations);
- *Appendix "H"* (Volume 1, Appendix A – Parks Classification Map);
- *Appendix "I"* (Volume 1, Appendix B – Major Transportation Facilities and Routes);
- *Appendix "J"* (Volume 2, Map B.7.4-1 – Winona Urban Community Secondary Plan – Land Use Plan);
- *Appendix "K"* (Volume 2, Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan);
- *Appendix "L"* (Volume 2, Map B.7.4-2 – Fruitland-Winona Secondary Plan – Natural Heritage System);
- *Appendix "M"* (Volume 2, Map B.7.4-3 – Fruitland-Winona Secondary Plan – Transportation Classification Plan);
- *Appendix "N"* (Volume 2, Map B.7.4-4 – Fruitland-Winona Secondary Plan – Block Servicing Strategy Area Delineation);
- *Appendix "O"* (Volume 2, Appendix A – Secondary Plans Index Map);
- *Appendix "P"* (Volume 3, Map 1 – Area Specific Policies Key Map); and,
- *Appendix "Q"* (Volume 3, Map SC-2 – Area Specific Policies),

attached hereto, constitute Official Plan Amendment No. 17 to the Urban Hamilton Official Plan.

**1.0 Purpose and Effect:**

The purpose and effect of the Amendment is to:

- Incorporate the Fruitland-Winona Secondary Plan into the Urban Hamilton Official Plan, identifying land uses, densities, development forms, cultural

heritage features, and development standards, as well as provide for the protection of the natural heritage features for the Fruitland-Winona area;

- Delete the existing policies for the Winona Urban Community in response to the adoption of the Fruitland-Winona Secondary Plan; and,
- Amend various policies and schedules of the Urban Hamilton Official Plan to reflect the principles, policies, land use designations and land use categories in the Fruitland-Winona Secondary Plan.

The effect of the Amendment is to establish a policy framework to guide the development and redevelopment of lands within the Fruitland-Winona planning area.

### **2.0 Location:**

The lands affected by this amendment are generally located south of Barton Street, north of Highway 8, east of Fruitland Road, and west of the City boundary, within the former City of Stoney Creek, as illustrated on Appendix "K" to this amendment. Most of the lands between Glover Road and McNeilly Road are not within the area affected by the amendment.

### **3.0 Basis:**

The basis for permitting this amendment is as follows; the proposed amendment, including the Secondary Plan:

- is consistent with the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe;
- complies with Volume 1 of the Urban Hamilton Official Plan; and,
- implements the direction of Ontario Municipal Board Order #1202, issued April 30, 2007, as well as the subsequent Orders regarding PL031256 issued September 3, 2009, and September 9, 2010.

## **4.0 Actual Changes:**

### **4.1 Text Changes:**

#### **4.1.1 Volume 2**

- a. Volume 2, Chapter B, Section B.7.0, is amended by deleting the entirety of Section B.7.4, Winona Urban Community, and replacing it with the new Section B.7.4, Fruitland-Winona Secondary Plan as follows:

#### **7.4 Fruitland-Winona Secondary Plan**

The Fruitland-Winona Secondary Plan area is located at the eastern edge of the City of Hamilton, formerly known as lower Stoney Creek. The Fruitland-Winona Secondary Plan area consists of the lands east of Fruitland Road, north of Highway No. 8, south of Barton Street (including Winona); and the lands east of Winona, north of Highway No. 8, south of the QEW, and west of the City limits, as illustrated on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan. The Secondary Plan area comprises 370 hectares, including the existing community of Winona, and is planned to accommodate an estimated population of approximately 15,400 people, at a density of 70 persons/jobs per hectare. The Fruitland-Winona Secondary Plan establishes land uses and development standards that guide the *development* of lands located within the Fruitland-Winona Secondary Plan area. Map B.7.4-1 Fruitland-Winona Secondary Plan - Land Use Plan, Map B.7.4-2 – Fruitland-Winona Secondary Plan - Natural Heritage System, Map B.7.4-3 – Fruitland-Winona Secondary Plan – Transportation Classification Plan and Map B.7.4-4 – Fruitland-Winona Secondary Plan – Block Servicing Strategy Area Delineation constitute the Fruitland-Winona Secondary Plan.

##### **7.4.1 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, people oriented focal points 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.

#### **7.4.2 Objectives**

The following objectives shall apply to *development* within the Fruitland-Winona Secondary Plan area:

##### **7.4.2.1 Strengthen Existing Neighbourhoods**

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

##### **7.4.2.2 Transportation, Transit and Active Transportation Linkages**

- a) Address and develop solutions to transportation issues within the Fruitland-Winona Secondary Plan and beyond, including:
  - i) Truck traffic on Fruitland Road between Barton Street and Highway No. 8;
  - ii) Truck Routes, relocation, signage, and enforcement including areas such as Fruitland Road between Barton Street and Highway No. 8;
  - iii) Safety;
  - v) Provide traffic calming measures such as roundabouts where warranted and appropriate; and,

- vi) Ensure opportunities for transit and *active transportation*.
- b) Encourage and support energy-efficient transportation such as walking, cycling and transit, to reduce the dependency on the automobile;
- c) Ensure Highway No. 8 maintains an important connection to the Escarpment visually and through trail access;
- d) Provide opportunities for improved public transit service to the Fruitland-Winona area;
- e) Provide an efficient, interconnected, easily accessible transportation system and pattern of streets, creating safe pedestrian, bicycle and vehicular movement throughout the community;
- f) Provide an opportunity for an inter-modal transportation hub generally located on the CN Railway line at Fifty Road, including bus, train and car-pooling services;
- g) Focus on journeys to and from existing and proposed schools and parks, to ensure direct safe walking and bicycling routes; and,
- h) Consider the needs of children and youth when planning for transportation and *active transportation*.

#### **7.4.2.3 Safe Community**

- a) Ensure that areas around public spaces are located and landscaped with public safety as a priority; and,
- b) 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*.

#### **7.4.2.4 Open Space and Parks**

- a) Promote community health and neighbourhood connection

through a system of pedestrian trails;

- b) Provide opportunities for outdoor recreation where they do not impact natural heritage features;
- c) Provide appropriate recreational opportunities for existing and future residents; and,
- d) Ensure parks and open space areas are lit when deemed appropriate.

#### **7.4.2.5 Natural Heritage**

- a) Ensure natural heritage features, such as *environmentally significant areas, valley lands, streams, significant woodlands and wetlands* are protected and enhanced;
- b) Prohibit *development* on lands with natural hazards such as *flood plains*; and,
- c) Ensure that the natural beauty and distinctive landscape character created/ provided by the Niagara Escarpment and the adjacent agricultural areas are considered and protected as *development* proceeds.

#### **7.4.2.6 Residential**

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

#### **7.4.2.7 Institutional**

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

and,

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

#### **7.4.2.8 Commercial**

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

#### **7.4.2.9 Urban Design**

- a) Ensure the *development* of an attractive, safe, and pedestrian oriented community environment;
- b) Promote a high quality of design for public parks, open spaces, and buildings;
- c) Ensure *compatibility* between areas of different land use or development intensity;
- d) Establish gateway features at appropriate locations to function as entranceways to the City, and the communities of Fruitland and Winona;
- e) Provide integrated community design that coordinates land

- use, open space, street network, and built form elements to achieve the community vision;
- f) Protect views of the Niagara Escarpment and other natural features;
  - g) Create street and building design that promotes neighbourhood vitality and pedestrian comfort at the grade level of buildings;
  - h) Promote public transit, *active transportation* such as walking, and recreational connections through a well-connected system of streets, walkways, and trails; and,
  - i) Promote design variety within streetscapes.

#### **7.4.2.10 Utility and Municipal Services**

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

#### **7.4.3 General Policies**

The Fruitland-Winona Secondary Plan has been developed to guide *development* within the Secondary Plan area. The following policies address land uses and other matters common to all parts of the Fruitland-Winona Secondary Plan area:

- a) Map B.7.4-1 Fruitland-Winona Secondary Plan – Land Use Plan, identifies the land use designations applicable to the Fruitland-Winona Secondary Plan area.
- b) For the purposes of this Secondary Plan, *development* shall also include *redevelopment*.
- c) Development within the Fruitland-Winona Secondary Plan area shall provide a mix of housing opportunities in terms of built form, style and tenure that are suitable for residents of different age groups, income levels and household sizes.
- d) When considering an application for *development*, the following matters shall be evaluated:
  - i) *Compatibility* with adjacent land uses including matters such as shadowing, grading, overlook, noise, lighting, traffic and other nuisance effects;
  - ii) The consideration of transition in height and density to adjacent and existing residential development;
  - iii) The relationship of the proposed lot(s) with adjacent and existing lot pattern and configuration; and,
  - iv) In accordance with the policies in Section 7.4.14 – Block Servicing Strategy and all other applicable policies.
- e) *Development* on Barton Street adjacent to the Barton Street Pedestrian Promenade, located along the south side of Barton Street, as identified on Map B.7.4-3 - Fruitland-Winona Secondary Plan - Transportation Classification Plan, shall be integrated visually and functionally into the Barton Street Pedestrian Promenade in accordance with Section 7.4.10.16 and Policy 7.4.13.2, of this Plan. An Urban Design Report shall be required to demonstrate how the proposed buildings integrate with the adjacent Barton Street Pedestrian Promenade and address matters such as the following:
  - i) Pedestrian connections;
  - ii) Built form; and,

- iii) Landscaping.
- f) Parking for developments along Barton Street shall be encouraged to be located away or appropriately buffered from the Barton Street Pedestrian Promenade.
- g) Where possible, connections to the Barton Street Pedestrian Promenade with adjacent natural areas, streets, trails and parks shall be encouraged in accordance with Section 7.4.10.16 of this Plan.
- h) Continuous visual barriers such as tall acoustic or privacy fences or berms shall not be permitted adjacent to the Barton Street Pedestrian Promenade.
- i) The existing character of established Neighbourhoods designated areas shall be maintained. *Residential intensification* within these areas shall enhance and be *compatible* with the scale and character of the existing residential neighbourhood in accordance with Section B.2.4 – Residential Intensification and other applicable policies of this Plan.

#### **7.4.4 Residential Designations**

The residential policies of this Plan define the location and scale of each type of residential use, and shall ensure that a variety of residential housing types are provided to meet the needs of current and future residents.

**7.4.4.1** The residential areas within the Fruitland-Winona Secondary Plan are designated Low Density Residential 1, Low Density Residential 2, Low Density Residential 3, and Medium Density Residential 2, as identified on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan.

#### **7.4.4.2 General Residential Policies**

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

- a) The Fruitland-Winona Secondary Plan has been developed to create a liveable, sustainable greenfield community based

on efficient use of land, provision of transportation opportunities, and quality urban design. In accordance with Section A.2.3.3.3 – Greenfield Density Target, of Volume 1, the Fruitland-Winona community has been planned to accommodate a minimum average density of 70 persons and jobs per hectare to meet the overall density target. The City shall not support substantial decreases in density that will impact the overall target of the Plan area unless a remedial density transfer is provided.

- b) A broad mix of housing types shall be encouraged between and within residential density designations such that no area of the Secondary Plan is dominated by one housing type.
- c) Where townhouses or multiple dwellings are proposed, a mix of long and short block lengths on either public or private streets shall be encouraged to provide variety to the streetscape. The massing of long townhouse blocks should be broken up through building gaps and/or changes in building façades or the introduction of other dwelling types so a single continuous elevation is not created.
- d) A variety of housing elevations shall be encouraged within each residential block to provide an interesting streetscape. In support of this policy an Urban Design Report may be required in accordance with Section F.3.2.6 of Volume 1, and may be required to include architectural/design guidelines.
- e) Direct vehicle access to new individual dwelling units from major or minor arterial roads identified on Map B.7.4-3 – Fruitland-Winona Transportation Classification Plan shall be discouraged and alternative forms of access such as shared or common access points and rear lane arrangements shall be encouraged.
- f) Second dwelling units shall be permitted within all single and semi-detached dwellings on lands designated Residential on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan.
- g) To mitigate potential noise from the lands on the north side of Barton Street designated Business Park on Schedule E-1 – Urban Land Use Designations of Volume 1, all residential



amenity space shall be provided in the rear of the property or within an internal courtyard.

#### **7.4.4.3 Low Density Residential 1 Designation**

In addition to Section E.3.4 – Low Density Residential Policies of Volume 1, for lands designated Low Density Residential 1 on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan, the following policies shall apply:

- a) Notwithstanding Policy E.3.4.3 of Volume 1, the permitted use shall be limited to single-detached dwellings; and,
- b) Notwithstanding Policy E.3.4.4 of Volume 1, the *net residential density* shall not exceed 20 units per hectare.

#### **7.4.4.4 Low Density Residential 2 Designation**

In addition to Section E.3.4 - Low Density Residential Policies of Volume 1, for lands designated Low Density Residential 2 on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan, the following policy shall apply:

- a) Notwithstanding Policy E.3.4.4 of Volume 1, the *net residential density* shall be greater than 20 units per hectare and shall not exceed 40 units per hectare.

#### **7.4.4.5 Low Density Residential 3 Designation**

In addition to Section E.3.4 – Low Density Residential Policies of Volume 1, for lands designated Low Density Residential 3 on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan, the following policies shall apply:

- a) In addition to the uses permitted in Policy E.3.4.3 of Volume 1, the following additional uses shall be permitted:
  - i) All forms of townhouse dwellings; and,
  - ii) Existing Places of worship.
- b) Notwithstanding Policy E.3.4.4 of Volume 1, for lands designated Low Density Residential 3 the *net residential*

*density* shall be greater than 40 units per hectare and shall not exceed 60 units per hectare.

#### **7.4.4.6 Medium Density Residential 2 Designation**

In addition to Section E.3.5 - Medium Density Residential Policies of Volume 1, for lands designated Medium Density Residential 2 on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan, the following policies shall apply:

- a) In addition to the uses permitted in Policy E.3.5.2 of Volume 1, the following additional uses shall be permitted:
  - i) *Community facilities/services*, subject to a Zoning By-law amendment, provided all of the following criteria are met:
    1. Direct access to a collector and/or major or minor arterial road identified on Map B.7.4-3 – Fruitland-Winona Transportation Classification Plan shall be provided;
    2. Development shall be *compatible* with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking, and landscaping;
    3. Provision of adequate off-street parking with appropriate maneuvering space;
    4. Buffering and landscaping from residential uses; and,
    5. Adequate vehicular access.
  - ii) Live-work housing units in accordance with the following provisions:
    1. Commercial uses shall include retail, personal services and offices; and,
    2. Commercial uses shall be located at grade.

- b) Notwithstanding Policy E.3.5.7 of Volume 1, the *net residential density* shall be greater than 60 units per hectare and shall not exceed 75 units per hectare.
- c) Notwithstanding Policy E.3.5.8 of Volume 1, the maximum height shall be 3.5 storeys.
- d) Notwithstanding Policy E.3.5.9 (a) of Volume 1, all vehicular access should be from collector roads, local roads or private laneways located at the rear of the property. Where access to the proposed *development* is not possible from the collector roads, local roads or private laneways, shared access from Barton Street may be considered.

#### **7.4.5 Commercial and Mixed Use Designations**

The Commercial policies of this plan define the location and scale of each type of commercial use.

**7.4.5.1** The commercial areas within the Fruitland-Winona Secondary Plan are designated Local Commercial, District Commercial and Arterial Commercial as identified on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan.

#### **7.4.5.2 General Commercial Policies**

In addition to Section E.3.8 – Local Commercial, Section E.4.7 – District Commercial and Section E.4.8 – Arterial Commercial of Volume 1, the following policy shall apply to all lands designated Commercial on Map B.7.4-1- Fruitland-Winona Secondary Plan - Land Use Plan:

- a) Principal entrances shall address the public street or an exterior open space directly adjacent to the public street.

#### **7.4.5.3 Local Commercial Designation**

In addition to the policies of Section E.3.8 - Local Commercial of Volume 1, the following policies shall apply to the lands designated Local Commercial on Map B.7.4-1- Fruitland-Winona Secondary Plan - Land Use Plan:

- a) In addition to Policy E.3.8.2, the following additional uses shall be permitted:

i) *Community facilities/services.*

b) The maximum building height shall be three storeys.

#### **7.4.5.4 District Commercial Designation**

Section E.4.7 – District Commercial Designation of Volume 1 shall apply to lands designated District Commercial on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan.

#### **7.4.5.5 Arterial Commercial Designation**

Section E.4.8 – Arterial Commercial Designation of Volume 1 shall apply to the lands designated Arterial Commercial on Map B.7.4-1-Fruitland-Winona Secondary Plan - Land Use Plan.

#### **7.4.6 Employment Area – Business Park Designation**

In addition to Section E.5.0 – Employment Area Designations of Volume 1, the following policies shall apply to lands designated Employment Area - Business Park on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan:

a) Notwithstanding Policy E.5.2.4, transportation yards and *waste management facilities* shall not be permitted.

a) The following uses shall be prohibited:

i) *Major retail uses; and,*

ii) Residential uses and other sensitive land uses.

c) Retail establishments shall serve the businesses and employees of the Employment Area and shall be limited to 500 square metres of gross floor area for any individual business, and shall only be permitted where the supporting uses for the business park are permitted by Policy E.5.4.4.

#### **7.4.7 Parks and Open Space Designations**

The park areas within the Fruitland-Winona Secondary Plan are designated as Community Parks and Neighbourhood Parks. The Open Space areas include natural areas, linkages and trails.

**7.4.7.1** The Parks and Open Space designations identified on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan include the following:

- a) Neighbourhood Park;
- b) Community Park;
- c) General Open Space; and,
- d) Natural Open Space.

**7.4.7.2 Neighbourhood Park Designation**

In addition to Section B.3.5.3 – Parkland Policies and Section C.3.3 – Open Space Designations of Volume 1, the following policies shall apply to lands designated Neighbourhood Park on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan:

- a) Lands designated Neighbourhood Park shall be visible and accessible to the public with unobstructed views provided to improve natural surveillance;
- b) Neighbourhood Parks shall generally be square or rectangular in shape and have significant street frontage. The specific location, size and shape of Neighbourhood Parks may vary subject to approval of the City without amendment to this plan; and,
- c) The City shall require developers to construct neighbourhood parks on the City's behalf during the construction of the subdivision provided an adequate amount of parkland is available and the capital funding for the park development is available.

**7.4.7.3 Community Park Designation**

Section B.3.5 – Community Facilities/Services and Parkland Policies, Section E.3.10 – Community Facilities and Section C.3.3 – Open Space Designations of Volume 1, the following policies shall apply to lands designated Community Park on Map B.7.4-1 - Fruitland-Winona Secondary Plan – Land Use Plan.

#### **7.4.7.4 General Open Space Designation**

In addition to Section B.3.5.3 – Parkland Policies and Section C.3.3 - Open Space Designations of Volume 1, the following policies shall apply to lands designated General Open Space on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan:

- a) Lands designated General Open Space located east of Jones Road and connecting Jones Road to the proposed Collector Road “C” shall be dedicated to the City and shall be used for a multi-purpose pedestrian trail to link the neighbourhoods. The multi-purpose trail shall be subject to the following:
  - i) An Environmental Impact Statement shall be completed by the City, which will determine the exact location, design, and construction material requirements for the multi-use trail; and,
  - ii) The Multi-purpose trail shall be designed in accordance with the Fruitland-Winona Urban Design Guidelines.

#### **7.4.7.5 Natural Open Space Designation**

In addition to Section B.3.5.3 – Parkland Policies and Section C.3.3 - Open Space Designations of Volume 1, the following policies shall apply to lands designated Natural Open Space on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan:

- a) Notwithstanding Policy C.3.3.4, the following uses only shall be permitted on lands designated Natural Open Space:
  - i) Pedestrian pathways, trails, bikeways and walkways; and,
  - ii) Forest, fish and wildlife management areas.
- b) Notwithstanding Policy C.3.3.5, secondary commercial uses such as food concessions, recreational equipment rentals, and water-oriented recreational uses shall not be permitted.

#### **7.4.8 Institutional Designation**

In addition to Section E.3.10 - Community Facilities/Services and Section E.6.0 - Institutional Designation of Volume 1, the following

policy shall apply to lands designated Institutional on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan:

- a) Notwithstanding Policy E.6.2.6, where institutional uses cease on lands designated institutional located on the south side of Barton Street, Medium Density Residential 2, parks, and open space uses, or *community facilities/services* uses may be permitted without an amendment to this Plan, provided the residential uses are compatible with the surrounding area and are in keeping with the policies of this Plan.

#### **7.4.9 Utility Designation**

In addition to Section C.3.4 – Utility Designation of Volume 1, the following policies shall apply to lands designated Utility on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan:

- a) Notwithstanding Policy C.3.4.2, transportation yards and *waste management facilities* shall not be permitted.

#### **7.4.10 Urban Design**

In addition to Section B.3.3 - Urban Design Policies of Volume 1, the following policies shall apply:

- a) *Development* in Fruitland-Winona shall occur in accordance with the Fruitland-Winona Urban Design Guidelines and Policies 7.4.10.1 to 7.4.10.16 of this Plan.

- 7.4.10.1** Public art shall play an important role in expressing the community's identity and contributing to place making of public spaces. Provisions for public art shall be a part of all public realm improvement projects in accordance with Section B.3.3.12, of Volume 1.

#### **Streetscape and Built Form**

- 7.4.10.2** Architectural variation through the incorporation of varied roof lines, materials and colours in each building and from building to building, shall be encouraged.

- 7.4.10.3** Variation in the number of storeys, porch designs, architectural style and building type from building to building shall be encouraged.

**7.4.10.4** Continuous rows of repetitive building façades shall be discouraged.

**7.4.10.5** Building façades with architectural details and windows facing both streets shall be encouraged on corner sites.

**7.4.10.6** The layout of streets, configuration of lots and the siting of buildings shall ensure:

- a) There is no reverse lotting adjacent to streets;
- b) Streets and open spaces have an appropriate degree of continuity;
- c) Opportunities are provided for the creation of views both within the community and adjacent to natural heritage areas;
- d) Pedestrian connections to public streets and other outdoor spaces are encouraged;
- e) The safety and security of all persons in public places including streets, parks and amenity areas shall be promoted through the design and siting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance;
- f) Loading, service/garbage and parking facilities shall be integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm. Where this integration is not feasible, these facilities shall be:
  - i) grouped and/or located to minimize their visual impact on the public street;
  - ii) screened with enhanced landscaping and fencing constructed; and,
  - iii) designed in keeping with the design of the building;
- g) Joint access driveways between adjacent sites on arterial and collector roads shall be considered to reduce collision conflict points, minimize disruption to the public sidewalk, maximize the areas available for landscaping, and minimize expanses of pavement;



- h) Parking should be located away from the street to maintain unimpeded views of the building façade and to enhance a pedestrian oriented environment; and,
- i) Parking lots abutting the street should be screened with low walls and landscape materials to provide a sense of enclosure along the setback line.

### **Public Utilities and Communications**

**7.4.10.7** Public and private utility services, except stormwater management facilities, shall be:

- a) Installed within public road allowances, on other City owned land, or within appropriate easements;
- b) Encouraged, wherever possible, to be coordinated and located within a common trench to avoid unnecessary over-digging and disruption of municipal rights-of-way;
- c) Clustered or grouped where possible to minimize visual impact;
- d) Encouraged to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc.; and,
- e) Large utility infrastructure shall be located and designed to minimize visual impact and ensure *compatibility* with surrounding land uses.

**7.4.10.8** The City shall encourage the provision of shade and pedestrian oriented street lighting in public and private spaces.

**7.4.10.9** In accordance with Policy B.3.6.3.11 of Volume 1, the use of long stretches of acoustical walls for noise attenuation adjacent to arterial roads shall be discouraged.

### **Gateway Features**

**7.4.10.10** Gateways are important placemaking elements that denote strategic access points and entryways into the City and neighbourhoods. The locations of Gateways within the Fruitland-Winona Secondary Plan area are identified on Map B.7.4-1 Fruitland

Winona Secondary Plan – Land Use Plan. There are two classifications of Gateways: Major Gateways and Minor Gateways, described as follows:

- a) Major Gateways are intended to mark the entrance into the City and shall consist of spaces that comprise major landscaping elements and features and, where possible, buildings with high quality designs and architectural elements; and,
- b) Minor Gateways are intended to mark the entry into the neighbourhood and shall consist of spaces that comprise minor landscaping elements and features. Minor Gateways are smaller in scale than Major Gateways.

**7.4.10.11** To recognize strategic locations within the City, Major Gateways shall be considered in the following locations within the Fruitland-Winona Secondary Plan area:

- a) The intersection of Highway No. 8 and Fifty Road; and,
- b) The intersection of Fifty Road and the South Service Road.

**7.4.10.12** To promote and enhance the Fruitland-Winona community identity, Minor Gateways shall be provided in the following locations:

- a) The intersection of the proposed Collector Road “A” and Barton Street;
- c) The intersection of Fruitland Road and Barton Street; and,
- c) The intersection of Fruitland Road and Hwy. No. 8.

**7.4.10.13** Design of Major and Minor Gateways should:

- a) Ensure buildings address the corner through the use of glazing, building entrance features, signage, and/or other architectural features;
- b) Incorporate enhanced hard and soft landscaping within both the public and private realm, including: enhanced paving materials, decorative fencing, pedestrian amenities, and signature tree species;

- c) Include enhanced pedestrian crossings through the use of enhanced paving materials and pedestrian scaled lighting; and,
- d) Incorporate public art where feasible.

### **Views and Vistas**

**7.4.10.14** New *development* within the Fruitland-Winona Secondary Plan area shall be designed to protect and address views to the Niagara Escarpment.

**7.4.10.15** Any *development* applications to increase height beyond what is permitted in this Plan, shall be required to demonstrate through an Urban Design Report that existing views to the Niagara Escarpment and Lake Ontario are protected. A Visual Impact Assessment may be required to demonstrate proposed heights do not negatively impact views to the Niagara Escarpment.

### **7.4.10.16 Barton Street Pedestrian Promenade**

The Barton Street Pedestrian Promenade is a four meter wide trail planned to extend from Fruitland Road to Fifty Road on the south side of Barton Street as identified on Map B.7.4-3 – Fruitland-Winona Secondary Plan – Transportation Classification Plan.

In addition to Policy 7.4.13.2 of this Plan, the following policies shall apply to the Barton Street Pedestrian Promenade and lands fronting the south side of Barton Street:

- a) The City shall complete a Streetscape Master Plan for Barton Street which will address the design of the Barton Street Pedestrian Promenade;
- b) The Barton Street Pedestrian Promenade shall be designed as a meandering City owned multi-use paved trail system within the road right-of-way on the south side of Barton Street;
- c) The Barton Street Pedestrian Promenade shall provide a safe paved pathway for pedestrians and cyclists to connect public spaces such as schools, storm water management facilities, and City parks to future transit services;

- d) *Urban Braille* shall be incorporated into the design of the Barton Street Pedestrian Promenade; and,
- e) The required road widening for the pedestrian promenade, shall not exceed 4 metres, however, widenings less than 4 metres may be taken where identified through the Barton Street Environmental Assessment.

#### **7.4.11 Natural Heritage System – General Policies**

The Fruitland-Winona Natural Heritage System, identified on Map B.7.4-2 – Fruitland-Winona Secondary Plan – Natural Heritage System, consists of *Core Areas, Linkages, Vegetation Protection Zones* and *Restoration Areas*. The following policies shall apply to the Fruitland-Winona Secondary Plan area:

**7.4.11.1** In addition to Section 2.0 – Natural Heritage System of Volume 1, the following policies shall apply to lands within the Fruitland-Winona Secondary Plan Area:

- a) Wherever possible, *development* within the Fruitland-Winona Secondary Plan Area shall promote a healthy Natural Heritage System by restoring, enhancing, and linking habitat/*Core Areas, vegetation protection zones, linkages, and restoration areas*;
- b) All *development* within the Fruitland-Winona Secondary Plan area shall comply with the Endangered Species Act, 2007 or its successor legislation; and,
- c) Protection and enhancement of natural heritage features that provide opportunities for corridors from the Niagara Escarpment to Lake Ontario shall be encouraged.

#### **7.4.11.2 Vegetation Protection Zones and Restoration Areas**

*Vegetation Protection Zones* and *Restoration Areas* are identified on Map B.7.4-2 – Fruitland-Winona Secondary Plan - Natural Heritage System.

**7.4.11.3** In addition to Section 2.0 – Natural Heritage System of Volume 1, the following policies shall apply to lands identified as *Vegetation Protection Zones* and *Restoration Areas*:

- a) Where possible, the *Vegetation Protection Zone* should restore or enhance the features and/or *ecological functions* of the *Core Area* as recommended by an Environmental Impact Statement prepared in accordance with Section F.3.2.1 of Volume 1, to the satisfaction of the City; and,
- b) When new *development* or *site alteration* is proposed adjacent to or within a *Restoration Area*, the *Restoration Area* shall be evaluated through an Environmental Impact Statement in accordance with the SCUBE Sub-watershed Studies where required by the City of Hamilton and shall require site specific restoration or planting plans as per the completed Environmental Impact Statement.

**7.4.11.4** A portion of Watercourse No. 5, located north of Sherwood Park Road may be considered for relocation and natural channel design reconstruction to the satisfaction of the City in consultation with the Conservation Authority.

## **7.4.12 Cultural Heritage Resource Policies**

In addition to Section B.3.4 - Cultural Heritage Resources of Volume 1, the following policies shall also apply to the lands within the Fruitland-Winona Secondary Plan:

### **7.4.12.1 Built Heritage and Cultural Heritage Landscapes**

- a) Cultural Heritage Resource *Intensification* through conversion of existing *built heritage resources* shall be encouraged only where original building fabric and architectural features are retained and where any new additions, including garages or car ports, are no higher than the existing building and are placed to the rear of the lot or set back substantially from the principal façade. Alterations to principal facades and the paving of front yards shall be avoided.
- b) In addition to Policy 7.4.13.7 – Special Character Roads of this Plan, the *cultural heritage landscape* characteristics of Highway No. 8 shall be considered in all public and private initiatives within the corridor.

### 7.4.13 Integrated Transportation Network

The transportation network for the Fruitland-Winona Secondary Plan area shall consist of public roads, pedestrian sidewalks, multi-use pathways, cycling routes, public transit routes, the planned accommodation of higher order/*rapid transit*, truck routes, and railways. This transportation network is detailed on Map B.7.4-3 – Fruitland-Winona Secondary Plan - Transportation Classification Plan.

In addition to Section C.4.0 – Integrated Transportation Network of Volume 1, the following transportation policies shall also apply to the Fruitland-Winona Secondary Plan area:

#### Active Transportation Network

**7.4.13.1** *Active transportation*, including walkability shall be promoted in the design of the Fruitland-Winona Secondary Plan area through the provision of transit facilities, *transportation demand management*, pedestrian facilities, and connections between all major destinations such as schools, parks, and commercial areas.

**7.4.13.2** In accordance with Policies of Section 7.4.10.16 of this Plan, the Barton Street Pedestrian Promenade, as shown on Map B.7.4-2 – Fruitland-Winona Secondary Plan – Transportation Classification Plan shall be located within the right-of-way on the south side of Barton Street, from Fruitland Road to Fifty Road. The Promenade shall include a four metre wide multi-use trail for use by pedestrians, cyclists, and users of other non-motorized forms of transportation, in accordance with Policy C.4.3 of Volume 1.

**7.4.13.3** The lands designated General Open Space on Map B.7.4-1 Fruitland-Winona Secondary Plan – Land Use Plan, connecting Jones Road to Collector Road “C”, shall be dedicated to the City for a multi-purpose trail in accordance with Policy 7.4.7.4 (a), (i) and (ii) of this Plan. The multi-purpose trail shall serve as an important connection within the Plan area, promoting *active transportation* and connections to the Community Node (Area Specific Policy Area C).

#### Roads Network

**7.4.13.4** Roads within the Fruitland-Winona Secondary Plan area classified as major arterial, minor arterial or collector are identified on Map B.7.4-

3 – Fruitland-Winona Secondary Plan - Transportation Classification Plan.

**7.4.13.5** Section C.4.5 – Roads Network of Volume 1, shall apply to roads within the Fruitland-Winona Secondary Plan area.

**7.4.13.6** In addition to Section C.4.5 – Roads Network of Volume 1, the following policies shall apply to roads within the Fruitland-Winona Secondary Plan area:

- a) The portion of growth-related costs related to the design and construction of all new public roads, and the appropriate upgrading of the adjacent existing public roads required as a result of development within the Fruitland-Winona Secondary Plan area, shall be paid by the developer in accordance with the City's financial policies;
- b) On-street parking shall be permitted on collector and local roads;
- c) Notwithstanding Policy C.4.5.2 e) v), of Volume 1, truck traffic shall not be restricted for the proposed North/South Collector Road "A" located between Highway No. 8 and Barton Street;
- d) The detailed alignment of the proposed Collector Road "A", including the location of the intersection with Highway No. 8, shall be determined through future *development* applications submitted and approved in accordance with Section B.7.4.14 and Map B.7.4-4 – Fruitland-Winona Secondary Plan – Block Servicing Strategy Area Delineation.
- e) As *development* proceeds the City shall monitor and conduct studies to determine the ultimate cross section and intersection improvements along Barton Street, Highway No. 8, and Fifty Road;
- f) Lands required for a right-of-way for a grade separated railway crossing on Fifty Road shall be protected. Required lands shall be identified, and maintained free and clear of permanent encumbrances, driveway access points, or street intersections;
- g) Where new pedestrian facilities are proposed, or increased pedestrian activity is anticipated due to adjacent

*development*, the installation of municipal streetlighting or potential upgrading of streetlight illumination shall be required;

- h) Should the lands bounded by Highway No. 8 to the south, Glover Road to the west, McNeilly Road to the east and Barton Street to the north, be removed from the Greenbelt Plan and included within the *Urban Boundary*, the establishment of a north-south truck route within this block shall be investigated; and;
- i) Municipal Class Environmental Assessments shall be carried out for Barton Street, Fifty Road and Highway No. 8, to determine the associated upgrades required for the Fruitland-Winona Secondary Plan area.

### **Special Character Roads**

**7.4.13.7** Highway No. 8 within the limits of the Fruitland-Winona Secondary Plan is identified as a special character road. In addition to Section C.4.5.3 – Special Character Roads of Volume 1, the following policies shall apply to Highway No. 8 within the Fruitland-Winona Secondary Plan Area:

- a) A Streetscape Master Plan for Highway No. 8, from Fruitland Road to Fifty Road, shall be prepared by the City;
- b) The cultural heritage value and characteristics of Highway No. 8 shall be identified and *conserved* through the development and implementation of the Streetscape Master Plan; and,
- c) Gateway features or other commemorative devices shall be installed within the Highway No. 8 corridor to commemorate the history and role of Highway No. 8 in accordance with Policies 7.4.10.10 through 7.4.10.13.

### **Daylighting Triangles**

**7.4.13.8** In addition to Section C.4.5.7 – Daylighting Triangles of Volume 1, and notwithstanding the general daylight triangle dimensions in Policy C.4.5.7, within the Fruitland-Winona Secondary Plan area:



- a) Conveyance of lands exceeding the general daylight triangle dimensions in Policy C.4.5.7 of Volume 1, may be required by the City to accommodate daylighting triangles for single or multi-lane roundabouts; and,
- b) Daylighting triangles at neighbourhood roundabout intersections shall generally be established at 12.19 metre by 12.19 metre. This dimension may be reduced on a location by location basis as determined by the City once engineering designs have been approved and any surplus lands identified.

### **Access Management**

**7.4.13.9** In addition to Section C.4.5.8 – Access Management of Volume 1, the following policies shall apply to the Fruitland-Winona Secondary Plan area:

- a) The proposed North/South Collector Road "A" located between Fruitland Road and Jones Road shall be controlled with limited vehicular access points;
- b) The alignment of the local road network shall be detailed within the plans of subdivision in accordance with the Block Servicing Strategy and policies of Section 7.4.14. The rights-of-way of all streets within and bordering the Secondary Plan area shall be protected and dedicated to the City in accordance Section C.4.5.6 – Road Widening of Volume 1;
- c) Joint vehicular access to development along Barton Street shall be encouraged to not interrupt the Barton Street Pedestrian Promenade;
- d) Access locations and access design shall conform to all City and Transportation Association of Canada guidelines;
- e) Roundabouts may be required by the City in addition to those identified on Map B.7.4-3 – Fruitland-Winona Secondary Plan - Transportation Classification Plan; and,
- f) Design of roundabouts shall consider the potential impacts on dwelling units such as:
  - i) Driveway locations for corner lots; and,

- ii) The requirement of the dwelling unit to have local street driveway access.

### **Traffic Management**

**7.4.13.10** In addition to Policies C.4.5.9 through C.4.5.14 – Traffic Management of Volume 1, the following policies shall apply to the Fruitland-Winona Secondary Plan area:

- a) Traffic calming devices, such as roundabouts, curb extensions at intersections, raised crosswalks or raised intersections, shall be installed by the developer at the time of development of adjacent lands where warranted, and in accordance with City traffic policies.

**7.4.13.11** Roundabouts within neighbourhoods at intersections identified on Map B.7.4-3 – Fruitland-Winona Secondary Plan - Transportation Classification Plan may be required.

**7.4.13.12** Roundabout design shall ensure driveways and bus stops are located within proximity of the intersection.

**7.4.13.13 Local Public Transit Network**

In addition to Section C.4.4 – Public Transit Network of Volume 1, the following policies shall apply to the local public transit network for the Fruitland-Winona Secondary Plan area:

- a) The proposed Collector Road “A” located between Fruitland Road and Jones Road shall be a preferred location for a public transit route; and,
- b) The need for transit service and facilities along any collector/arterial road, and their specific form and design, shall be reviewed as demand warrants.

**7.4.13.14 Rapid Transit**

In addition to Policies C.4.4.8 through C.4.4.12 – Rapid Transit of Volume 1, the following policies shall apply to the Fruitland-Winona Secondary Plan area:

- a) Notwithstanding Policy C.4.4.8 of Volume 1, the proposed Rapid Transit Route shall be located along the proposed north/south Collector Road "A" between Fruitland Road and Jones Road;
- b) The City shall evaluate the potential to accommodate the proposed Rapid Transit Route within the Barton Street right-of-way; and,
- c) Any lands required for the Rapid Transit Corridor shall be dedicated to the City, to the satisfaction of the City.

#### **7.4.13.15 Inter-Regional Transit Network**

In accordance with Policy C.4.4.13.1 of Volume 1, a proposed inter-modal transportation terminal has been conceptually identified within the vicinity of the intersection of Fifty Road and the South Service Road as shown on Map B.7.4-3 Fruitland-Winona Secondary Plan – Transportation Classification Plan.

#### **7.4.14 Block Servicing Strategy**

The Fruitland-Winona Secondary Plan area is characterized by a relatively flat topography which requires specific grading and detailed servicing provisions to adequately service the future development area so development proceeds in a coordinated and comprehensive manner. A Block Servicing Strategy shall be required for the areas identified on Map B.7.4-4 – Fruitland-Winona Secondary Plan – Block Servicing Strategy.

##### **7.4.14.1** The following policies shall apply to lands identified as the "Servicing Strategy Area" as identified on Map B.7.4-4 – Fruitland-Winona Secondary Plan – Block Servicing Strategy Area Delineation:

- a) The City of Hamilton shall prepare a Terms of Reference for a Block Servicing Strategy in consultation with the Conservation Authority;
- b) The City shall develop a Block Servicing Strategy for the Blocks identified on Map B.7.4-4 Fruitland-Winona Secondary Plan - Block Servicing Strategy Area Delineation;
- c) All *development* within the lands identified as the "Servicing Strategy Area" shall conform to the Block Servicing Strategy;

- d) A portion of the lands identified as part of Block 3 on Map B.7.8-4 – Block Servicing Strategy Area Delineation, and located north of Barton Street between McNeilly Road and east of Winona are outside the Secondary Plan area; however, these lands are subject to the policies of Section 7.4.14 – Block Servicing Strategy;
- e) Notwithstanding subsection (b) above, if a developer(s) wishes to proceed with development in advance of approval of the City initiated Block Servicing Strategy, the developer(s) may undertake a Block Servicing Strategy subject to the following:
  - i) The Block Servicing Strategy submission shall be to the satisfaction of the City, in accordance with the Block Servicing Strategy Terms of Reference and shall include a minimum of one Block, as identified on Map B.7.4-4 – Fruitland-Winona Secondary Plan - Block Servicing Strategy Area Delineation.
- f) The Fruitland-Winona Sub-Watershed Studies shall form the basis of all Block Servicing Strategies;
- g) A Block Servicing Strategy shall conform to the vision, objectives and policies of this Plan and shall identify the land use designations, densities and natural heritage features, including *Vegetation Protection Zones* and *Restoration Areas*, in accordance with this Plan;
- h) A Block Servicing Strategy shall have regard for existing development in accordance with Policy 7.4.3 (d) of this Plan by reflecting the general scale and character of the established development pattern in the surrounding area by taking into consideration lot frontages and areas, building height, coverage, mass, setbacks, privacy and overview;
- i) A Block Servicing Strategy shall guide phasing within each Block area within the Fruitland-Winona Secondary Plan;
- j) A Block Servicing Strategy shall include:
  - i) The location and configuration of schools and parks;
  - ii) The detailed local road pattern and trail system;

- iii) The process to determine the final alignment of the north-south Collector Road "A" shall fulfil the Schedule 'C' Class EA planning process of the Municipal Class Environmental Assessment.
- iv) The boundaries of land use designation and density and distribution of housing types;
- vi) Meander Belt Width Assessments for all watercourses;
- vii) A preliminary grading strategy, identifying and meeting existing grades along adjacent roads and ensuring that *development* within a Block area will not compensate for drainage shortfalls by significantly raising the existing grade elevations;
- viii) A preferred servicing plan;
- ix) Stormwater management strategy and functional design plan that ensures regional stormwater conveyance to the Lake and drainage plans outlining the major and minor systems and detailed flow limits at critical points;
- x) Plans for phasing of development including the size and location of future draft plans of subdivision application to ensure the orderly development of the lands;
- xi) The identification and consideration of all areas regulated by the Conservation Authority's Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses Regulation or its successor;
- xii) A scoped Air Drainage Analysis Brief, which has been prepared by a qualified environmental engineer, with additional information being provided by a climatologist, and agrologist who are specialized in the field of tender fruit and grape production, to the satisfaction of the City. The Air Drainage Analysis Brief shall include the following:

1. A review of the existing conditions, including air photos, topography, thermal conditions, climate and air movement down the Niagara Escarpment and towards Lake Ontario, to evaluate the effects of the proposed development on the existing microclimate and airflow; and,
2. Where appropriate, proposed road layout and development patterns should be designed in a north/south alignment to minimize air drainage and minimize potential negative impacts on the tender fruit area to the south.

xiii) A Hydrological investigation that includes:

1. Groundwater levels and flow path;
2. Significant recharge and discharge zones;
3. The impacts of development on the functions mentioned in Policy 7.4.14.1 (j), (xiii), 1 and 2 above;
4. The foundation drain flow rate based on groundwater and severe wet weather conditions;
5. A recommendation for an appropriate sump pump design; and,
6. A contingency plan to ensure that an appropriate mitigation strategy can be implemented where:
  - a. An aquifer is breached during construction;
  - b. Groundwater is encountered during construction;
  - c. Continuous running of sump pump occurs; and,
  - d. Negative impacts occur on the water supply and sewage disposal system or any surface and groundwater related infrastructure.

- xiv) A phasing strategy for external road infrastructure to ensure that the required upgrades are implemented to support growth subject to the following:
  - 1. Approved capital budget funding for the road infrastructure project(s);
  - 2. The availability of storm and sanitary outlets; and,
  - 3. The servicing needs of abutting developments are co-ordinated with the road project.
  
- k) Implementation of the Fruitland-Winona Secondary Plan Urban Design Guidelines;
- l) Where a Block Servicing Strategy is prepared by the City, the Strategy shall include a process of consultation with the affected landowners;
- m) Where a Block Servicing Strategy is prepared by a developer(s), the Strategy shall demonstrate consultation and general landowner support for lands within the subject Block Servicing Strategy area, and be completed to the satisfaction of the City in consultation with the Conservation Authority;
- n) A Block Servicing Strategy shall be used by the City to guide the review of planning applications within the respective Block Servicing Strategy area;
- o) Notwithstanding Policy F.1.4.7 of Volume 1, and in accordance with Policy 7.4.17.1 of this Plan, the boundaries of the land use designations on Map B.7.4-1 – Fruitland –Winona Secondary Plan – Land Use Plan, and the alignment of proposed collector roads identified on Map B.7.4-3 – Fruitland-Winona Secondary Plan – Transportation Classification Plan, are intended to be flexible and may be modified within the Block Servicing Strategy to achieve a desirable urban pattern without amendment to this Plan, provided the proposed change does not result in a decrease in the residential density for the Block area or alter the intention and functionality of the collector road system;

- p) The recommendations of a Block Servicing Strategy shall be incorporated into the City's Staging of Development Report as appropriate;
- q) The following shall apply to new road crossings:
  - i) Where possible, road crossings shall avoid *significant* and/or *sensitive* natural features;
  - ii) Where it is not possible for road crossings to avoid *significant* and/or *sensitive* natural features, road crossings may be located in previously disturbed watercourse reaches or in locations where the disturbance or removal of riparian vegetation can be minimized;
  - iii) New roadway culverts and bridges shall have sufficient conveyance capacity to pass the Regulatory flood event (larger of Hurricane Hazel and 100 year event) to avoid adverse backwater effects;
  - iv) Where new roadway culverts and bridges cannot meet the requirements set out in Policy 7.4.14 (q),(iii) above, Regulatory flooding depths on roadways shall be based on the standards within the Ontario Ministry of Natural Resources Natural Hazards Technical Guides, latest version or its successor guideline; and,
  - v) If a minor realignment of the stream channel is necessary to achieve the desired crossing configuration, the new channel should be established using natural channel design principles.
- r) A Block Servicing Strategy, for the area identified as Block 1 on Map B.7.4-4 – Block Servicing Strategy Area Delineation, shall determine the floodplains for the following two locations:
  - i) Along Watercourse 5.0, immediately downstream of Fruitland Road (between sections 2221 and 2150); and,
  - ii) Along Watercourse 5.0, halfway between Highway No. 8 and Barton Street (between sections 1693.967 and 1537.457).



- s) A Block Servicing Strategy, for the area identified as Block 2 on Map B.7.4-4 – Block Servicing Strategy Area Delineation, shall determine the floodplains along Watercourse 6.0, downstream of Highway No. 8 (between sections 2232.182 and 1785.033); and,
- t) Landowners of holdings less than 8.0 hectares (20 acres) shall be encouraged to submit joint draft plans of subdivisions with adjacent owners to ensure comprehensive planning and expedite their development proposals.

### **Lake Based Municipal Water and Wastewater Systems**

**7.4.15** In accordance with Section C.5 – Infrastructure, of Volume 1, the City may require servicing or phasing agreements as conditions of development approval to ensure that development proceeds in a manner that optimizes the utilization of sewer and water services and does not outpace the ability of the City to finance and construct new services.

### **7.4.16 Stormwater Management**

Stormwater management facilities have not been designated on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan. The size, number and location of stormwater management facilities shall comply with City's Criteria and Guidelines for Stormwater Infrastructure Design and Policies, the Fruitland-Winona Sub-watershed Studies and the Block Servicing Strategy required in Section 7.4.14 – Block Servicing Strategy of this Plan. Stormwater management facilities may be identified or relocated through the Block Servicing Strategy and shall comply with the policies of this Plan.

**7.4.16.1** The following policies shall apply to the location and design of new stormwater management facilities:

- a) Stormwater management facilities shall be located and designed to maintain ecological function of the Natural Heritage feature;
- b) Stormwater management facilities shall be located adjacent to the Barton Street Pedestrian Promenade and other Open Space Designations where possible;

- c) Stormwater management facilities along the Barton Street Pedestrian Promenade shall be designed to promote public safety, and, where possible, shall not be fenced; and,
- d) Stormwater management facilities shall be designed to provide visual attraction and passive recreation where possible.

#### **7.4.17 Implementation**

In addition to Section F.1.0 – Implementation, the following policies shall apply to the implementation of the Fruitland-Winona Secondary Plan:

##### **General Policies**

- 7.4.17.1** Prior to the submission of a development application, excluding severances and minor variances, for lands within the Fruitland-Winona Secondary Plan area, a Block Servicing Strategy shall be prepared, in accordance with the policies of Section 7.4.14 – Block Servicing Strategy of this Plan, and approved to the satisfaction of the City. No development application that creates new lots through the subdivision of land or consent or any Zoning By-law Amendment application shall be deemed complete unless it implements the Block Servicing Strategy or provides justification for changes to the Block Servicing Strategy to the satisfaction of the City.
- 7.4.17.2** All development applications shall demonstrate that they comply with the approved Block Servicing Strategy.
- 7.4.17.3** All *development* shall proceed in accordance with the approved Block Servicing Strategy.
- 7.4.17.4** Where an amendment to this Plan is proposed, the City may also require an amendment to the Block Servicing Strategy.
- 7.4.17.5** 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":
  - a) The City shall acquire lands for the Community Park in accordance with any Council approved acquisition policies, plans, strategies and By-laws. Notwithstanding the foregoing,

however, the City shall not acquire lands for the Community Park by means of expropriation.

**7.4.17.6** In addition to Section F.1.19.6 – Complete Application Requirements and Formal Consultation, the following study may be required:

- a) An Air Drainage Analysis Brief, which has been prepared by a qualified environmental engineer with additional information being provided by a climatologist, and agrologist who are specialized in the field of tender fruit and grape production, to the satisfaction of the City. The Air Drainage Analysis Brief shall include the following:
  - i) A review of the existing conditions, including air photos, topography, thermal conditions, climate and air movement down the Niagara Escarpment and towards Lake Ontario, to evaluate the effects of the proposed development on the existing microclimate and airflow.

**7.4.17.7** The Zoning By-law may be amended to recognize a legal non-complying residential use as an existing use, in accordance with Policy F.1.12.8.

#### **Phasing of Development**

**7.4.17.8** Phasing of Development within the Fruitland-Winona Secondary Plan area shall be in accordance with the City's Staging of Development Report as approved by Council.

**7.4.17.9** *Development* within the Fruitland-Winona Secondary Plan area shall proceed in a coordinated and comprehensive manner.

**7.4.17.10** In order to ensure that transportation improvements required to facilitate development in the Fruitland-Winona Secondary Plan are constructed when needed the City may adopt specific transportation phasing strategies or arrange funding agreements for the delivery of road infrastructure project(s).

#### **Cost Sharing**

**7.4.17.11** The City shall cost share in accordance with the City's financial policies for development.

**7.4.17.12** The City, where appropriate, may consider the use of front-ended agreements.

## **7.4.18 Area and Site Specific Policies**

### **7.4.18.1 Site Specific Policy - Area A**

For lands municipally known as 685 - 687 Highway No. 8, and shown as Site Specific Policy – Area A on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan, the following policy shall apply:

- a) In addition to the uses permitted in Section E.3.8 - Local Commercial Designation, a motel shall be permitted.

### **7.4.18.2 Site Specific Policy- Area B**

The following policies shall apply to the lands located at 703 Highway No. 8, and shown as Site Specific Policy – Area B on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan:

- a) Notwithstanding Section C.3.4 - Utility Designation, the following uses shall be permitted:
  - i) Any use considered as part of the essential operations of a utility, including but not limited to major facilities, easements and rights-of-way for electric power, a works yard, offices, customer services, training facilities, maintenance, and outdoor and vehicular storage; and,
  - ii) Medium Density Residential 2 designation in accordance with Policy 7.4.4.6 and subject to:
    - 1. A Zoning By-Law amendment to permit the residential use; and,
    - 2. A record of site condition is submitted prior to or at the time of application.

### **7.4.18.3 Area Specific Policy - Area C - Community Node**

For lands generally located within Concession 2, Part Lot 13, SLT SC, and designated as Community Park and Institutional and shown as Area Specific Policy - Area C on Map B.7.4-1 – Fruitland-Winona Secondary Plan - Land Use Plan, the following policies shall apply:

- a) Area Specific Policy - Area C shall be developed as a campus setting accommodating two elementary schools and a community park and may include other *community facilities/services*;
- b) The City shall work in collaboration with the Hamilton Wentworth District School Board and the Hamilton Wentworth Catholic District School Board to determine a coordinated site design and layout, and other specific requirements for the subject lands;
- c) *Urban Braille* shall be incorporated into the design of the community campus;
- d) The Community Park shall function as a combined Community Park and Neighbourhood Park;
- e) The Community Park may have frontage on Barton Street and the proposed north/south Collector Road "A";
- f) The elementary schools may be located on separate lots with independent access;
- g) The City shall investigate the potential to provide a seasonal produce market in conjunction with the Community Park;
- h) Should any part of the Community Park or Institutional designated lands not be required for such purposes, the lands may be developed for Residential uses without an amendment to this Plan subject to the following:
  - i) The City provides written confirmation that the lands are no longer required for Community Park;
  - ii) A Neighbourhood Park of a minimum of 2.0 hectares in size shall be maintained and with frontage on Collector Road "B". The Neighbourhood Park shall be acquired through the development/redevelopment process in accordance with Section F.1.18 – Parkland Dedication Policies; and,
  - iii) The remaining lands shall be developed for Medium Density Residential 2 uses in accordance with Section

7.4.4 and all other relevant policies of Volume 1 and this Plan.

- i) Should the lands bounded by Highway No. 8 to the south, Glover Road to the west, McNeilly Road to the east and Barton Street to the north, be removed from the Greenbelt Plan and included within the *Urban Boundary*, relocation of the proposed Community Park to this block shall be considered, provided a Neighbourhood Park remains within the area identified as Area Specific Policy - Area C.

#### **7.4.18.4 Area Specific Policy - Area D**

For the lands located at 775-791 Highway No. 8 and designated Local Commercial as shown as Area Specific Policy - Area D on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan; in addition to Section 7.4.5.3 – Local Commercial Designation of this Plan, the following policies shall apply:

- a) Notwithstanding Policy E.3.8.8 (a) of Volume 1, the gross floor area for a professional office may exceed 500 square metres for the existing building; and,
- b) All new development shall conform to Section 7.4.5.3 - Local Commercial Designation of this Plan.

#### **7.4.18.5 Area Specific Policy - Area E**

For the lands located south of the South Service Road and on the east side of Winona Road, as shown as Area Specific Policy – Area E on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan, the following policies shall apply:

- a) In addition to Policy E.4.7.2 – District Commercial of Volume 1, the following uses shall be permitted:
  - i) Arts and cultural uses;
  - ii) Entertainment uses; and,
  - iii) Free standing offices.

- b) Notwithstanding Policy E.4.7.2 (a) and (c), residential and live work units shall not be permitted.

#### **7.4.18.6 Area Specific Policy - Area F**

For the lands generally located on the north and south side of Highway No. 8 within Winona and shown as Area Specific Policy – Area F on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan, the following policies shall apply:

- a) In addition to Section E.3.8 - Local Commercial designation and Section E.6.0. Institutional designation, the following shall apply:
  - i) Buildings shall be built up to the street line and locating parking, driveways or lanes between the buildings and the street shall be discouraged;
  - ii) Each building or store front shall face onto the street with the main entrance of each building or store, as well as substantial fenestration, facing on to the street;
  - iii) Building height shall be a minimum of two storeys;
  - iv) Sidewalks shall be required on both sides of the street;
  - v) Transit shelters and stops shall be provided, where appropriate;
  - vi) New buildings shall be designed to reflect a human scale of development, contribute to public safety and security, and create a significantly enhanced pedestrian environment; and,
  - ix) Design of new buildings shall be encouraged to include awnings, canopies, arcades, or front porches to provide weather protection.
- b) Notwithstanding Policy C.4.5.2 (c), (vii), on-street parking shall be permitted.

#### **7.4.18.7 Area Specific Policy- Area G**

For the lands bounded by Winona Road, South Service Road, CNR Railway and Fifty Road and as shown as Area Specific Policy - Area G, and designated District Commercial on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan, the following policies shall apply:

- a) In addition to Policy E.4.7.2 – District Commercial of Volume 1, the following uses shall be permitted:
  - i) One department store;
  - ii) Arts and cultural uses;
  - v) Entertainment uses;
  - iv) Free standing offices; and,
  - v) An inter-regional, multi modal transportation terminal.
- b) Notwithstanding Policy E.4.7.2 (a) and (c) - District Commercial of Volume 1, residential uses shall not be permitted;
- c) Notwithstanding E.4.7.3 (c) and E.4.7.7 – District Commercial of Volume 1, the maximum gross leasable floor area of all commercial development for the site shall be 41,200 square metres excluding any building area associated with the inter-regional, multi modal transportation terminal, subject to the following:
  - i) The maximum gross floor area permitted for a single department store shall be 17,000 square metres, of which the maximum gross floor area for the sale and display of food shall be 4,180 square metres;
  - ii) The maximum total gross leasable floor area of all professional or business office buildings shall be 10,000 square metres;
  - (iii) Individual stand-alone office buildings shall not exceed 2,000 square metres;
  - (iv) A club membership warehouse, being a retail use, shall not be interpreted as a department store and shall not



be captured by the department store restrictions set out in Policy 7.4.18.7 (c), (i); and,

- (v) Except as provided in Policies 7.4.18.7 (c), (i) through (iii) inclusive, there shall be no maximum floor area for any single use.
- d) An inter-regional multi modal transportation terminal shall be developed in accordance with Section C.4.4 – Public Transit Network of Volume 1.

### **Urban Design**

- e) Prior to *development* of lands, the proponent shall complete urban design guidelines for *development* of the site, to the satisfaction of the City, and in accordance with Section B.3.3 - Urban Design Policies, E.4.7.11 – District Commercial of Volume 1, and Policies 7.4.18.7 (f) – (h) below.
- f) In addition to Section B.3.3 - Urban Design Policies, the following urban design principles shall apply to lands identified as Area Specific Policy – Area G:
  - i) The mixture of uses and the location of the site along a major highway and at the head of an arterial road, provides an opportunity for a transit supportive *development*;
  - ii) The urban form shall be *compatible* with the adjacent neighbourhoods and employment land uses;
  - iii) The proposed *development* shall function as a community focal point. The unique location of the site shall provide a gateway into the City which is of high quality of design. Gateways shall promote a sense of arrival and facilitate connectivity, orientation and 'way finding' to, and within, the site for both vehicles and pedestrians;
  - iv) A strong development image with an internal circulation system shall be applied. This circulation system shall include an internal pedestrian-friendly

'central street' which is a central gathering and focal point for the development; and,

- v) Area Specific Policy – Area G shall be developed with a comprehensive pedestrian system for the entire site that links buildings to the central street, transit node and adjacent neighbourhoods with sidewalks on streets, pathways, trails, and/or pedestrian walkways.
- g) In addition to Section B.3.3 - Urban Design Policies of Volume 1, the following policies shall apply to lands located along/fronting onto South Service Road and Winona Road shall:
- i) Create a positive community image through the coordinated use of high quality paving materials, wide sidewalks, street furniture, pedestrian-scale lighting and signage, and enhanced landscaping; and,
  - ii) Drive-through stacking lanes shall be located toward the side or rear of buildings. Stacking lanes shall not face the public street.
- h) In addition to Section B.3.3 - Urban Design Policies of Volume 1, located along the 'central street' shall:
- i) Incorporate buildings which address both sides of the street line in a prominent fashion to create a pleasant and attractive pedestrian experience and facilitate interaction between different activities;
  - ii) Encourage incorporation of design features such as varied roof lines, building fenestration and canopies on all façades of buildings;
  - iii) Encourage on-street parking to provide the 'look and feel' of a public street while supporting pedestrian friendly urban design principles; and,
  - iv) Buildings on the interior 'central street' shall be located to achieve the appearance of wide boulevards of comprising sidewalks and landscaping areas yet create the spatial definition and a sense of enclosure that encourages a pedestrian-oriented street.

## **Energy and Environment**

- i) Prior to *development* of lands shown as Area Specific Policy - Area G, the proponent shall submit energy and environment design development guidelines for development of the site to the satisfaction of the City, and in accordance with Section B.3.7 Energy and Environmental Design of Volume 1.

### **7.4.18.8 Area Specific Policy- Area H**

For the lands located at:

- i) Glover Road, Barton Street, Concession 1, dividing Lots 11 and 12 and Highway No. 8;
- ii) 970 Barton Street;
- iii) 1361 Barton Street; and,
- iv) 347 Fifty Road;

and as shown as Area Specific Policy - Area H on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan, the following policy shall apply:

- a) Sections and policies of the Greenbelt Plan, including Section 5.2.1, permit the implementation of the urban land use designations and policies of this Plan, as described in Chapter F – Implementation of Volume 1.

### **7.4.18.9 Area Specific Policy – Area I**

For the lands located at 339 and 347 Fifty Road and 1329 and 1335 Barton Street (“Foothills of Winona Phase 2 and Phase 3”) and as shown as Area Specific Policy - Area I on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan, the following policy shall apply:

- a) In addition to Section E.3.4 - Low Density Residential, all forms of townhouses, shall be permitted.

### **7.4.18.10 Site Specific Policy - Area J**

For the lands located at 269 Glover Road and as shown as Site Specific Policy - Area J on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan, the following policy shall apply:

- a) In addition to Policy 7.4.18.8 - Area Specific Policy- Area H, Section E.3.4 - Low Density Residential, and Section 7.4.7 – Parks and Open Space Designations, the following uses shall be permitted:
  - i) The existing private club and ancillary banquet hall.

#### 7.4.19 Glossary

In addition to Chapter G – Glossary of Volume 1, the following definitions shall also apply:

**Restoration Area:** means vacant or degraded lands adjacent to Core Areas where natural habitat has been altered, degraded, or destroyed. These areas provide opportunities to enhance and extend habitat of core areas. With proper habitat restoration, Restoration Areas will contribute to the function of the Natural Heritage System.

4.1.2 Volume 3, Policy USC-3 is deleted in its entirety.

#### 4.2 Schedule/Appendix/Map Changes:

##### 4.2.1 Volume 1

- a. That Schedule B – Natural Heritage System be amended by adding “Core Area”, “Parks and General Open Space”, and “Linkages” deleting “Linkages”, as shown on Appendix “A”.
- b. That Schedule B-2 – Detailed Natural Heritage Features Key Natural Heritage Feature Significant Woodlands be amended by adding and deleting “Key Natural Heritage Feature Significant Woodlands”, as shown on Appendix “B”.
- c. That Schedule B-4 – Detailed Natural Heritage Features Key Natural Heritage Feature and Key Hydrologic Feature Wetlands be amended by adding “Key Natural Heritage Feature and Key Hydrologic Feature Wetlands”, as shown on Appendix “C”.
- d. That Schedule B-5 – Detailed Natural Heritage Features Key Hydrologic Feature Lakes and Littoral Zones be amended by deleting “Key Hydrologic Feature Lakes and Littoral Zones”, as shown on Appendix “D”.

- e. That Schedule C – Functional Road Classification be amended by classifying lands as “Collector”, “Proposed Collector”, and “Minor Arterial”, and reclassifying lands from “Minor Arterial” to “Major Arterial”, as shown on Appendix “E”.
- f. That Urban Hamilton Official Plan Volume 1, Schedule C-2 – Future Road Widenings be amended by:
1. Replacing the word “Fifty” with the word “Fruitland” in the third entry of the Barton Street section, after the “Woodward Ave” to “Nash Road” entry;
  2. adding a new first entry to the top of the Barton Street section indicating that the “Future Right-of-Way Width” from “Fruitland Road” to the “Eastern urban boundary” shall be 36.576 metres;
  3. adding a new entry indicating that the “Future Right-of-Way Width” of “Collector Road A of Fruitland-Winona Secondary Plan (proposed)” from “Highway 8” to “Barton Street” shall be 36.576 metres;
  4. adding a new entry to the “Barton Street” section of the “Roads with Offsets Road Allowances Widenings” table in Schedule C-2, indicating that the “Roads with Offsets Road Allowances Widenings” of “Barton Street” from “Fruitland Road” to the “Eastern urban boundary” shall include a 4.0 metre widening offset to the south side;
  5. deleting the “Fruitland Road” entry of the “Roads with Offsets Road Allowances Widenings” table in Schedule C-2, so the “Barton Street” and “Collector Road A of Fruitland-Winona Secondary Plan (proposed)” entries read as follows:

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Future Right-of-Way Width (metres)</b>
Barton Street (1 <sup>st</sup> entry)	Fruitland Road	Eastern urban boundary	40.576
Barton Street (4 <sup>th</sup> entry)	Nash Road	Fruitland Road	36.576
Collector Road	Highway 8	Barton Street	36.576

A of Fruitland-Winona Secondary Plan (proposed)			
---	--	--	--

6. Additionally, the "Roads with Offset Road Allowances Widening" table of Schedule C-2 – Future Road Widening, shall be amended by:

- adding a new entry to the "Barton Street" section indicating that the "Roads with Offsets Road Allowances Widening" of "Barton Street" from "Fruitland Road" to the "Eastern urban boundary" shall include a 4.0 metre widening offset to the south side; and,
- deleting the "Fruitland Road" entry of the "Roads with Offsets Road Allowances Widening" table in Schedule C-2,

as shown immediately below:

#### **Roads with Offset Road Allowances Widening**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Survey Plan</b>
Barton Street (new entry)	Fruitland Road	Eastern urban boundary	4.0 m widening offset to the south side
<del>Fruitland Road</del>	<del>Barton Street</del>	<del>New Alignment</del>	<del>62R-</del>

- g. That Schedule E – Urban Structure be amended by deleting "Potential Expansion of Secondary Corridor" from the schedule and legend and identifying additional lands as "Secondary Corridor", as shown on Appendix "F".
- h. That Schedule E-1 – Urban Land Use Designations be amended by redesignating lands from "District Commercial" to "Neighbourhoods", and from "Neighbourhoods" to "Open Space", as shown on Appendix "G".
- i. That Appendix A – Parks Classification Map be amended by deleting "Winona Urban Community" from the appendix and legend and identifying the subject lands as "Fruitland-Winona Secondary Plan Area", as shown on Appendix "H".

- j. That Appendix B – Major Transportation Facilities and Routes be amended by deleting “Potential Rapid Transit Line (B.L.A.S.T.)” along Fruitland Road and adding “Potential Rapid Transit Line (B.L.A.S.T.)” between Fruitland Road and Fifty Road, as shown on Appendix “I”.

#### **4.2.2 Volume 2**

- a. That Map B.7.4-1 – Winona Urban Community Secondary Plan – Land Use Plan be deleted, as shown on Appendix “J”.
- b. That Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan be adopted, as shown on Appendix “K”.
- c. That B.7.4-2 – Fruitland-Winona Secondary Plan – Natural Heritage System be adopted, as shown on Appendix “L”.
- d. That Map B.7.4-3 – Fruitland-Winona Secondary Plan – Transportation Classification Plan be adopted, as shown on Appendix “M”.
- e. That Map B.7.4-4 – Fruitland-Winona Secondary Plan – Block Servicing Strategy Area Delineation be adopted, as shown on Appendix “N”.
- f. That Appendix A – Secondary Plans Index Map be revised by deleting “Winona Urban Community” and “Pending Secondary Plan Areas” from the subject lands and identifying the subject lands as “Fruitland-Winona Secondary Plan Area”, as shown on Appendix “O”.

#### **4.2.3 Volume 3**

- a. That Map 1 – Area Specific Policies Key Map be amended by deleting the identification of “USC-3”, including “Modification # 104”, as shown on Appendix “P”.
- b. That Map SC-2 – Area Specific Policies be deleted in its entirety, as shown on Appendix “Q”.

#### **5.0 Implementation:**

Implementing Zoning By-Law Amendments, plans of subdivision and site plans will give effect to this Amendment.

This is Schedule “1” to By-law No.14-120 passed on the 14th day of May, 2014.

---

R. Bratina  
Mayor

---

R. Caterini  
City Clerk

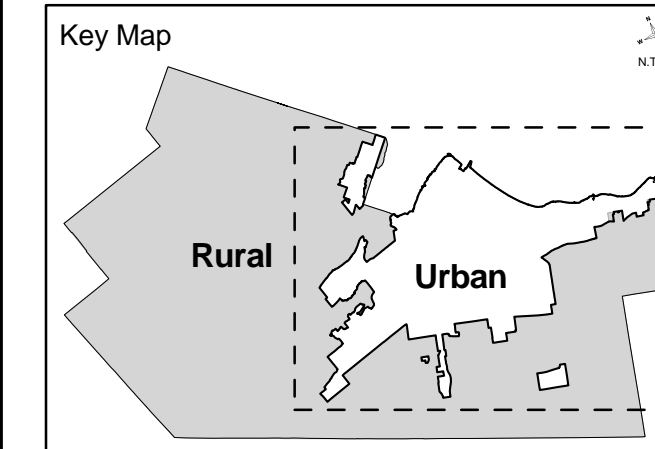
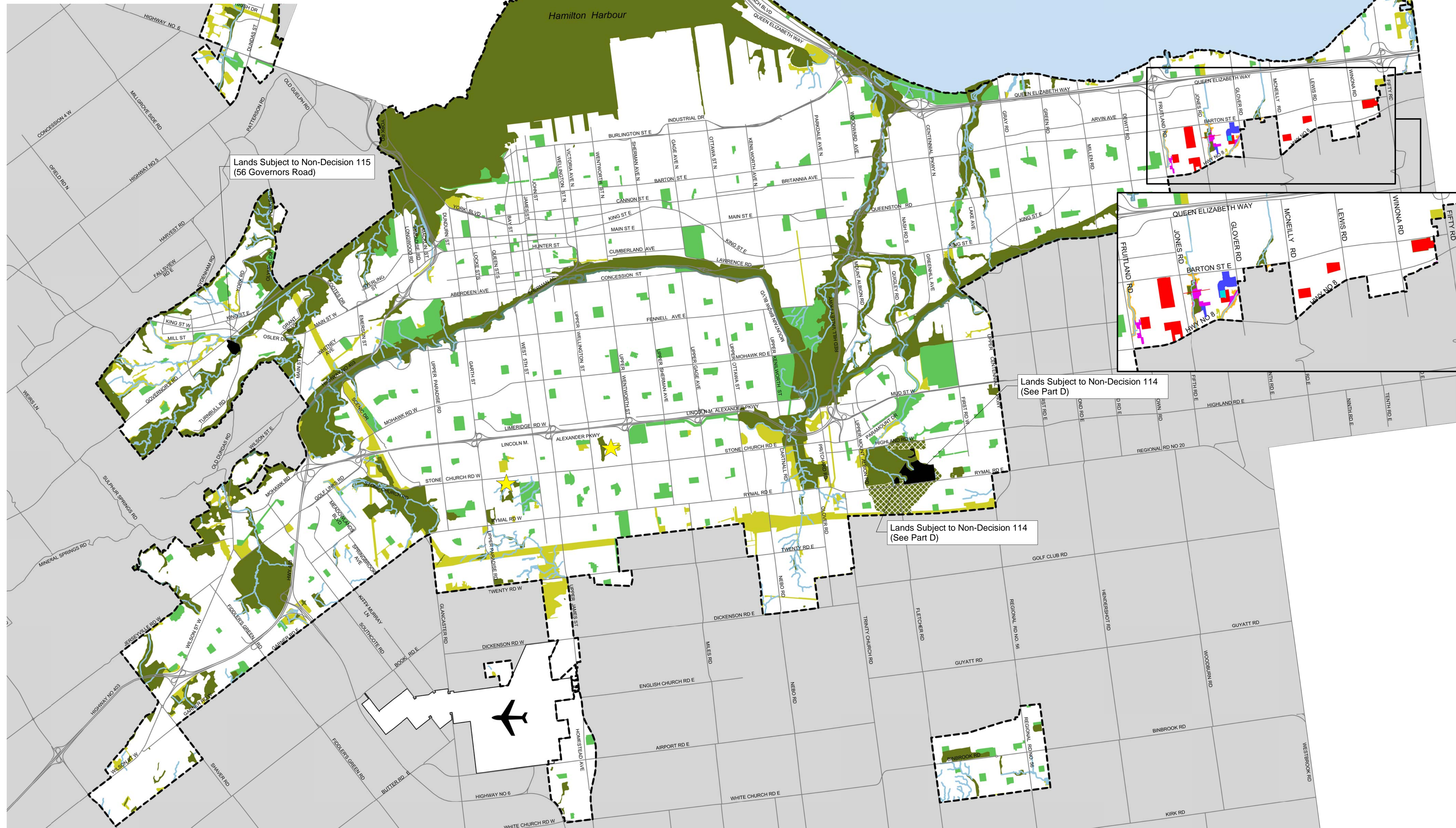




Appendix A  
Amendment No. 17  
to the Urban Hamilton Official Plan

- "Core Area" to be added
- "Parks and General Open Space" to be added
- "Linkages" to be added
- "Linkages" to be deleted
- "Linkages" to be deleted and to be added as "Parks & General Open Space"

Date: April 2014  
Revised By: AM/NB  
Reference File No.: OPA-U-17(S)



Note: For Rural Natural Heritage Features refer to Schedule B of the Rural Hamilton Official Plan.

**APPEAL**

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

**★ Lands Under Appeal**

- 305 Stone Church Road West
- 313 Stone Church Road East & lands bounded by Stone Church Road East, Upper Wellington Street, Lincoln M Alexander Parkway and Upper Wentworth Street

**Legend**

- Core Areas
- Area Specific Policy - USC-1 and USC-2 in Volume 3
- Linkages
- Parks & General Open Space (Excluding Parkettes)
- Streams

**Other Features**

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adoption: July 9, 2009  
Ministerial Approval: March 16, 2011  
Effective Date: August 16, 2013

**Urban Hamilton Official Plan  
Schedule B  
Natural Heritage System**

Not To Scale  
Date: Oct. 30, 2013

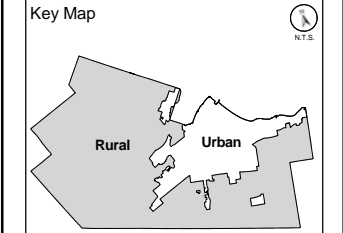


Appendix B  
Amendment No. 17  
to the Urban Hamilton Official Plan

- "Key Natural Heritage Feature Significant Woodlands" to be added
- "Key Natural Heritage Feature Significant Woodlands" to be deleted

Date: April 2014      Revised By: AM/NB      Reference File No.: OPA-U-17(S)

Regional Municipality of Halton



**Note:** For Rural Detailed Natural Heritage Features refer to Schedule B-2 of the Rural Hamilton Official Plan.

**APPEAL**

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

**★ Lands Under Appeal**

- 305 Stone Church Road W
- 313 Stone Church Road E & lands bounded by Stone Church Road East, Upper Wellington Street, Lincoln M Alexander Parkway and Upper Wentworth Street

**Legend**

- Key Natural Heritage Feature Significant Woodlands
- Rural Area
- John C. Munro International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adopted: July 9, 2009  
Ministerial Approval: March 16, 2011  
Effective Date: August 16, 2013


**Urban Hamilton Official Plan  
Schedule B-2  
Detailed Natural Heritage Features  
Key Natural Heritage Feature  
Significant Woodlands**



Haldimand County



Appendix C  
Amendment No. 17  
to the Urban Hamilton Official Plan

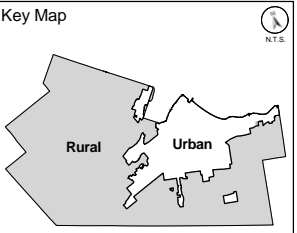
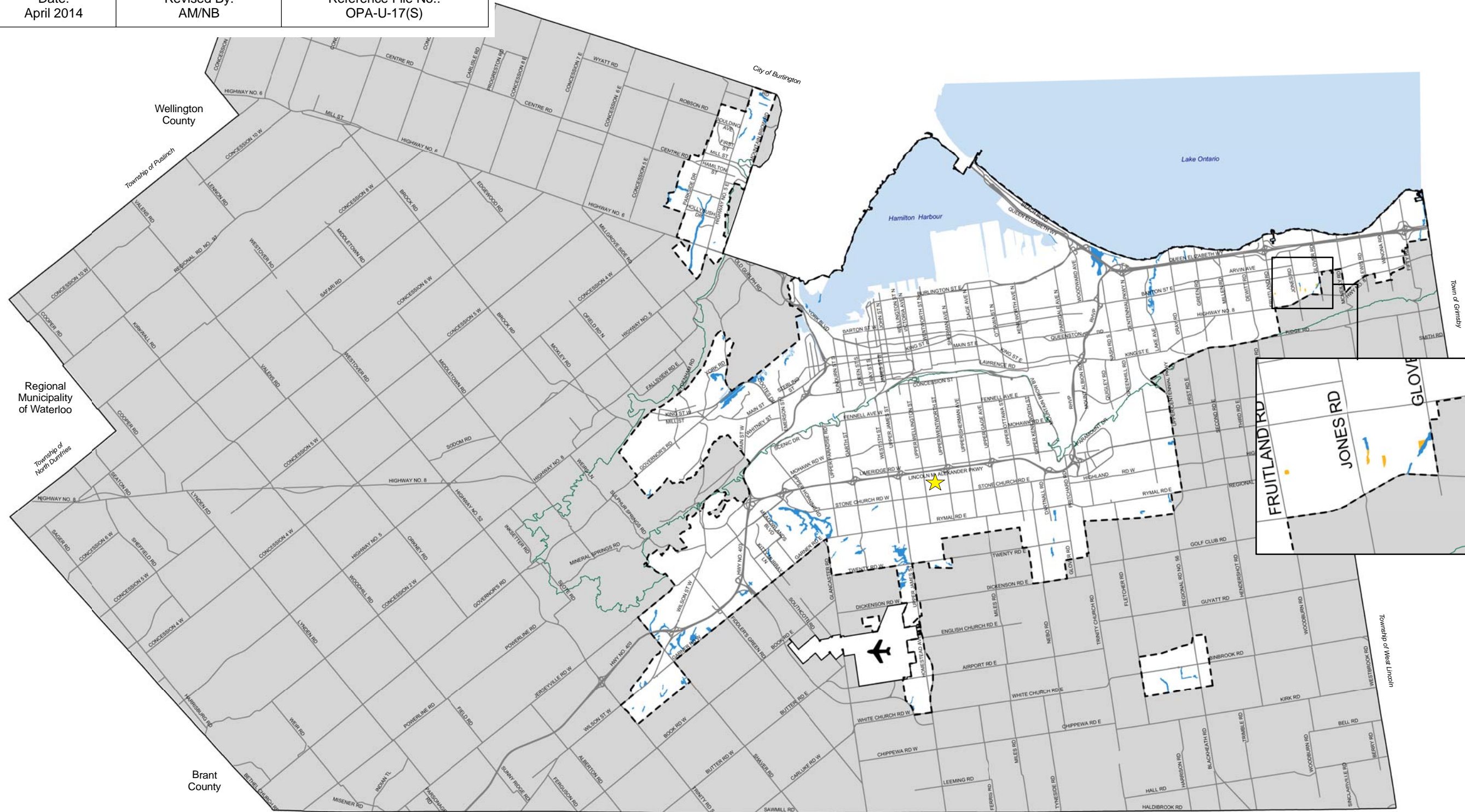
 "Key Natural Heritage and Key Hydrologic Feature Wetlands" to be added

Date:  
April 2014

Revised By:  
AM/NB

Reference File No.:  
OPA-U-17(S)

Regional  
Municipality  
of Halton



**Note:** For Rural Detailed Natural Heritage Features refer to Schedule B-4 of the Rural Hamilton Official Plan.


**APPEAL**

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1






 **Lands Under Appeal**

- 305 Stone Church Road W

**Legend**

 Key Natural Heritage and Key Hydrologic Feature Wetlands

**Other Features**

-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adopted: July 9, 2009  
Ministerial Approval: March 16, 2011  
Effective Date: August 16, 2013

**Urban Hamilton Official Plan**  
**Schedule B-4**  
**Detailed Natural Heritage Features**  
**Key Natural Heritage Feature and Key Hydrologic Feature Wetlands**




Date: Oct. 30, 2013  
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
© Terane Land Information Services Inc. and its licensors. [2009]  
May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.

Haldimand County



Appendix D  
Amendment No. 17  
to the Urban Hamilton Official Plan

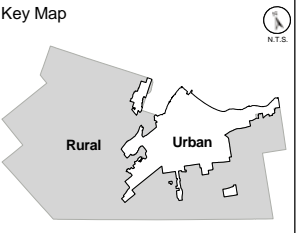
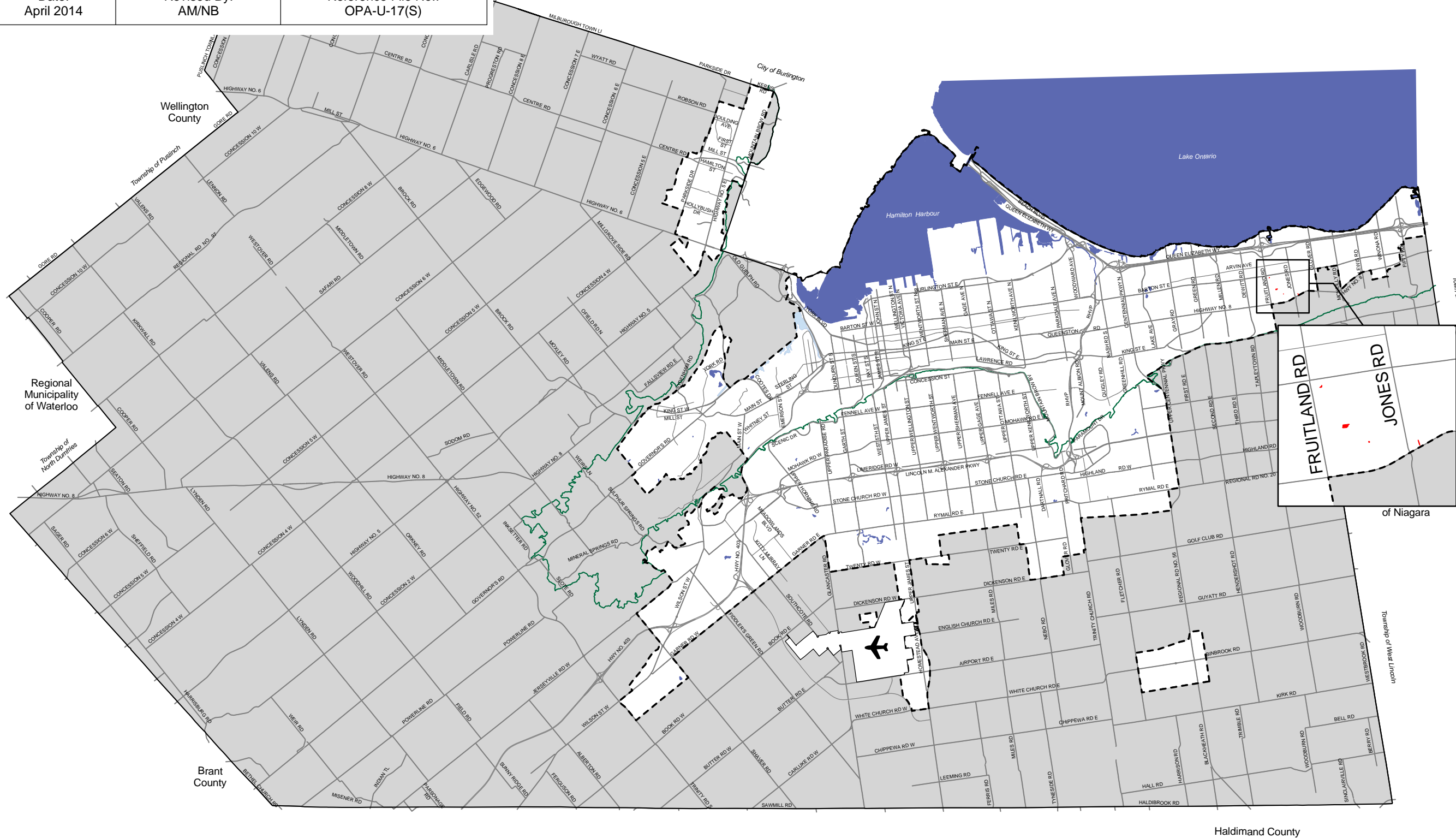
 "Key Hydrologic Feature Lakes and Littoral Zones" to be deleted

Date:  
April 2014

Revised By:  
AM/NB

Reference File No.:  
OPA-U-17(S)

Regional  
Municipality  
of Halton









**Note:** For Rural Detailed Natural Heritage Features refer to Schedule B-5 of the Rural Hamilton Official Plan.

**APPEAL**

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

**Legend**

-  Key Hydrologic Feature Lakes and Littoral Zones
- Other Features**
-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adopted: July 9, 2009  
Ministerial Approval: March 16, 2011  
Effective Date: August 16, 2013

**Urban Hamilton Official Plan**  
**Schedule B-5**  
Detailed Natural Heritage Features  
Key Hydrologic Feature  
Lakes and Littoral Zones

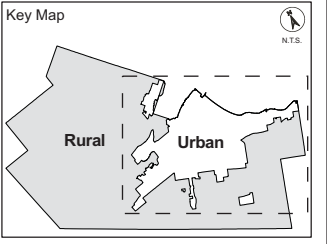
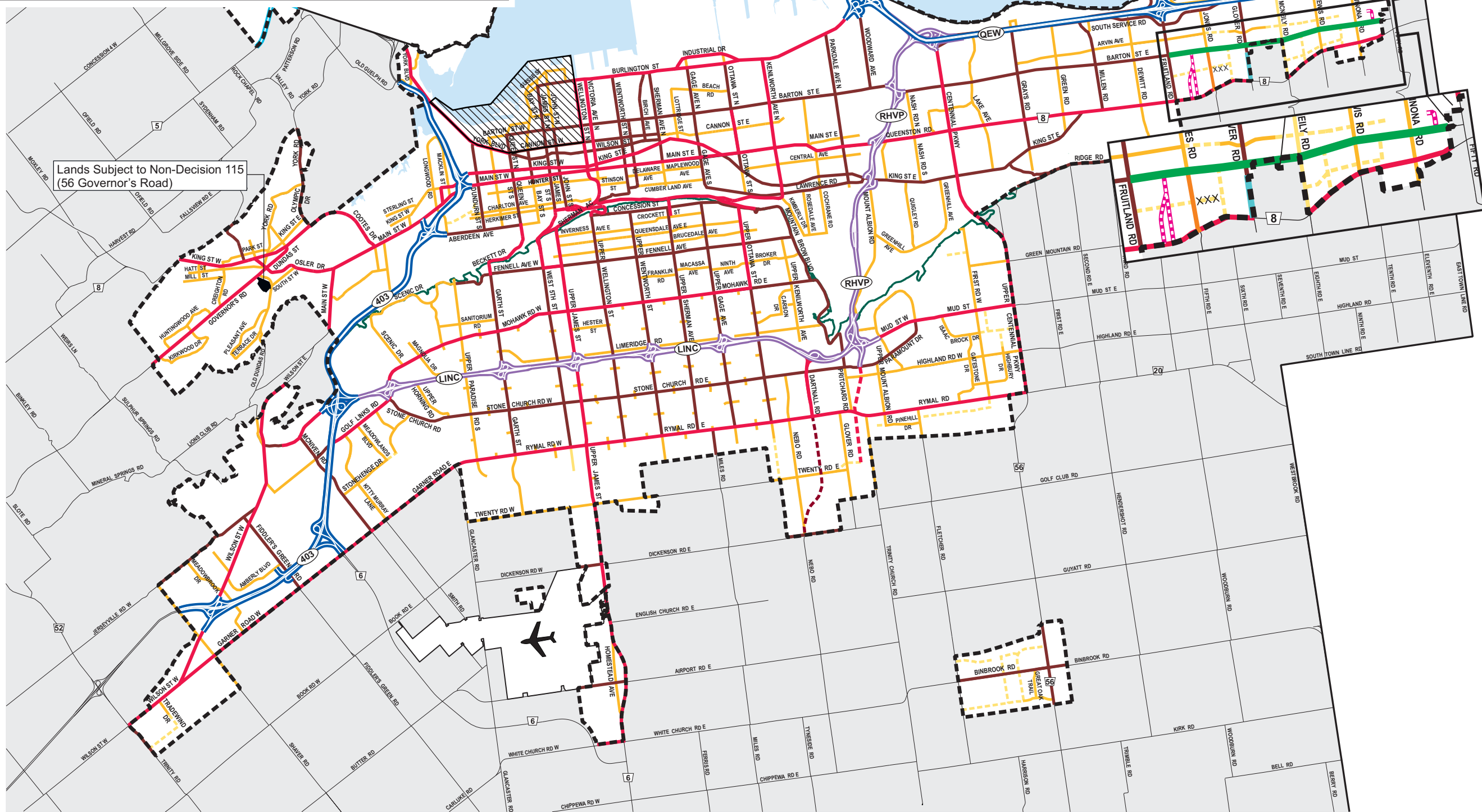
Appendix E  
Amendment 17  
to the Urban Hamilton Official Plan

- Lands to be identified as "Collector"
- - - Lands to be identified as "Proposed Collector"
- "Minor Arterial" to be deleted and lands to be identified as "Major Arterial"
- Lands to be identified as "Minor Arterial"
- XXX "Proposed Collector" to be deleted

Date:  
April 2014

Revised By:  
AM/NB

Reference File No.:  
OPA-U-17(S)



Note: For Rural Functional Road Classification, refer to Schedule C-1 (future amendment).

**APPEAL**

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

**Legend**

- Major Arterial
- Minor Arterial
- Collector
- Provincial Highway (Controlled Access)
- Provincial Highway
- Parkway

**Proposed Roads**

- - - Major Arterial
- - - Minor Arterial
- - - Collector

**Other Features**

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary
- Lands subject to Non Decision 113 West Harbour Setting Sail

Council Adoption: July 9, 2009  
Ministerial Approval: March 16, 2011  
Effective Date: August 16, 2013

**Urban Hamilton Official Plan  
Schedule C  
Functional Road Classification**





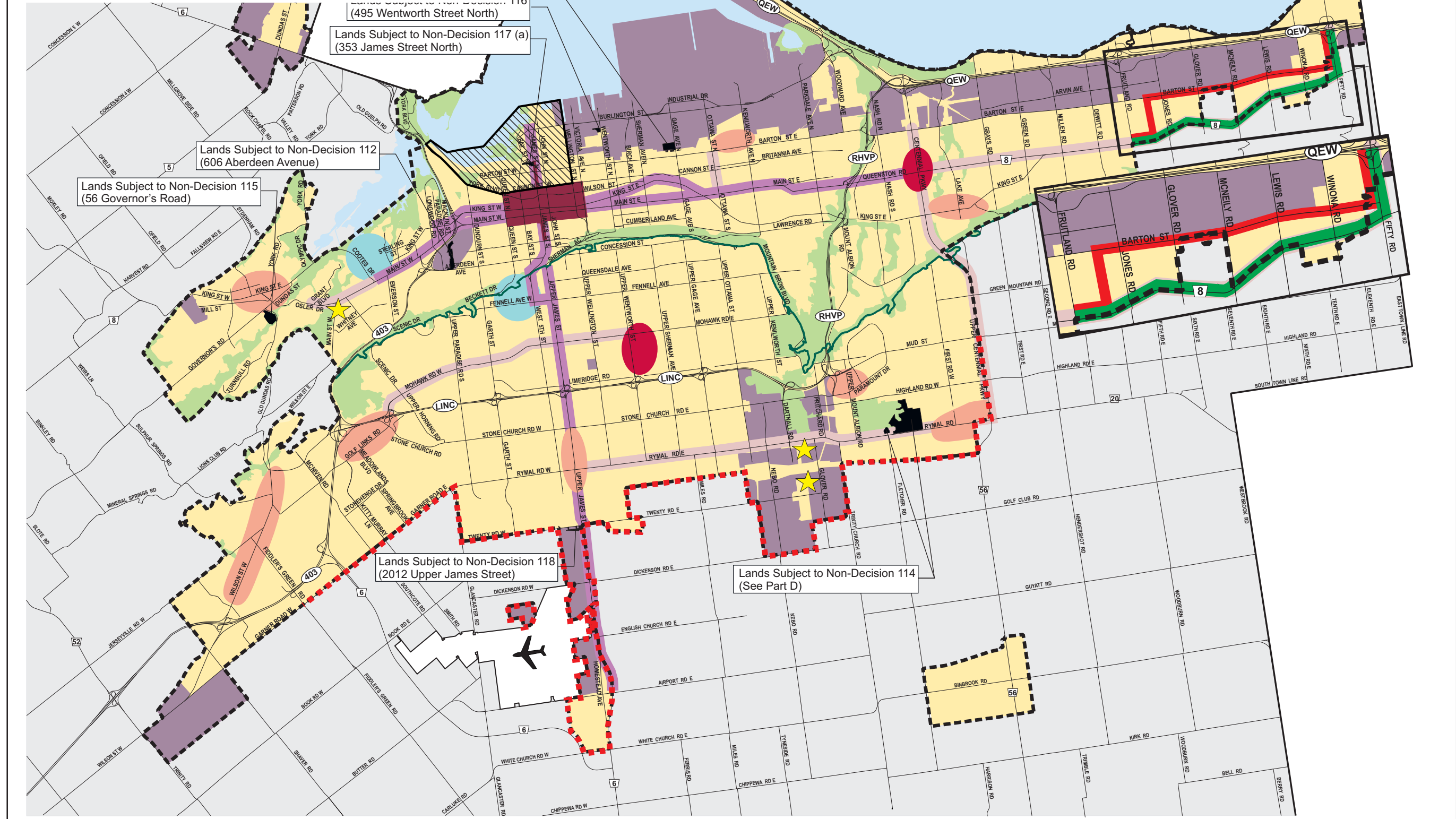
Appendix F  
Amendment 17  
to the Urban Hamilton Official Plan

- "Secondary Corridor" to be identified
  - "Potential Expansion of Secondary Corridor" to be deleted
- "Potential Expansion of Secondary Corridor" to be deleted from the legend

**APEALS**

- The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal.
- ★ **Lands Under Appeal**
  - 17, 20, 22, 26, 28, 58 and 60 Ewen Road, 5 Offield Road and 20 Rifle Range Road (AWW Lands)
  - 0 Rymal Road East (PIN No. 170840029)
  - 212 Glover Road (PIN No. 170840059)

Date: April 2014	Revised By: AM/NB	Reference File No.: OPA-U-17(S)
---------------------	----------------------	------------------------------------



- Legend**
- Urban Structure Elements**
- Neighbourhoods
  - Employment Areas
  - Major Activity Centres
  - Major Open Space
- Nodes**
- Downtown Urban Growth Centre
  - Sub Regional Service
  - Community
- Corridors**
- Primary
  - Secondary
  - Potential Expansion of Secondary Corridor
- Other Features**
- Rural Area
  - John C. Munro Hamilton International Airport
  - Niagara Escarpment
  - - - Urban Boundary
  - Municipal Boundary
  - ▨ Lands Subject to Non Decision 113 West Harbour Setting Sail

Council Adoption: July 9, 2009  
Ministerial Approval: March 16, 2011  
Effective Date: August 16, 2013

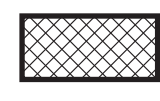

**Urban Hamilton Official Plan  
Schedule E  
Urban Structure**

Not To Scale

Date: March 5, 2014  
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
© Teranel Land Information Services Inc. and its licensors, [2009]  
May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY





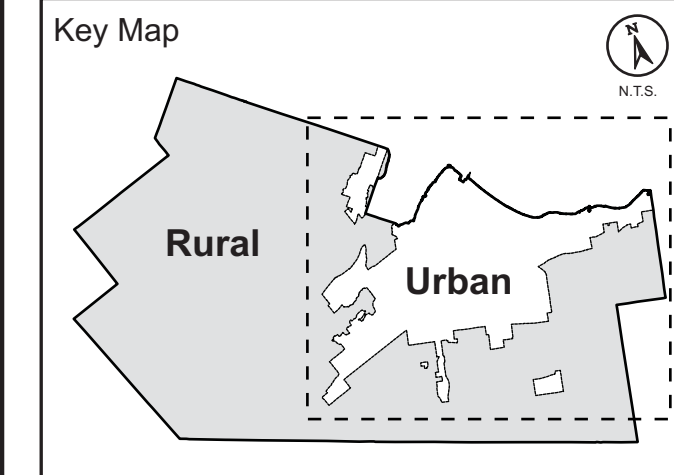
Appendix G  
Amendment 17  
to the Urban Hamilton Official Plan

-  Lands to be redesignated from "District Commercial" to "Neighbourhoods"
-  Lands to be redesignated from "Neighbourhoods" to "Open Space"

Date: April 2014  
Revised By: AM/NB  
Reference File No.: OPA-U-17(S)














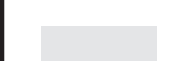





APPEALS

-  The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal.
-  **Lands Under Appeal**
  - 17, 20, 22, 26, 28, 58 and 60 Ewen Road, 5 Offield Road and 20 Rifle Range Road (AWW Lands)
  - 272 First Road West (PIN No. 170971125)
  - Highland Road and Mud Street (West side of Upper Centennial)
  - 0 Rymal Road East (PIN No. 170840029)
  - 212 Glover Road (PIN No. 170840059)



Note: For Rural Land Use Designations, refer to Schedule D of the Rural Hamilton Official Plan.

Legend

-  Neighbourhoods
  -  Open Space
  -  Institutional
  -  Utility
- Commercial and Mixed Use Designations**
-  Downtown Mixed Use Area
  -  Mixed Use - High Density
  -  Mixed Use - Medium Density
  -  District Commercial
  -  Arterial Commercial
- Employment Area Designations**
-  Industrial Land
  -  Business Park
  -  Airport Business Park
  -  Shipping & Navigation
- Other Features**
-  Rural Area
  -  John C. Munro Hamilton International Airport
  -  Niagara Escarpment
  -  Urban Boundary
  -  Municipal Boundary
  -  Lands Subject to Non Decision 113 West Harbour Setting Sail

Council Adoption: July 9, 2009  
Ministerial Approval: March 16, 2011  
Effective Date: August 16, 2013

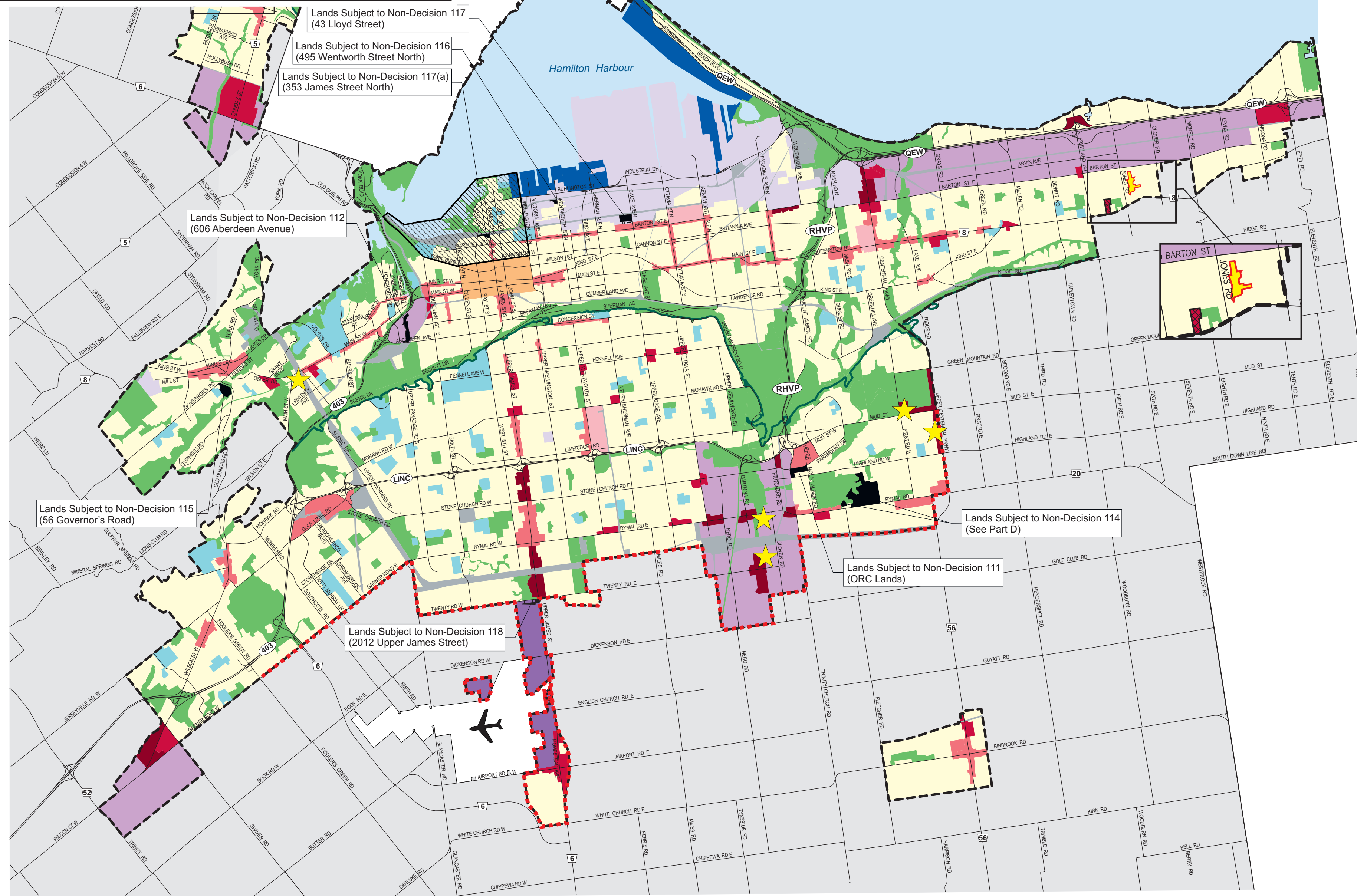
Urban Hamilton Official Plan  
Schedule E-1  
Urban Land Use Designations



Date: March 5, 2014

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

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





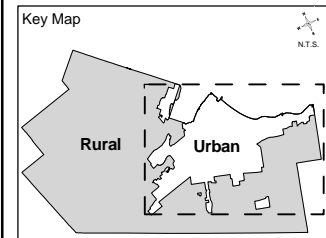
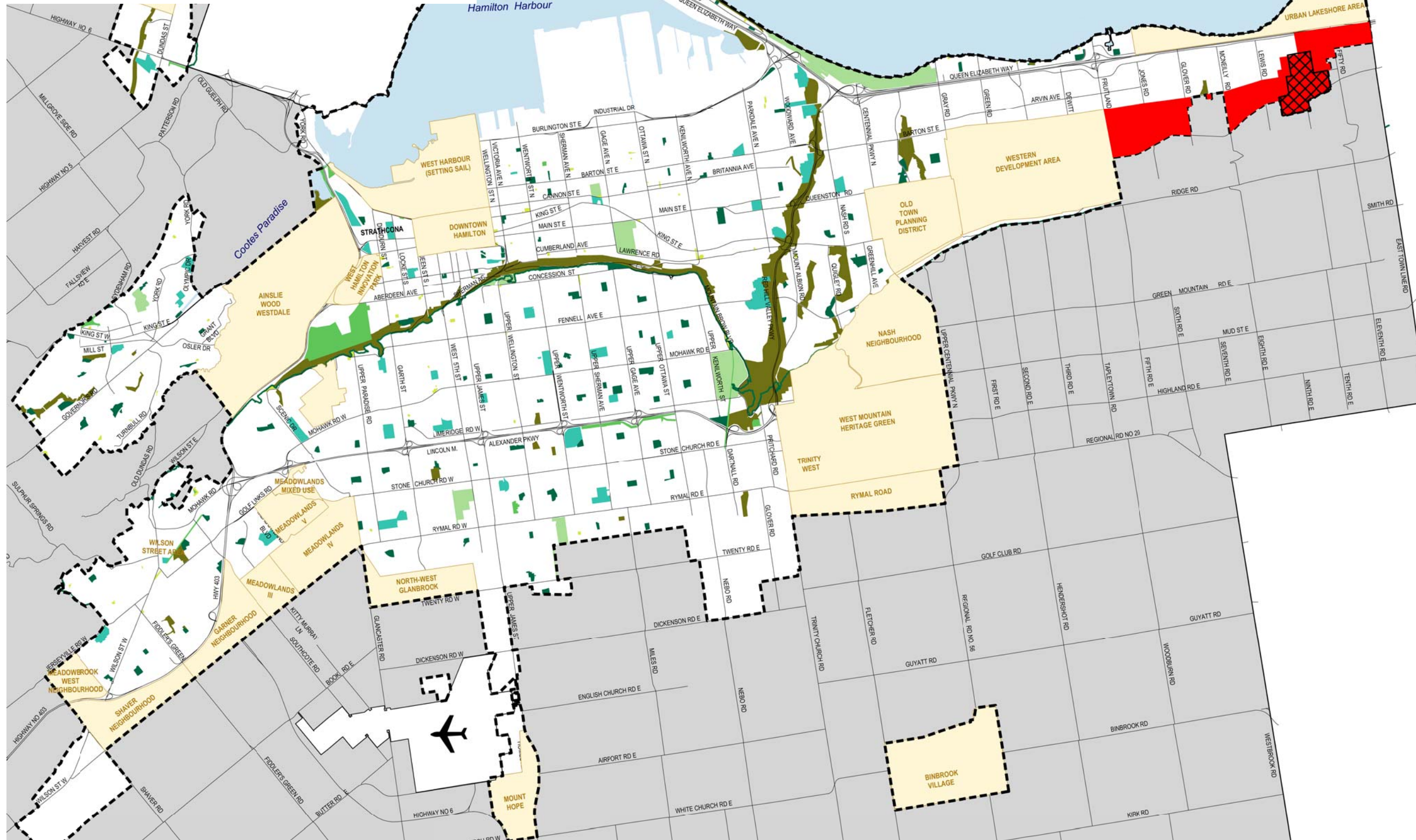
Appendix H  
Amendment No. 17  
to the Urban Hamilton Official Plan

- Lands to be identified as "Fruitland-Winona Secondary Plan Area"
- "Winona Urban Community" to be deleted and lands to be identified as "Fruitland-Winona Secondary Plan"

Date:  
April 2014

Revised By:  
AM/NB

Reference File No.:  
OPA-U-17(S)



**Note:** For Rural Parks Classification Designations, refer to Appendix A of the Rural Hamilton Official Plan.

**APPEAL**

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

**Legend**

- Secondary Plans
- Parks Classification**
- Parkette
- Neighbourhood
- Community
- City Wide
- General Open Space
- Natural Open Space
- Other Features**
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adopted: July 9, 2009  
Ministerial Approval: March 16, 2011  
Effective Date: August 16, 2013

**Urban Hamilton Official Plan  
Appendix A  
Parks Classification Map  
(Parks Outside of Secondary Plans)**





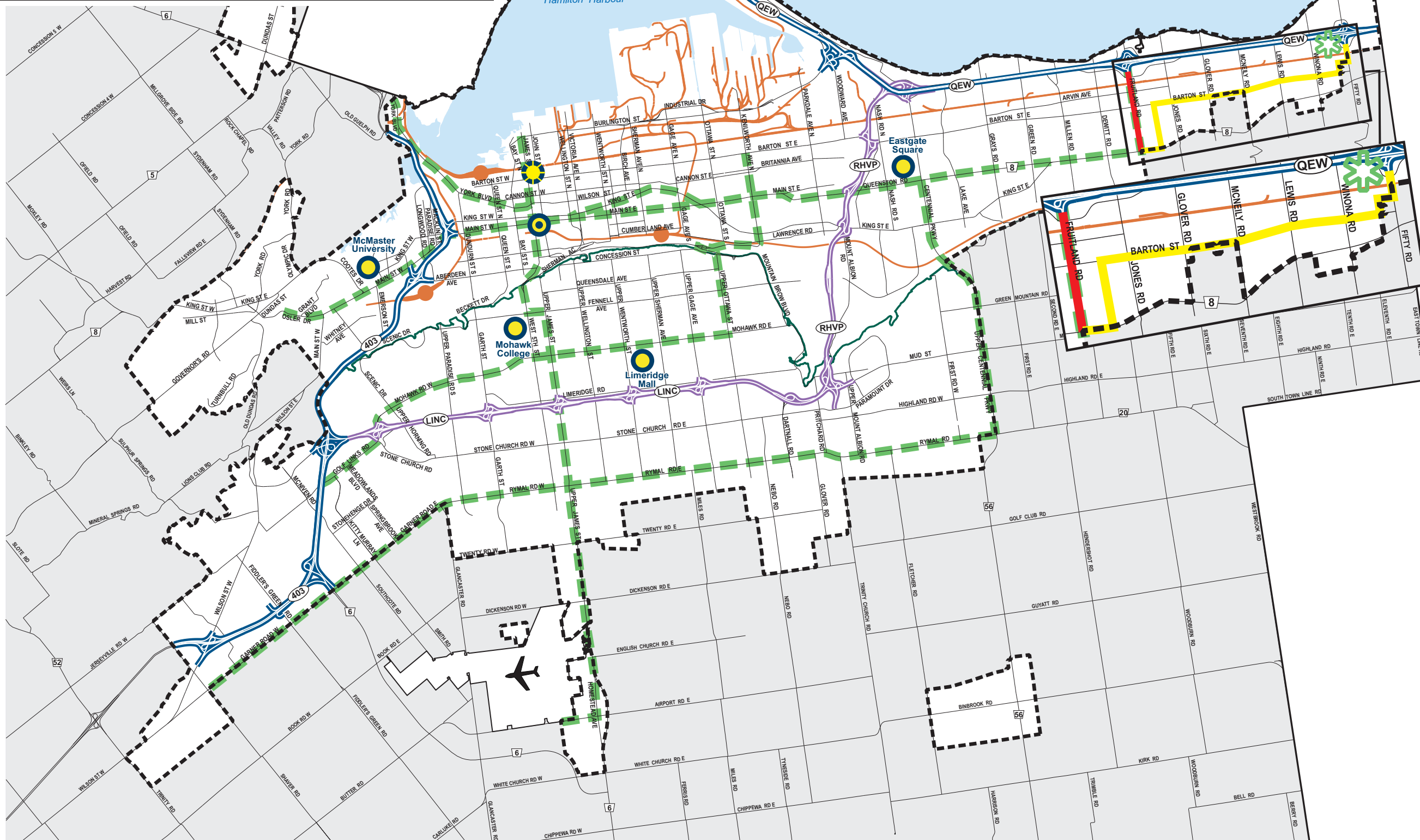
Appendix I  
Amendment 17  
to the Urban Hamilton Official Plan

- "Potential Rapid Transit Line (B.L.A.S.T.)" to be deleted
- "Potential Rapid Transit Line (B.L.A.S.T.)" to be added

Date:  
April 2014

Revised By:  
AM/NB

Reference File No.:  
OPA-U-17(S)



**APPEAL**

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

**Legend**

- Provincial Highway (Controlled Access)
- Parkway
- Railway
- Railyard
- Port of Hamilton
- HSR Terminal
- Hamilton GO Centre
- Proposed New GO Centre (LIUNA Station)
- Potential Rapid Transit Line (B.L.A.S.T.)
- ✱ Future Multi Modal Hub

**Other Features**

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adoption: July 9, 2009  
Ministerial Approval: March 16, 2011  
Effective Date: August 16, 2013

**Urban Hamilton Official Plan  
Appendix B  
Major Transportation  
Facilities and Routes**

Not To Scale

Date: Sept. 12/13

**PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT**

© Teranel Land Information Services Inc. and its licensors, [2009]  
May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY

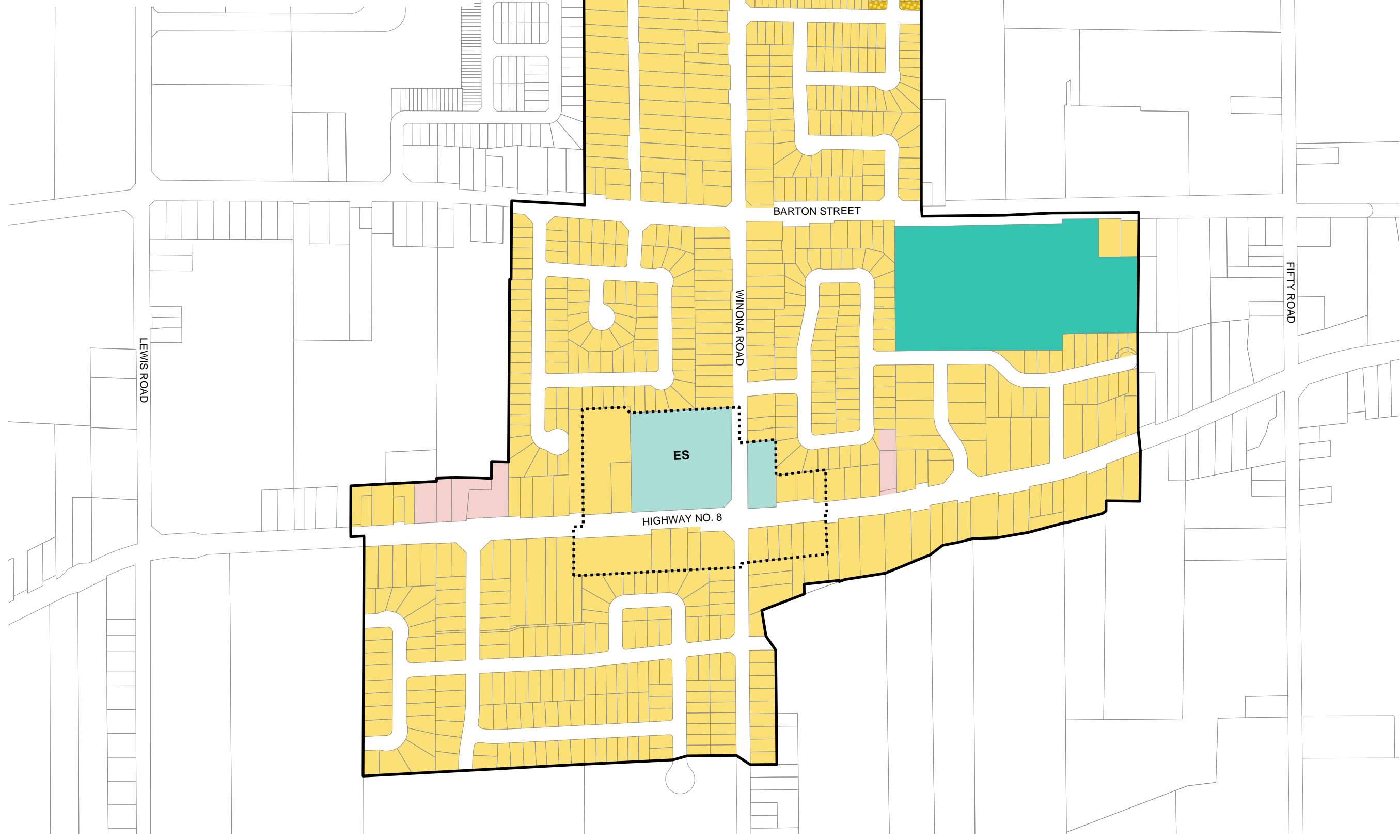
Appendix J  
 Amendment No. 17  
 to the Urban Hamilton Official Plan

"Map B.7.4-1 - to be deleted and replaced with Map B.7.4-1 as shown in Appendix "J"

Date:  
 April 2014

Revised By:  
 AM/NB

Reference File No.:  
 OPA-U-17(S)



**Legend**

**Residential Designations**

- Low Density Residential 1
- Low Density Residential 3c

**Other Designations**

- Local Commercial
- Institutional
- ES** Elementary School
- Community Park

**Other Features**

- Winona Centre Boundary
- Secondary Plan Boundary

Council Adopted: July 9, 2009  
 Ministerial Approval: March 16, 2011  
 Effective Date: August 16, 2013

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



Not To Scale



Date: Aug. 16, 2013

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
 © Terane Land Information Services Inc. and its licensors, [2009]  
 May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY

Appendix K  
Amendment No. 17  
to the Urban Hamilton Official Plan

"Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan" to replace "Map B.7.4-1 - Winona Urban Community Secondary Plan - Land Use Plan"

Date:  
April 2014

Revised By:  
AM/NB

Reference File No.:  
OPA-U-17(S)



- Legend**
- Residential Designations**
- Low Density Residential 1
  - Low Density Residential 2
  - Low Density Residential 3
  - Medium Density Residential 2
- Commercial and Mixed Use Designations**
- Local Commercial
  - District Commercial
  - Arterial Commercial
- Parks and Open Space Designations**
- Neighbourhood Park
  - Community Park
  - General Open Space
  - Natural Open Space
- Other Designations**
- Employment Area - Business Park
  - Institutional
  - ES
  - Utility
  - SWM
- Other Features**
- Area or Site Specific Policy
  - Lands in the Rural Area
  - Major Gateway
  - Minor Gateway
  - Proposed Roads
  - Secondary Plan Boundary

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

Not To Scale

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

© Terane Land Information Services Inc. and its licensors. [2014] May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.



Appendix L  
Amendment No. 17  
to the Urban Hamilton Official Plan

"Map B.7.4-2 - Fruitland-Winona Secondary Plan - Natural Heritage System" to be adopted into the Urban Hamilton Official Plan

Date:  
April 2014

Revised By:  
AM/NB

Reference File No.:  
OPA-U-17(S)



**Legend**

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

**Other Features**

- Lands in the Rural Area
- Secondary Plan Boundary

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



Appendix M  
Amendment No. 17  
to the Urban Hamilton Official Plan

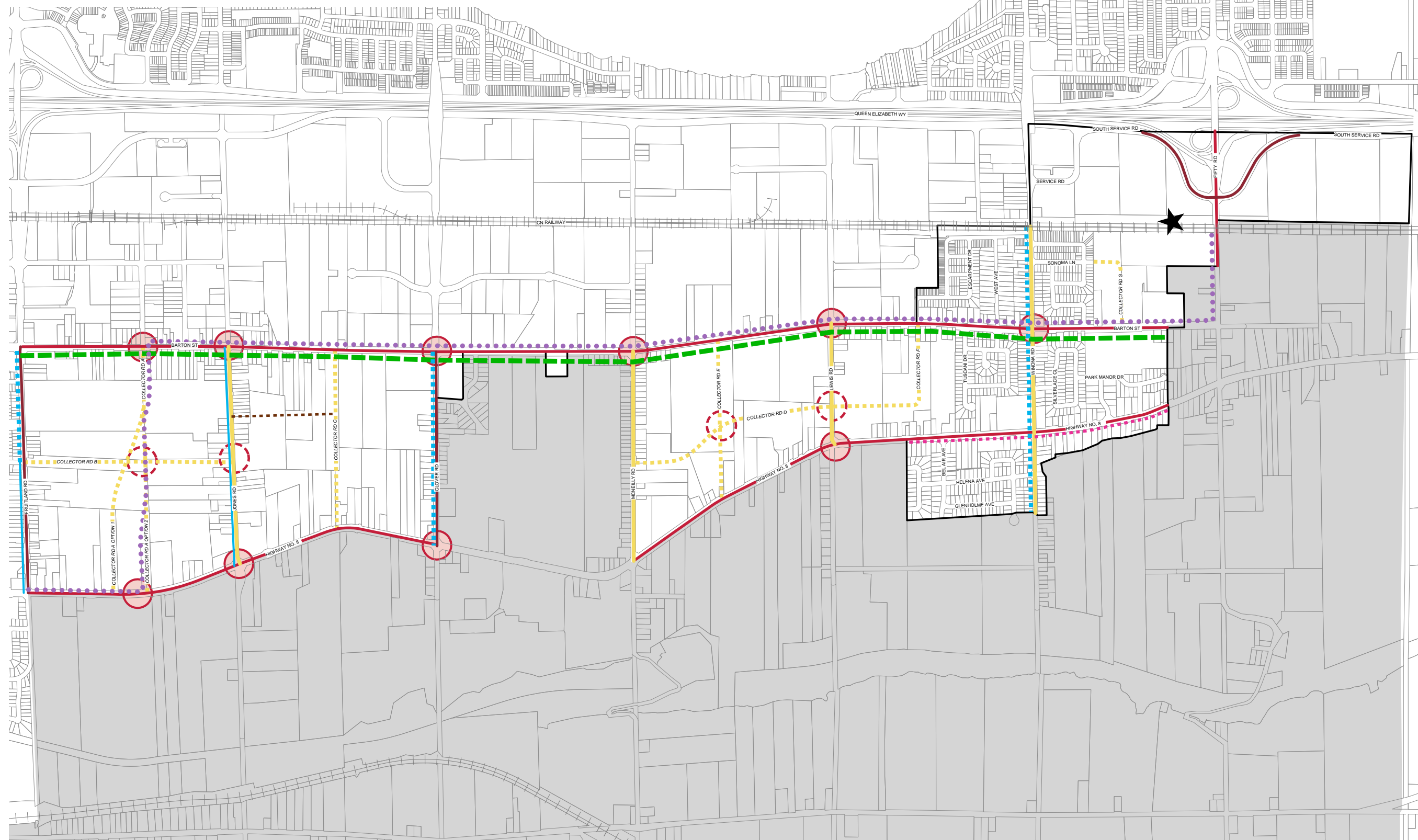
"Map B.7.4-2 - Fruitland-Winona Secondary Plan - Transportation Classification Plan" to be adopted into the Urban Hamilton Official Plan

Date:  
April 2014

Revised By:  
AM/NB

Reference File No.:  
OPA-U-17(S)

Lake Ontario



**Legend**

- Major Arterial
- Minor Arterial
- Collector

**Proposed Roads**

- - - Collector

- ⊘ Potential Roundabout Location
- ⊙ Potential Intersection Control

**Other Features**

- Existing On-Street Bike Route
- - - Proposed Extension of On-Street Bike Route
- - - Proposed Bike Lane/Paved Shoulder/Shared Lane
- - - Barton Street Pedestrian Promenade
- - - Multi-use Trail
- ★ Future Multi-Modal Transportation Hub
- Potential Rapid Transit Route
- ⊃⊃⊃ Railways
- Lands in the Rural Area
- Secondary Plan Boundary

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

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



Not To Scale



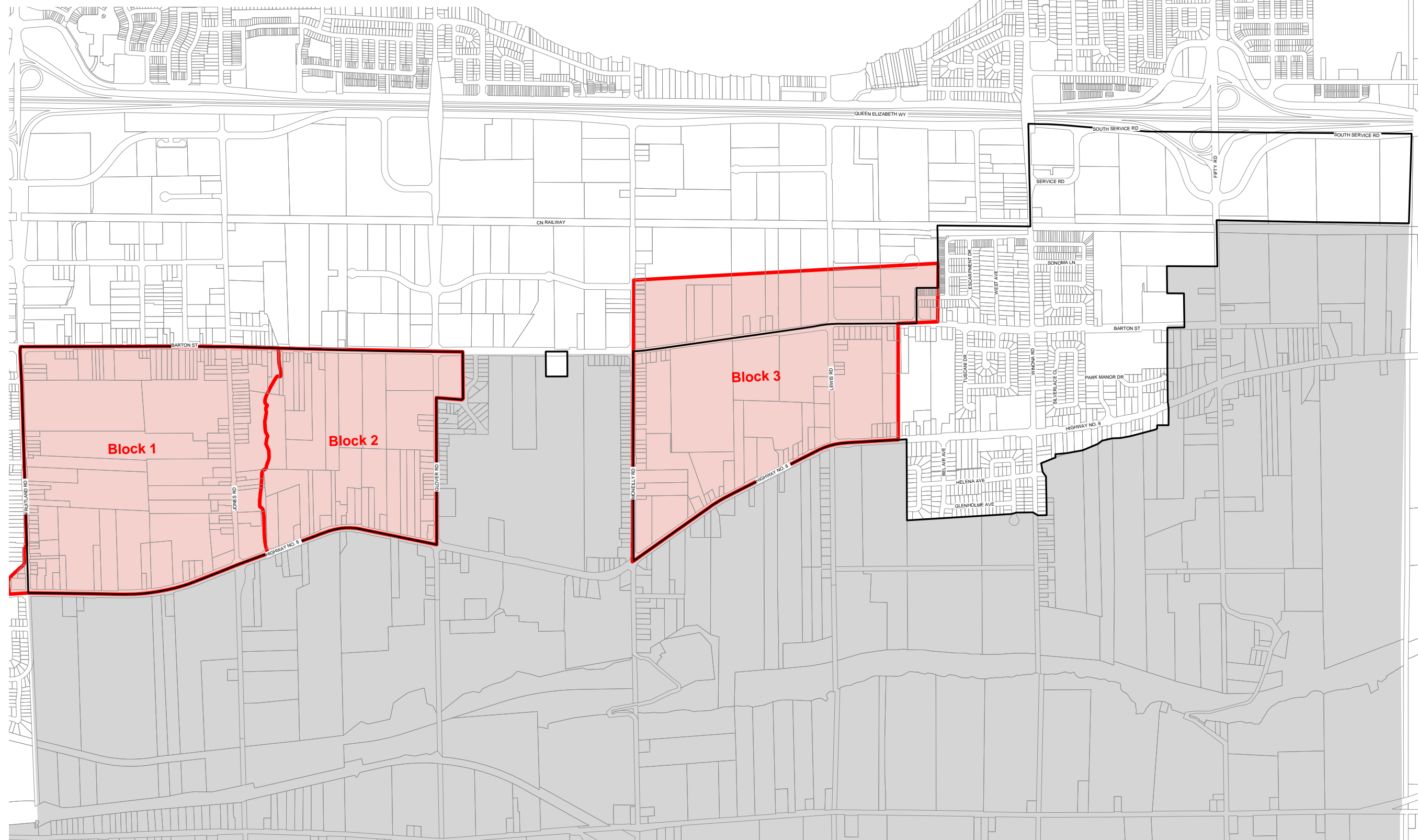
Appendix N  
Amendment No. 17  
to the Urban Hamilton Official Plan

"Map B.7.4-4 - Fruitland-Winona Secondary Plan - Block Servicing Strategy Area Delineation" to be adopted into the Urban Hamilton Official Plan

Date:  
April 2014

Revised By:  
AM/NB

Reference File No.:  
OPA-U-17(S)



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

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



Not To Scale



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



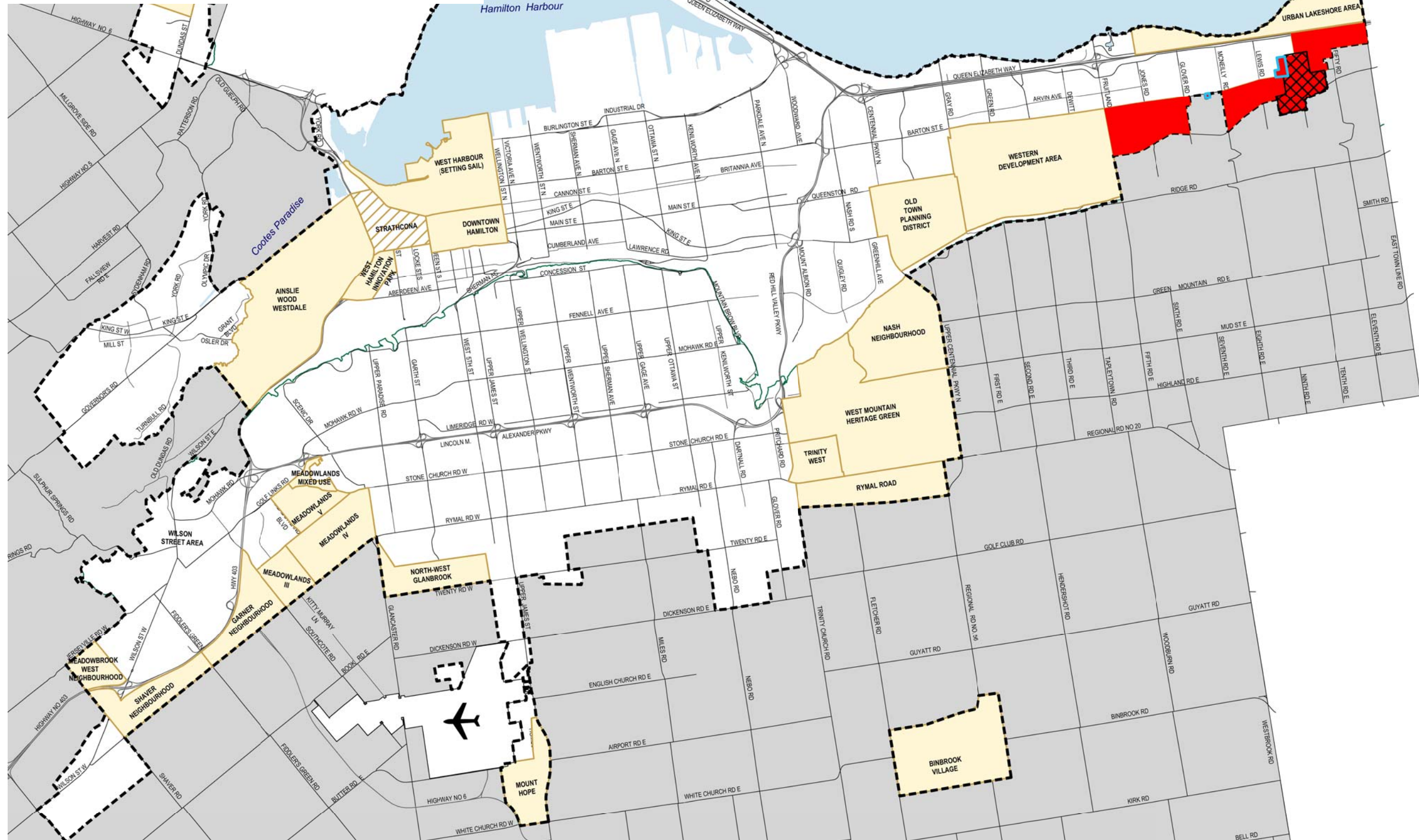
Appendix O  
Amendment No. 17  
to the Urban Hamilton Official Plan

- "Pending Secondary Plan Areas" to be deleted and lands to be identified as "Fruitland-Winona Secondary Plan Area"
- "Winona Urban Community" to be deleted and lands to be identified as "Fruitland-Winona Secondary Plan Area"
- Lands to be identified as "Fruitland-Winona Secondary Plan Area"

Date:  
April 2014

Revised By:  
AM/NB

Reference File No.:  
OPA-U-17(S)



**APPEAL**

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

**Legend**

- Secondary Plan Area
- Pending Secondary Plan Areas
- Other Features**
- Rural Area
- ✈ John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary (LEGEND)
- Municipal Boundary

Council Adopted: July 9, 2009  
Ministerial Approval: March 16, 2011  
Effective Date: August 16, 2013

**Urban Hamilton Official Plan  
Volume 2: Appendix A  
Secondary Plans Index Map**



Not To Scale





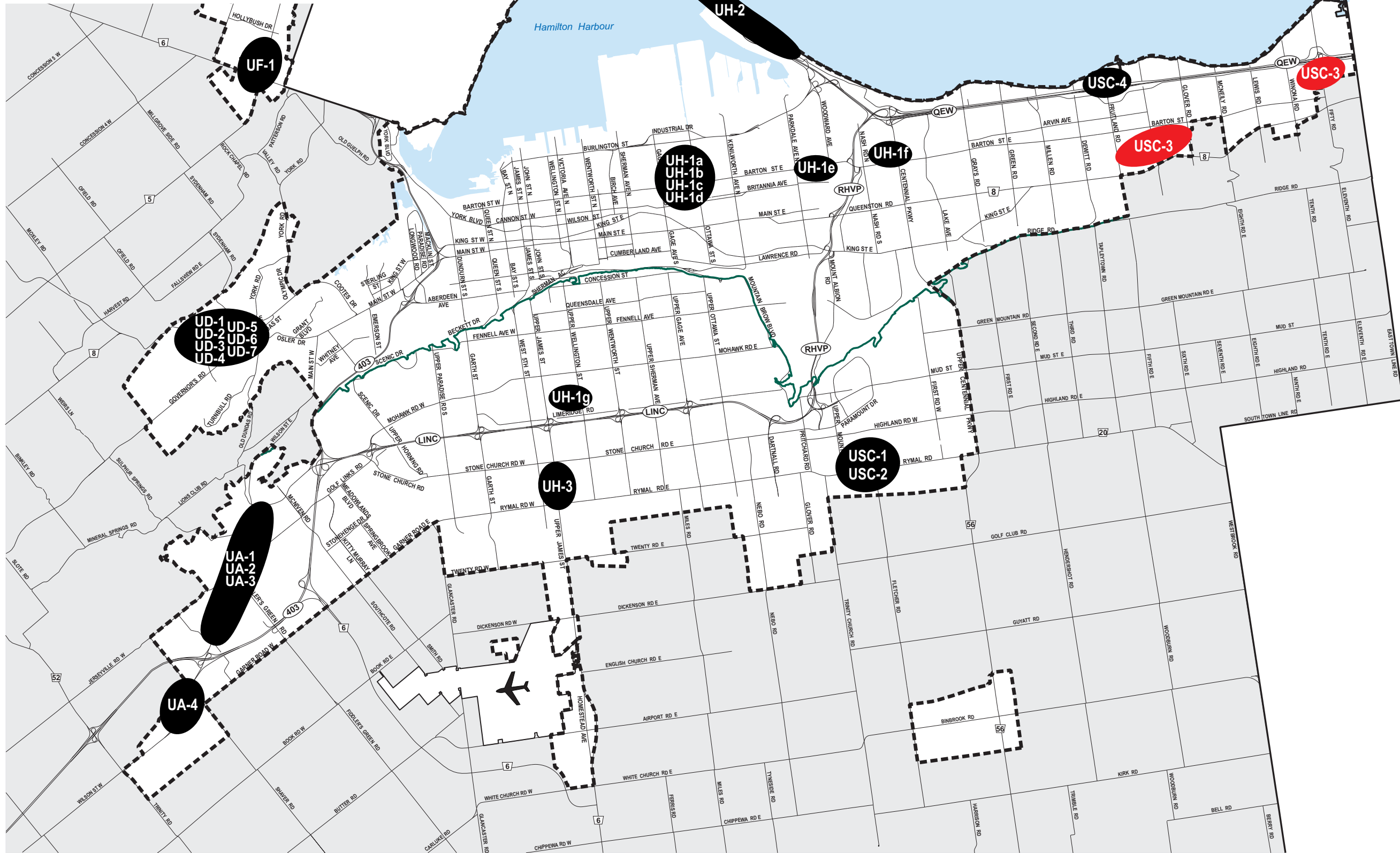
Appendix P  
Amendment 17  
to the Urban Hamilton Official Plan

 Urban Area Specific Policy Area "USC-3" to be deleted

Date:  
April 2014

Revised By:  
AM/NB







Reference File No.:  
OPA-U-17(S)



**APPEAL**

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

**Legend**

-  Refers to Urban Area Specific Policy Area #, Volume 3, Chapter B
- Other Features**
-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adoption: July 9, 2009  
Ministerial Approval: March 16, 2011  
Effective Date: August 16, 2013

**Urban Hamilton Official Plan  
Volume 3: Map 1  
Area Specific Policies Key Map**





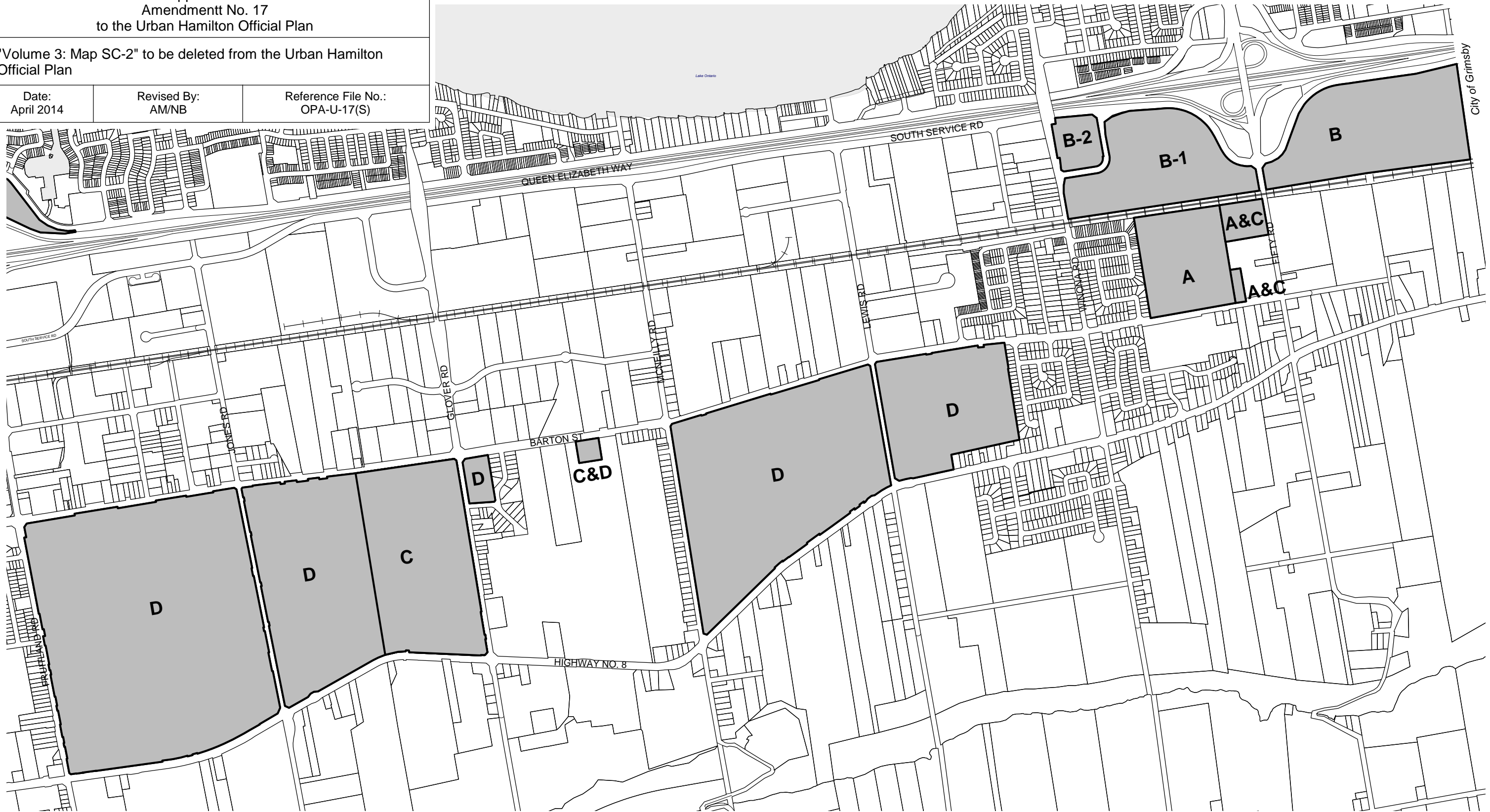
Appendix Q  
 Amendment No. 17  
 to the Urban Hamilton Official Plan

"Volume 3: Map SC-2" to be deleted from the Urban Hamilton  
 Official Plan



Date:  
 April 2014

Revised By:  
 AM/NB

Reference File No.:  
 OPA-U-17(S)



Legend

-  USC-3
-  Railways

Council Adopted: July 9, 2009  
 Ministerial Approval: March 16, 2011  
 Effective Date: August 16, 2013

Urban Hamilton Official Plan  
 Volume 3: Map SC-2  
 Area Specific Policies



PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
 © Terane Land Information Services Inc. and its licensors. [2009]  
 May Not be Reproduced without Permission. THIS IS NOT A PLAN  
 OF SURVEY.