



# Fruitland-Winona

## Urban Design Principles and Guidelines for Special Character Areas

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Hamilton



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## About This Document

This document is intended to be a companion document to the Fruitland-Winona Secondary Plan. The document contains design strategies and concepts which adhere to an overall vision for the Secondary Plan. As such, this document concerns itself foremost with the overall design intent of the Plan and specifically a number of special character areas.

The Urban Design Guideline describes and depicts design concepts along with precedent images to help facilitate a common understanding of the “places” that have been envisioned within the Plan.

**Disclaimer:** This document contains images, concepts, and sketches which are intended to indicate the vision of the plan and are for illustrative purposes only. They are not intended for construction and, therefore may not reflect the final product constructed.



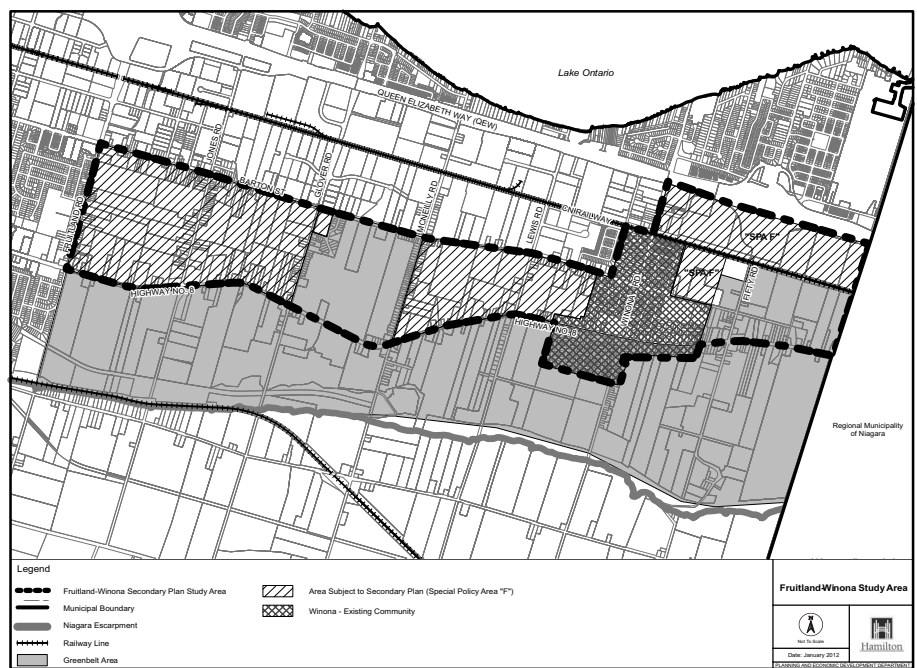


## 1.0 INTRODUCTION

### 1.1 Secondary Planning

A Secondary Plan is a Council approved document that guides future growth with a land use plan and land use policies. The Fruitland-Winona Secondary Plan addresses the development of all applicable land uses, school and park requirements, transportation and infrastructure needs. A Secondary Plan is adopted into the Official Plan, and future development is bound to comply with the Secondary Plan.

**Figure 1:** Fruitland-Winona Secondary Plan Area



## 1.2 The Fruitland-Winona Secondary Plan

The Fruitland-Winona Secondary Plan is an area bounded by Barton Street to the north, Highway No. 8 to the south, Fifty Road to the east, and Fruitland Road to the West. Also included, is an area to the north and adjacent to the intersection of Fifty Road and the South Service Road. (Refer to Figure 1)

## 1.3 The Fruitland-Winona Secondary Plan Structure and Design

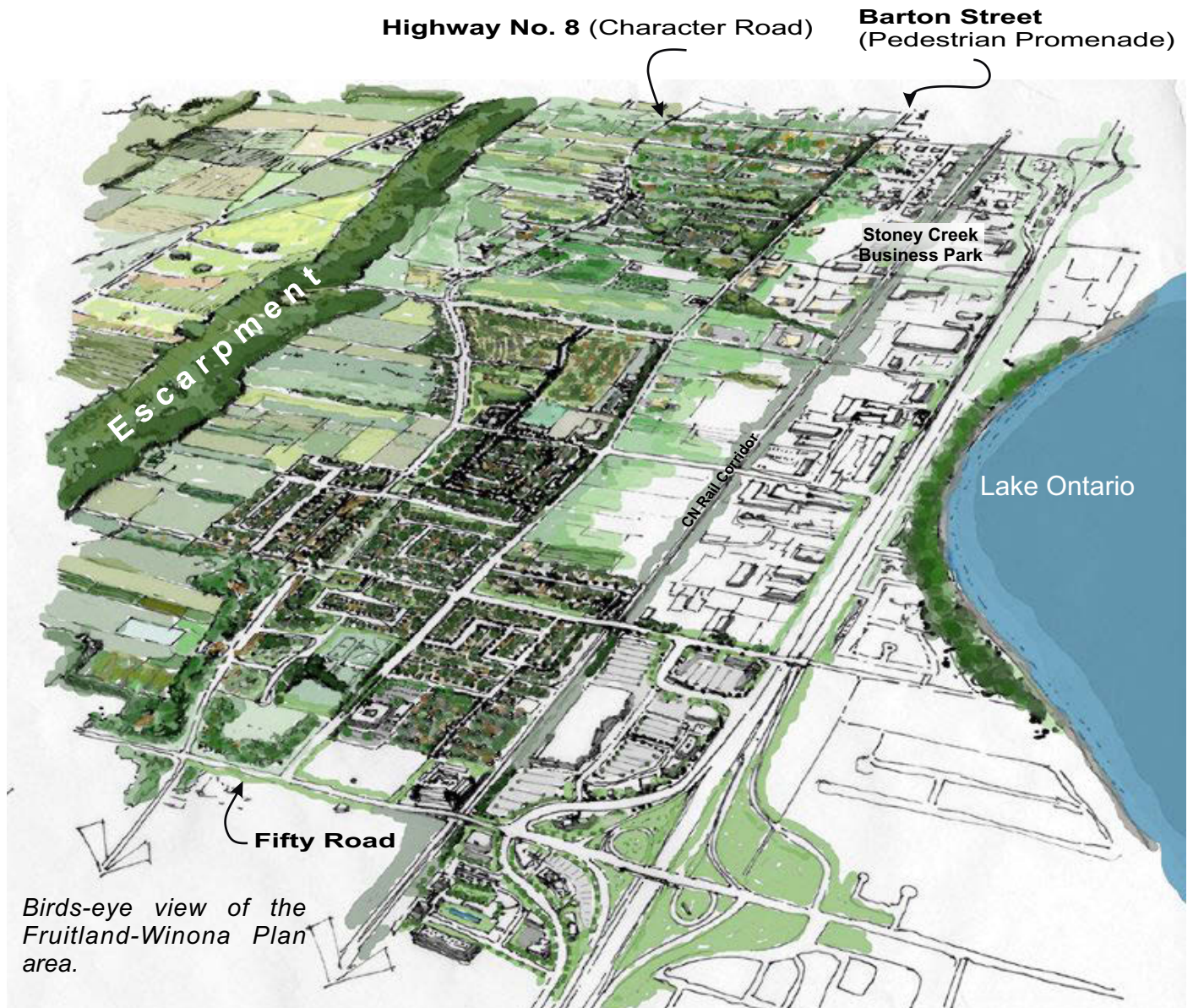
The location, shape, and configuration of the Fruitland-Winona Secondary Plan area provides both opportunities and constraints that affect the overall design of the community. Lake Ontario is never more than 1.5 - 2.0 kilometres away from the Escarpment in this area. The mix of land uses including residential, employment, new community land uses, and Rural and Greenbelt lands, between the landscape of Lake and Escarpment is a unique setting that demands planning and design sensitivity.

The plan area is divided into two parts: east and west which are separated by lands designated as Rural and protected by the Greenbelt Plan. The eastern half includes the village of Winona, an existing stable residential community which has been incorporated into the Secondary Plan. Within the heart of the Winona Village, a local commercial main street area will contribute to a place - making opportunity of a compact mixed-use and commercial area for the community. To the west is the Fruitland area of the plan which comprises a mix of low density residential areas, a wide variety of commercial uses, and natural areas.

In the westerly half of the Secondary Plan area, a community node that includes two elementary schools and a Community Park will anchor that portion of the plan around which medium and low density residential development is planned. A small neighbourhood commercial node is planned to provide an opportunity for local commercial uses to serve community shopping needs. Along the length of the Secondary Plan area collector roads divide the plan further into neighbourhoods.







Along the northern edge of the plan area is Barton Street, where a proposed pedestrian multi-use promenade will fuse the Stoney Creek Business Park employment lands located on the north side of Barton Street along the Queen Elizabeth Way with the Fruitland-Winona Secondary Plan area. This pedestrian and active transportation infrastructure will be located within a park-like setting. The higher planned residential densities will be located along this northern edge to take advantage of scenic views of the Escarpment and the lake. This edge also represents the lowest topographical areas and will accommodate storm water management facilities where possible.

Highway No.8 is the southern edge of the planning area. The Fruitland-Winona Secondary Plan is adjacent to a variety of urban and rural conditions such as houses, commercial streets, and Greenbelt lands. The preservation and enhancement of scenic views of this historically significant road and views of the Escarpment can preserve and enhance the design and character of Highway No.8.

An east-west collector road will divide portions of the length of the plan. This road generally will collect traffic from within the community and link it to the arterial roads of Barton Street and Highway No.8 and other collector roads including Jones Road and Lewis Road.

Walking trails have been integrated into the design of the community and will provide important paths and linkages through the community to streets.

Within strategic and highly visible areas, major and minor gateways will be located. Creating a hierarchy of city-wide gateways and major and minor community gateways is an important part of creating community identity and place-making.

## 1.4 What is Urban Design

Urban design is the practice of shaping the physical form of urban areas and plays a vital role in upgrading and maintaining a City's civic image, economic potential, and quality of life. Good planning practice recognizes the important role of urban design in providing value and identity to a community.

The design and placement of buildings, infrastructure, open spaces, landscaping and other community amenities, and how these features are connected and work together, affects how people live and interact with each other. Attention to physical design creates attractive, lively and safe communities where people want to live and visit, and where businesses want to establish and grow.

To achieve a high quality of urban design, careful attention should be paid to the design of both the public and private realms and how those realms work together. The public realm includes areas such as roads, sidewalks, plazas, parks, and open spaces, owned by the City and other public agencies. The private realm includes areas within private property boundaries, which may or may not be open to the public but, are physically and visibly connected to the public realm. These guidelines direct design in both the public and private realms.



**Left:** Urban design complements land use planning and often provides a picture of the unique and creative possibilities of a plan.

Urban Design Guidelines provide the visualization and guidance needed to realize great communities.



## 1.5 What are Urban Design Guidelines

Urban design guidelines are used by the City of Hamilton to bridge the broad urban design policies of the Official Plan and the associated secondary planning areas into specific guidance unique to a place. Urban design guidelines are a planning tool translating policies and performance standards into design options for demonstration by the municipality to guide on-going and future private and public realm improvements. The use of guidelines ensures the thoughtful integration of development proposals and public realm improvements into the local context in a manner that demonstrates consistency with Council adopted policies and the best practices of urban design and planning. The principles outlined in this document should be taken as the minimum standard to support design excellence in Fruitland-Winona.

## 1.6 Using the Fruitland-Winona Urban Design Guidelines

The Fruitland-Winona Urban Design Principles and Guidelines for Special Character Areas is a document that provides guidance and demonstration of the urban design principles and design characteristics of specific areas within the Fruitland-Winona Secondary Plan. These areas have been chosen either due to their strategic value within the community, or due to uniqueness or specialty that requires a demonstration of the vision for these areas.

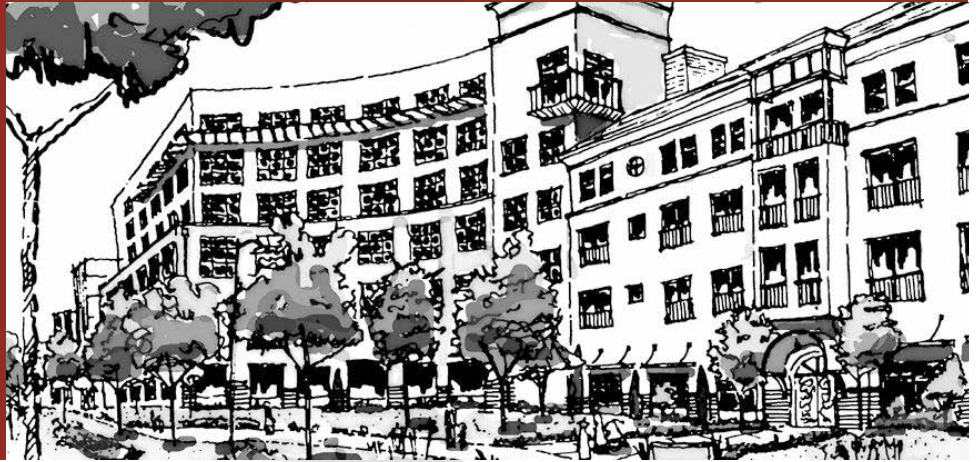
The document:

- Guides the development and improvement within the Special Character Areas by providing specific principles and goals drawn from the Secondary Plan relating to site design, built-form, and landscape; and;
- Guides on-going and future public realm improvements within the Special Character Areas of the Plan such as roadway improvements and streetscape master plans.

This document is structured such that for each Special Character Area (Section 3) a brief introduction about the vision or design intent of each area is provided and supported by the 'Top 5 Applicable Principles' drawn from the Applicable Principles of Urban Design found in Section 2.2 of this document. The 'Top 5 Applicable Principles' are adapted for each Special Character Area so as to form the basis for specific design guidelines. This assures that the design guidance that is presented is rooted in urban design principles from the Secondary Plan.

This approach also provides a measure of flexibility to adapt and absorb urban design matters that do not conflict with either the "Top 5 Applicable Principles" of each Special Character Area, or the Applicable Principles of Urban Design.

# 2.0



## 2.0 Urban Design Principles

### 2.1 Community Vision

The following vision for Fruitland-Winona evolved from the initial public consultation process which sought to establish a clear understanding for how the community was to grow and change.

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

### 2.2 Principles of Urban Design for Fruitland-Winona

The Fruitland-Winona Secondary Plan area is a planned 'complete community' where daily life is influenced by the high quality design of the built, natural, social, and cultural environments. The urban design of Fruitland-Winona builds on the unique strengths of this community to create a healthy community with places of lasting value for a diverse and vibrant population.

The following set of principles is drawn from policies of the City of Hamilton Council approved and Ministry approved Urban Hamilton Official Plan, as well as from the community's visioning statement. These principles are intended to provide a framework that relates to many aspects that influence the quality and character of the urban design of this community.



The principles of Urban Design for Fruitland-Winona are:

### •Complete Community

Fruitland-Winona is a 'complete community' with a variety of land uses that are balanced and provide opportunities for people to live, work, learn, shop, and play within a high quality built environment that comprises interesting streetscapes and a human scale of public spaces. The plan and design vision for Fruitland-Winona shall complement the City's vision *"to be the best place in Canada to raise a child"*.

### •Health and Well-Being

The health and well-being of citizens is enhanced by offering places for recreation and healthy living. Opportunities for active transportation and leisure provide citizens and visitors with options to sustain a healthy life.

### •Linkages

Strong linkages to the existing neighbourhood of Winona, the Greenbelt, the Escarpment, Lake Ontario, employment areas north of Barton Street, the Queen Elizabeth Way (QEW), and to the rest of the City of Hamilton provide opportunities for access and increased mobility throughout the community. Within the community, linkages of streets and trails provide accessibility to homes, institutions, shopping areas and parks and recreation areas for all people.

### •Integration and Fit

The form, fit, and design of new development will respect and enhance the character of existing neighbourhoods. Buildings and features of historical or architectural significance are best preserved, restored and/or reused. Community facilities, roads, and new development will be carefully and sympathetically integrated into the existing built environment so as to ensure both, compatibility and harmony.

### •Transportation

Fruitland-Winona is a community of well connected, safe and walkable streets with ample pedestrian amenities such as seating and shade, well landscaped and attractive streetscapes and trails, and well lit streets to enhance the experience and safety of walking and cycling. A balanced approach to transportation including walking and active transportation shall foster a healthy community with inclusive mobility for the greatest range of users. Mass transit facilities play an important community role and provide people with a sustainable and viable transportation alternative. The look and feel of transit facilities and stops is an important part of an enhanced streetscape.



**Above:** King Street in Dundas is a vibrant street with a variety of land uses and opportunities for people to live, work, learn, shop, and play.

**Below:** Good design often includes buildings that are sympathetic to the local architectural character. Commercial establishments with distinct architectural branding can be made to fit into the local architectural character as in the example below in Niagara-on-the-Lake of a CIBC Bank.





Routes to schools should be located and designed to promote the safest conditions. They may be identified with special markers, sidewalk treatments, and landscaping which children can follow to lead them to school. Special road treatments may be provided to identify school areas and park connections.

### • **Walkability and Pedestrian Friendliness**

Along with transportation, an emphasis on walkability is an important principle for achieving a walkable community. The City of Hamilton has signed and endorsed the *International Charter for Walking*. Improving the quality and frequency of walking trips is part of a healthy and vibrant community. For some sites, the application of the City of Hamilton Urban Braille Sidewalk Wayfinding System shall be included in the final designs.

### • **Greening the Community**

A visually attractive and predominantly 'green' community of treed streets and public parks along with a proud and vibrant expression of private realm landscaping is often a sign of community pride of civic image.



### • **Respect for the Environment**

The Secondary Plan establishes a Natural Heritage System that will recognize and protect the many natural features of the area such as streams, woodlots, wetlands and associated flora and fauna.

The proximity to the Greenbelt and the Niagara Escarpment inspires a community design that is green and sustainable with great parks, canopy streets, promenades, and neighbourhoods. Best practices of 'Low Impact Design (LID)' will be considered in the design of public and private developments. Good practices of sustainability should be incorporated into the public and private realms of the community.

Developments should promote environmental sustainability and meet up-to-date environmental design standards such as LEED or an equivalent standard.

### • **Placemaking**

The unique Escarpment setting and environment of the Fruitland-Winona community promotes opportunities for placemaking. Through the alignment of streets and buildings and public spaces, views and vistas of the natural features of the community and the Escarpment can be preserved and enhanced. Buildings and public spaces throughout the plan provide urban design opportunities and create landmarks that orient residents and visitors to the community. Public places offer residents opportunities to gather, or rest, and meet friends. Public art projects can be incorporated into the community and provide placemaking opportunities.





### •Role of Density

A variety of planned residential densities contributes to the design of the Fruitland-Winona community. Higher planned residential densities are along Barton Street. This locates higher residential densities close to nearby employment and transit corridors.

Medium density typologies are located along major streets and close to transit and form community focal areas.

### • Site Design and Building Design

Principles and practices of good site design and site layout along with excellent architectural building design and landscaping contribute to a high quality of urban design, a heightened sense of civic pride, and pleasing environments of lasting social, cultural, economic and aesthetic value .

### Summary:

Achieving these principles will result in a vibrant, inclusive, diverse, and walkable community with destinations for residents and visitors and with benefits to the existing businesses while creating new opportunities.



**Top:** Public art projects provide visual and placemaking opportunities that celebrate the design and culture of a community offering important poetic landmarks in the built environment.

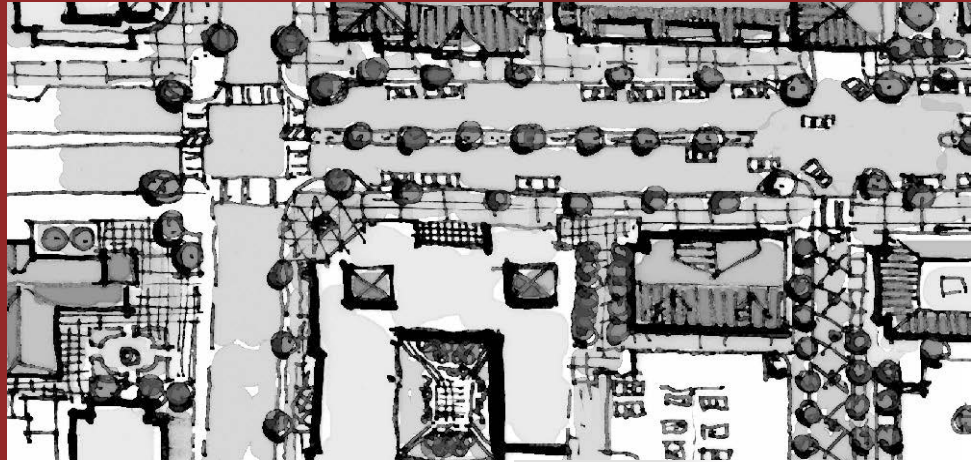


**Above:** four storey building in Port Credit, Mississauga, Ontario.



**Left:** This example of a four storey building creates an inviting forecourt space along the public street. The units above have a variety of views including the street and the forecourt.

# 3.0



## 3.0 Special Character Areas

This section of the Fruitland-Winona Urban Design Guidelines focuses on the special areas within the Secondary Plan where a more illustrative approach is required to demonstrate the design intent of the Secondary Plan. These “Special Character Areas” comprise urban design principles and goals along with illustrative diagrams and sketches. The Special Character Areas are as follows:

- Gateways
- Community Campus Node
- Winona Local Commercial Main Street
- Barton Street Pedestrian Promenade
- Barton Street Built Form
- Jones Road Neighbourhood Trail
- Highway No. 8 Character Road





Buildings can fulfill the gateway function with architectural features such as tower elements and main entrances that address the corner.

### 3.1 Gateways

Gateways are important placemaking elements that denote strategic access points into the City of Hamilton, and here, the Fruitland-Winona Secondary Plan area. By their nature, gateways are located at prominent locations where there is high public exposure. Also, gateways act as thresholds that demarcate the edges of a place. They are often designed to exemplify the quality and character of place. To do this successfully, the design of gateways requires a very thorough treatment that fits into the place and engages the public eye to present a physical symbol of the design excellence of a place.

Not all gateways are of equal importance; some have more prominence than others. Thus, it is important to rely on a hierarchy of gateways of different magnitudes with distinctive functions. Gateways are found in a variety of designs that often include an architectural feature complemented by landscaping features and plantings. Gateways are monuments, open squares or piazzas at intersections, or buildings with architectural massing, form, and other elements which place an emphasis on the built form. Other gateways are elongated or linear passages. Their scale and function is often related to the site characteristic.

In the Fruitland-Winona Secondary Plan there are two types of gateways: major and minor. In addition, gateway markers and interpretive signs are intended for the Highway No. 8 Character Road (as discussed in Section 3.7).

The overall urban design of gateways should be guided by the following urban design principles drawn from the list in Section 2.2.

#### • Site Design and Building Design

#### • Placemaking

#### • Linkages

#### • Greening

#### • Integration and Fit

#### List of Gateway Locations

##### Major Gateways

- The intersection of Highway No. 8 and Fifty Road
- The intersection of Fifty Road and the South Service Road

##### Minor Gateways

- The intersection of the proposed Collector Road "A" and Barton Street;
- The intersection of Fruitland Road and Barton Street
- The intersection of Fruitland Road and Highway No. 8

The following guidelines should frame the design of gateways:

- Demarcate entry into the City of Hamilton and within the Fruitland-Winona Secondary Plan area.
- Promote a sense of place by creating vibrant, attractive, inviting spaces and buildings.
- Create identifiable visual landmarks that promote character and identity of the community.

**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.

**Minor Gateways** are intended to mark the entry into the neighbourhood and shall consist of spaces that comprise minor landscaping elements and features and are smaller in scale than Major Gateways.

The following are the preferred locations for major gateways which are identified in the Secondary Plan:

Fifty Road and the South Service Road:

This is a city-wide gateway location and design directive for this gateway and should include an architectural landscape feature, and a high degree of landscape design. It is included in the City's Civic Gateway Design Study. Special consideration for lighting and irrigation should be factored into its design. The buildings closest to the gateway should be designed to complement and respond to the design of the gateway. The buildings can be designed to amplify and heighten the gateway experience with such features as a square, or a building corner feature such as a tower.

Highway No. 8 and Fifty Road:

This gateway is located just outside the Secondary Plan area. It can be of a smaller scale than that at the QEW. The form can include an architectural landscape feature on the north side of the intersection and a high degree of landscaping. Special consideration for lighting and irrigation should be factored into its design.



**Top image:** A corner gateway dwelling demonstrates a building design that addresses two frontages with lots of windows and covered porches and balconies.



The following are the preferred locations for minor gateways which are identified in the Secondary Plan:

Gateway at Fruitland Road and Barton Street:

This is a Fruitland-Winona Community Gateway. The form of the gateway can include an architectural landscape feature and some landscaping. This gateway may be incorporated into a development or be located within the right-of-way or within the Barton Street Pedestrian Promenade.

*Note: The Fruitland Road Municipal Class Environmental Assessment study identified a need for a traffic calming device and Fruitland Road community gateway/marker. This is to be installed within the interior of Fruitland Road, south of Barton Street and at the intersection of Fruitland Road and Highway No. 8. This gateway is not part of these guidelines.*

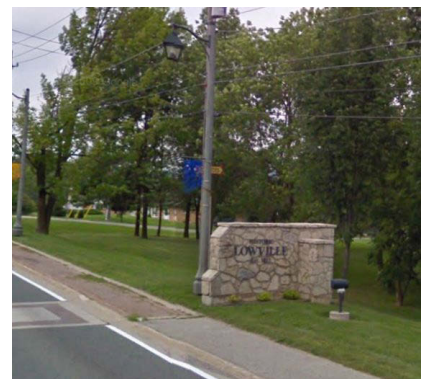
Highway No. 8 Markers:

Highway No. 8 was an important Mohawk Trail and has been identified as a Special Character Road in the Secondary Plan. The heritage value could be commemorated through a gateway feature or markers. These markers could consist of wide brick or stone pillars on both sides of the roadway. A small amount of landscaping to soften and complement the markers consisting of naturalized or agriculturally inspired perennial planting would symbolize the heritage of the road.



**Above:** Gateways can be incorporated into the streetscape to provide a setting for community landmarks, seating areas and landscaping.

**Below:** The community gateway in Lowville, Ontario represents a simple design that announces the arrival into the little historic village.



**Left:** Civic space at the corner of King Road and Plains Road East in Burlington provides an inviting civic space that incorporates a shade structure, water fountain and an abundant display of floral and shrub plantings.

## 3.2 Community Campus Node



**Above:** Spaces between buildings can be inviting gathering areas for relaxing, waiting for a friend, or enjoying the sunshine.

The Fruitland-Winona Secondary Plan has designated the lands located south of Barton Street, west of Jones Road, and contiguous to the proposed north/south Collector Road “A” and east/west Collector Road “B” as Community Park and Institutional, known as the Community Campus Node.

Good urban design and architecture promotes healthy communities and healthy living. The campus provides an important community hub that celebrates education, active living, and sport within the Fruitland-Winona area and beyond.

The co-location of a community park and two elementary schools, allows many shared social and built resources to be realized. The campus will be a community landmark and a place where the community can come together for many reasons including education, recreation, and social activities. It shall be an inclusive, inviting, and accessible landmark for the community.

The Community Campus Node should be guided by the following principles of urban design drawn from the list of Principles (see Section 2.2):

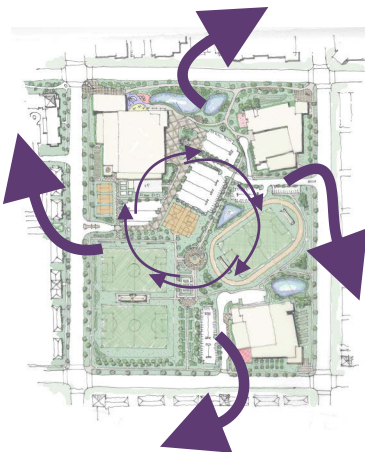
### •Site Design and Building Design

### •Transportation

### •Linkages

### •Walkability

### •Placemaking



**Above:** Linkages through the campus should promote ample connectivity to the surrounding neighbourhoods and internal connectivity within the campus between buildings and facilities.



## Community Campus Node



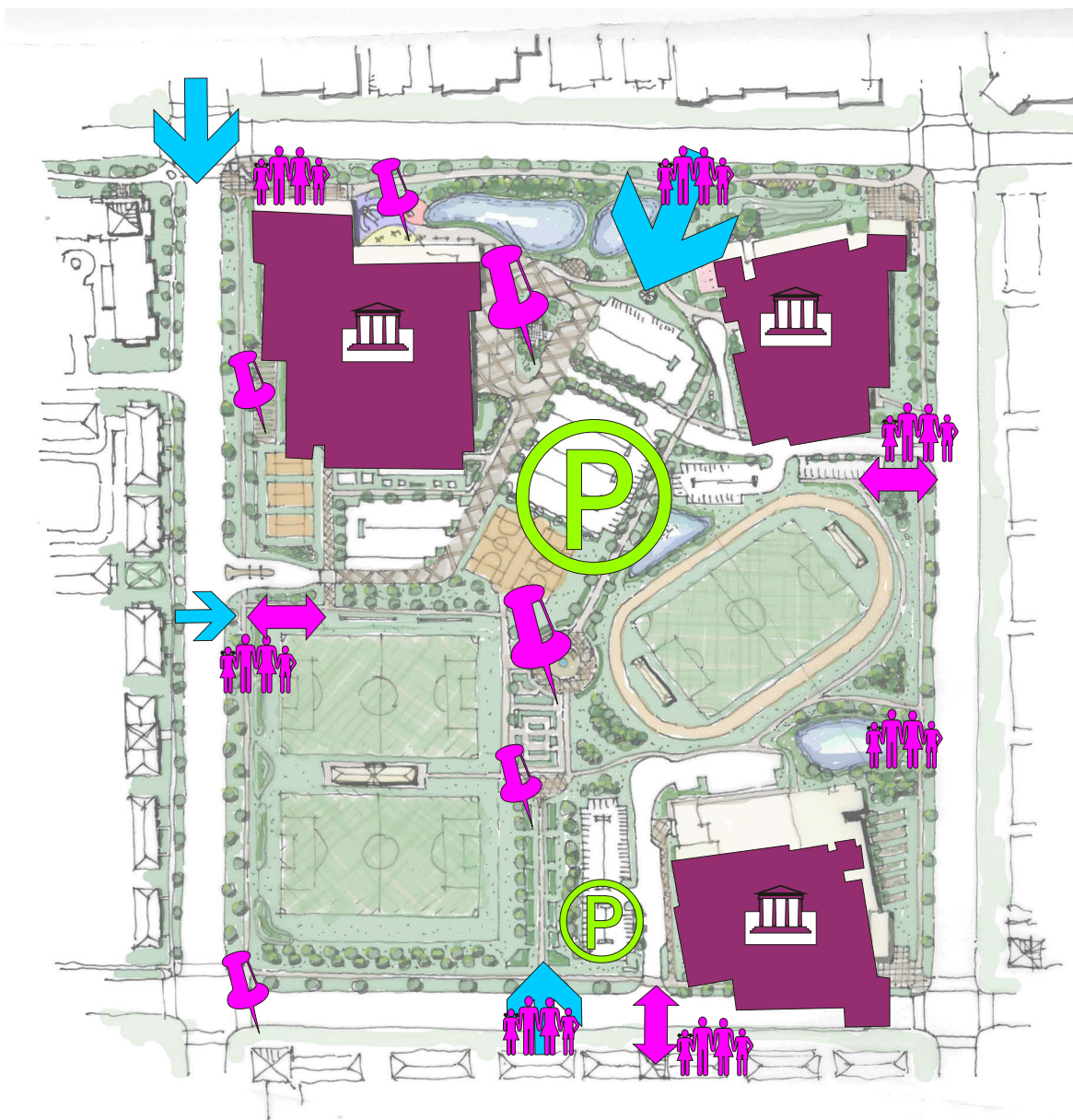
\*This illustration is subject to the disclaimer on page i.

### Urban Design Elements for Consideration:

1. Barton Street Pedestrian Promenade linkages into the campus.
2. Storm water management facilities are integrated into the design of the Campus.
3. Children's play areas are visually accessible.
4. Building designs anchor corners with architectural features and entrances.
5. Shared parking is visually screened from the street.
6. Community gardens and other amenities such as seating provide placemaking opportunities.
7. Sports courts and splash pads are located for enhanced visibility and supervision.
8. Public art provides placemaking opportunities and meeting spots.
9. Shade structures in open areas provide comfort and protection from the hot sun.








## Community Campus Node Structure



The above illustration is subject to the disclaimer on page i.

### Legend:

-  Provide ample pedestrian permeability of the campus.
-  Locate buildings at strategic points such as corners.
-  Create synergies between providers by sharing parking, access, amenities, etc.
-  Create vistas by framing views of the Community Campus Node with buildings and landscape features that assist with navigation of the site and creating inviting walking places within.
-  Create major and minor placemaking opportunities and points of interest.

The following guidelines shall frame the design of the Community Campus:

**Site Design Guidelines:**

- Create an attractive community asset that contributes positively to a sense of place and community landmark;
- Create an inviting node in the community that is well integrated and connected to the fabric of the community;
- Create synergies that encourage community uses to integrate within the site, including, library, municipal service centre, public health, community services, etc. for the purpose of enlivening the campus with a wide range of users;
- Reflect the character and heritage of the area through public art, building design and landscaping;
- Integrate with the transportation network and the Barton Street Pedestrian Promenade;
- Create a 'sense of place' and 'community landmark' through strategic siting of buildings and spaces so as to create views, vistas, and meaningful spaces along the edges and internally to the node;
- Strong structuring elements such as buildings, promenades, courtyards and squares shall form the nucleus of the campus and define the overall site layout and the inter-relationship of buildings and spaces;
- Provide ample seating, bike racks/rings at strategic locations, and shaded areas and walks. Bicycle storage is ideally located internally within buildings or within structures;
- Quiet areas for meditation or reading shall be an important design element;
- Vehicular parking shall be located internally within the site;
- Sports fields shall be located together to form a sports complex;
- Public transit shall either stop along the frontages of the site, or enter the site. Transit stops should be located strategically to relate to building entrances;
- Urban braille should be installed to provide direct linkages from key entry routes including drop-off and pick up areas and bus stops to main entrances of buildings;
- Buildings, sports facilities, playgrounds, and parking areas are interconnected through a well designed and efficient network of pathways;
- The siting and design of buildings shall ensure that opportunities to view the Escarpment are preserved and enhanced; and,
- Loading and service areas shall be not be visible from public streets.

## **Street Presence:**

- Buildings should address the street;
- Buildings should anchor key areas of the overall site such as corners, entrances into the site, and along the Barton Street Pedestrian Promenade;
- Enhance relationship with the Barton Street Pedestrian Promenade, and create opportunities to have entrances and building elements that promote a strong physical and visual connection to the promenade;
- Prominent edges shall be factored into the design by locating buildings or public spaces or squares at corners of the site; and,
- The edges of the site should include high quality landscape design.

## **Building Design**

- Buildings should be two or more storeys in height in order to improve building efficiency and preserve site area for other functions;
- Building designs should have large areas of glazing to provide visual and architectural interest and to create interiors with natural light;
- Building designs should consider the look and function of buildings at night by providing good quality lighting at strategic locations and to highlight architectural elements;
- Buildings with windows and entrances should address streets especially along facades with vehicular or pedestrian entry points or corner locations, to provide passive surveillance of outdoor areas and parking lots;
- Building facades should be composed of high quality and durable materials such as brick, stone, and concrete. Metal siding should only be used as accents and never at the ground level of buildings;
- Building entrances shall be located in accessible locations, and be visible from the street. Entrances should be recognizable and inviting;
- Architecturally innovative and contemporary forms that include projecting elements, canopies, overhangs, and innovative materials are encouraged;
- Building designs should relate to each other through architectural design, form, massing, exterior materials and colours; and,
- Promote the use of sustainable materials, with the goal of achieving Leadership in Energy and Environmental Design (LEED) accreditation or other sustainability measurement tools.



## **Site Circulation**

- Vehicular access to the site should be designed to efficiently lead to parking and drop-off areas and loading areas. Vehicular access off of Barton Street should be avoided to eliminate conflict with the Barton Street Pedestrian Promenade;
- Along the Barton Street Pedestrian Promenade, pedestrian access points into the campus should be provided;
- The campus should be designed to reinforce a hierarchy of primary and secondary vehicular and pedestrian routes;
- Internal circulation must ensure that pedestrian movement is not compromised and opportunities exist to share resources, such as parking;
- Wayfinding should also be considered to ensure that visitors to the community park and schools clearly understand facility locations and permitted parking locations; and,
- Ensure that adequate bicycle facilities are provided throughout the site to accommodate cyclists.

## **Pedestrian Circulation**

- The linkages to the external community from this campus are important and should be considered. Crosswalks should be located at logical and convenient crossing points and should consider the needs of pedestrians of all ages, especially children;
- Required storm water management facilities offer a natural link to the Barton Street Pedestrian Promenade from the campus;
- Design and construction shall ensure that the buildings meet accessibility standards;
- Lighting shall be installed to ensure a comfortable and safe experience while traveling through the campus; and,
- Seating opportunities along primary pathways should provide seating options for sun and shade.

## Landscape Design

- Landscaping should relate to and complement the design of buildings and features of the site;
- Large expanses of blank walls should be treated architecturally and complemented by landscaping to soften facades and provide visual interest; and,
- Strategic areas of the site, such as prominent corners, vehicular and pedestrian entrances and areas where screening is needed will require a high degree of landscape architectural design. Tree and shrub planting will be required to provide the necessary landscaping. Floral planting will be encouraged at specific and highly visible areas such as entrance areas.



**Top:** Main entrances to buildings should be complemented by ample landscaping.

## Security and Safety

- Entrances and play areas should have views from the street;
- Buildings should cluster around spaces to provide ample overview and passive surveillance of open areas;
- Hidden or fenced areas are potential entrapment areas and should be avoided; and,
- The overall design of the campus should employ best practices of good design and Crime Prevention Through Environmental Design (CPTED).



**Left:** A well lit campus provides visitors with a comfortable and safe environment that contributes to an inviting campus setting.

### 3.3 Winona Local Commercial Main Street

The Village of Winona includes a small urban centre located at the intersection of Highway No. 8 and Winona Road. During the Secondary Plan public consultation process, the community expressed a desire for the creation of a “Main Street” of shops which could reflect the rural local heritage and architectural vernacular of the Fruitland and Winona communities. The Winona Local Commercial Main Street is intended to provide a retail and commercial opportunity that enhances the character of this stretch of Highway No. 8. This area has been the historical heart of Winona and the intent of these guidelines is to promote and enhance the main street.

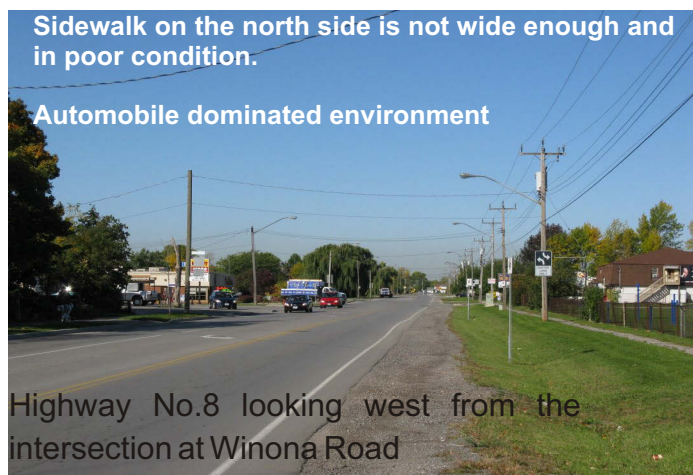
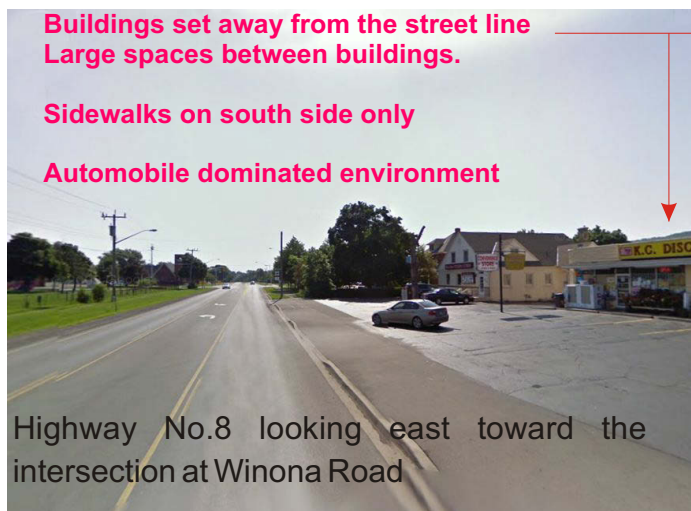


Today, Highway No. 8 is comprised of buildings, which are spaced apart, located away from the street and typically have parking between the building and the street. A public sidewalk is found on the south side of the street leaving a rural cross-section of ditches on the north side. Generally, this is not the kind of condition associated with a pedestrian oriented main street. Over time, the existing conditions such as the streetscaping, and building fabric will change to promote a walkable main street.

Typically a main street is a place that provides a focus for the community and is where most of the commercial, cultural, and civic activities of a town or village are located. Buildings are generally located tightly together to create a compact commercial and residential environment that is walkable.

The intent of the Fruitland-Winona Secondary Plan is to create a viable commercial stretch of pedestrian oriented buildings within a green, comfortable and pedestrian friendly streetscape.



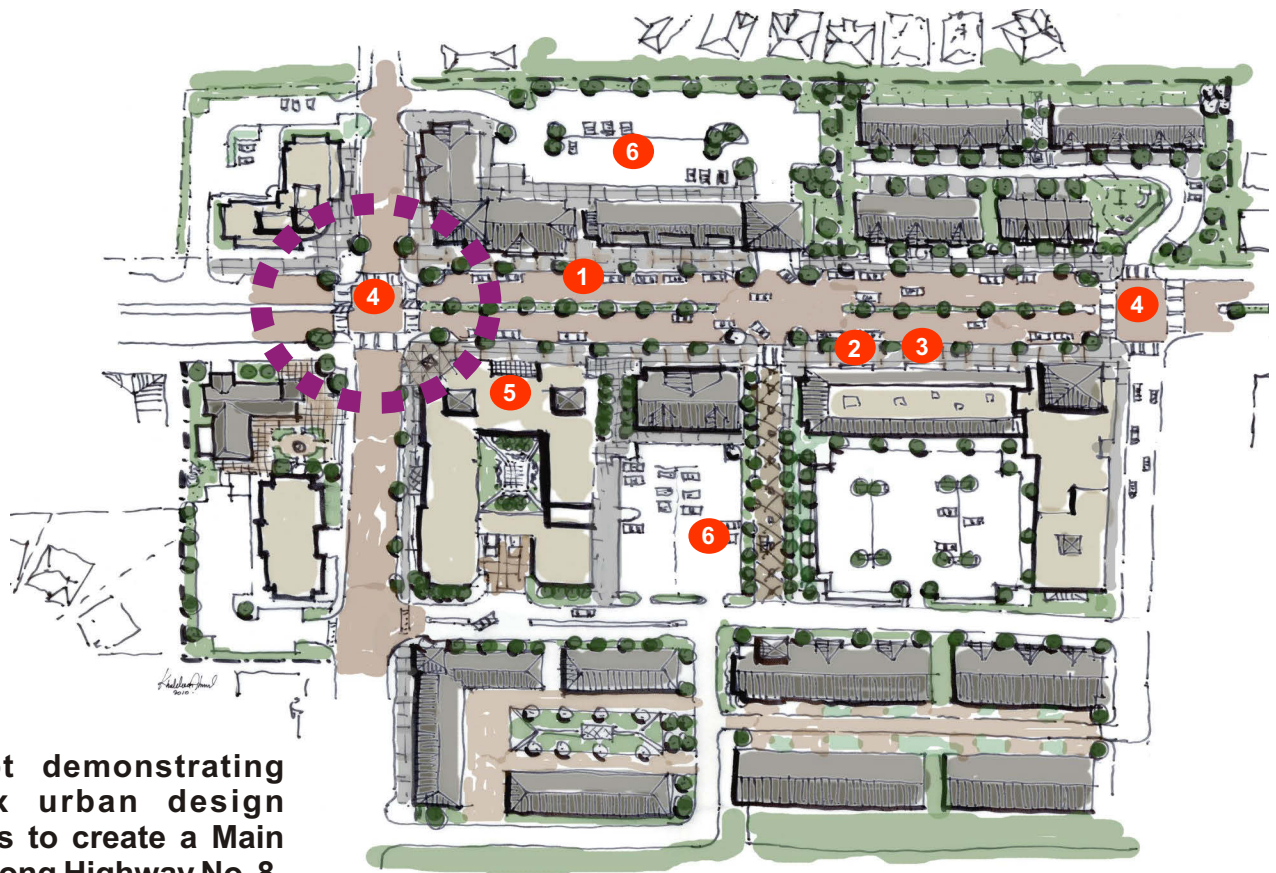


This series of images captures the current built environment of the Winona Local Commercial Main Street. To create a walking friendly environment a number of urban design enhancements and streetscape enhancements are recommended in these guidelines.

To achieve this streetscape, the guidelines will promote the adaptive reuse of buildings along the stretch, as well as the redevelopment toward a more varied, compact, and mixed use built form so as to contribute to the vibrant character of the place and fill in gaps or pockets where buildings can be located to create a main street look. This 'look' should contribute to a streetscape of multi-storey commercial and mixed use buildings relating to, and animating, the streetscape with ample glazing and inviting building entrances.

The overall urban design of the Winona Local Commercial Main Street should be guided by the following urban design principles drawn from the list of Applicable Principles (see Section 2.2):

- **Complete Community**
- **Integration and Fit**
- **Walkability**
- **Place Making**
- **Health and Well-Being**



**Concept demonstrating the six urban design elements to create a Main Street along Highway No. 8**

1. Slow vehicular traffic to increase visual appeal of the street. On-street parking provides parking for businesses and buffers pedestrians from traffic.
2. Create comfortable pedestrian oriented streetscapes by enhancing the visual appeal of streets with wider sidewalks, enhanced sidewalk paving treatments, trees, planters, seating, and lighting. Businesses are encouraged to provide cafes or display goods outside, allowing for the spill over of activity on to the pedestrian realm.
3. Create a sense of enclosure by bringing buildings closer to the street to create a more compact and pedestrian oriented streetscape. Creating visually appealing, high quality buildings with ample windows, patios and porches will strengthen the visual appeal of streets. High quality signage of cut out letters mounted to signboards reinforces the intimate small town main street.
4. Buildings should address and anchor the corners at intersections with architectural elements, entrances, and spaces. Intersection crossing points can include on-street parking bump-outs that improve pedestrian visibility and shorten crossings.
5. Infill projects should reinforce and complement the 'Main Street' character.
6. Parking lots should be located along the sides and rear of buildings. Sites are encouraged to share

## GUIDELINES

The following guidelines shall frame the design of the Winona Local Commercial Main Street:

### Design Intent:

- The intent of the Local Commercial Main Street design is to fulfill the local desire to have a pedestrian oriented main street that reflects the local heritage and character of the area and provides a comfortable commercial destination for people.

### Character:

- The Winona Local Commercial Main Street will reflect the local heritage and architectural vernacular of the Fruitland and Winona communities with businesses and residential uses that cater to the local community. It should include a tree lined main street with multi-storey buildings to create a sense of enclosure within the streetscape and promote views of the rural areas and the Escarpment.

### Site Design:

- Buildings should be located close to the street to promote a pedestrian friendly commercial main street;
- Parking should be located to the side or rear of the property. Parking between the building and the street line shall be avoided; and,
- Parking areas visible from the street must be screened through a combination of landscaping and built features such as walls, fences, or vegetated screens.

### Built-Form:

- Multi-storey and mixed use buildings are encouraged;
- Buildings should incorporate sloped roofs and variations of architectural forms along the roof lines to create visual interest;
- Building forms at corners should anchor the corner and promote a sense of place;
- Encourage new built form to address the street; and,
- Materials reminiscent of the area including wood siding, brick, period style architecture, should be used.



Cornell in Markham represents an early attempt at creating a complete community through the inclusion of higher densities, commercial and employment uses to form a community core.



## Facades

- Facades should be sympathetic to the area and include the use of durable exterior materials such as brick, stone, and wood;
- Facades shall be divided horizontally to create architectural interest by including a base, a middle, and top or cornice;
- Architectural details such as banding, change of planes, frieze boards, architraves, cornices, and other decorative details shall be demonstrated;
- Facades shall be divided vertically to create rhythmic bays; and,
- Facades for commercial and mixed use buildings shall allocate space for signage boards.

## Signage:

- The design qualities of signage should enhance the public realm;
- Signage most appropriate to the look and feel of a local 'main street' condition including cut-out lettering type signage on signage boards, and lit projecting lights such as 'gooseneck' lights should be used; and,
- Illuminated sign boxes should be avoided.



**Above:** Examples of buildings where a variation in the roof line promotes a high quality architectural approach that is visually appealing.



**Below:** Facade rhythm and proportion is set and reinforced by window and door placement and design.





**Above:** Goose neck type lighting reinforces the 'main street' character.

### **On-Street Parking**

- To ensure the viability of the local commercial businesses, short term parking should be provided on Highway No. 8 and Winona Road to serve as a traffic calming device and provide a buffer between traffic and sidewalks.

### **Streetscape**

- Where possible street medians should be planted, and public boulevard areas designed to accommodate environmental features such as curbed inlets and rain gardens;
- Incorporate trees and sidewalk planting areas to soften the streetscape, provide shade and place emphasis on the human scale;
- Consideration should be given to locating a piazza or public square at the intersection of Winona Road and Highway No. 8, which would provide opportunities for seating, gathering, and public art. Through the redevelopment of Highway No. 8, special pavement or treatments within the intersection should be provided to emphasize the primacy of this intersection;
- Streetlights, benches, garbage receptacles, decorative screening of newspaper and magazine boxes, bus shelters, bike racks, planting areas, planted medians, banners, and hanging baskets are streetscape elements that should be incorporated into the ultimate streetscape to create a comfortable and inviting pedestrian space;
- Street lighting configurations and designs that are most appropriate to the look and feel of a 'main street' should consider the heritage character of the overall design. Both road and pedestrian lighting should be provided; and,
- Wayfinding and street signage considerations should be incorporated into the design of the streetscape.



### 3.4 Barton Street Pedestrian Promenade

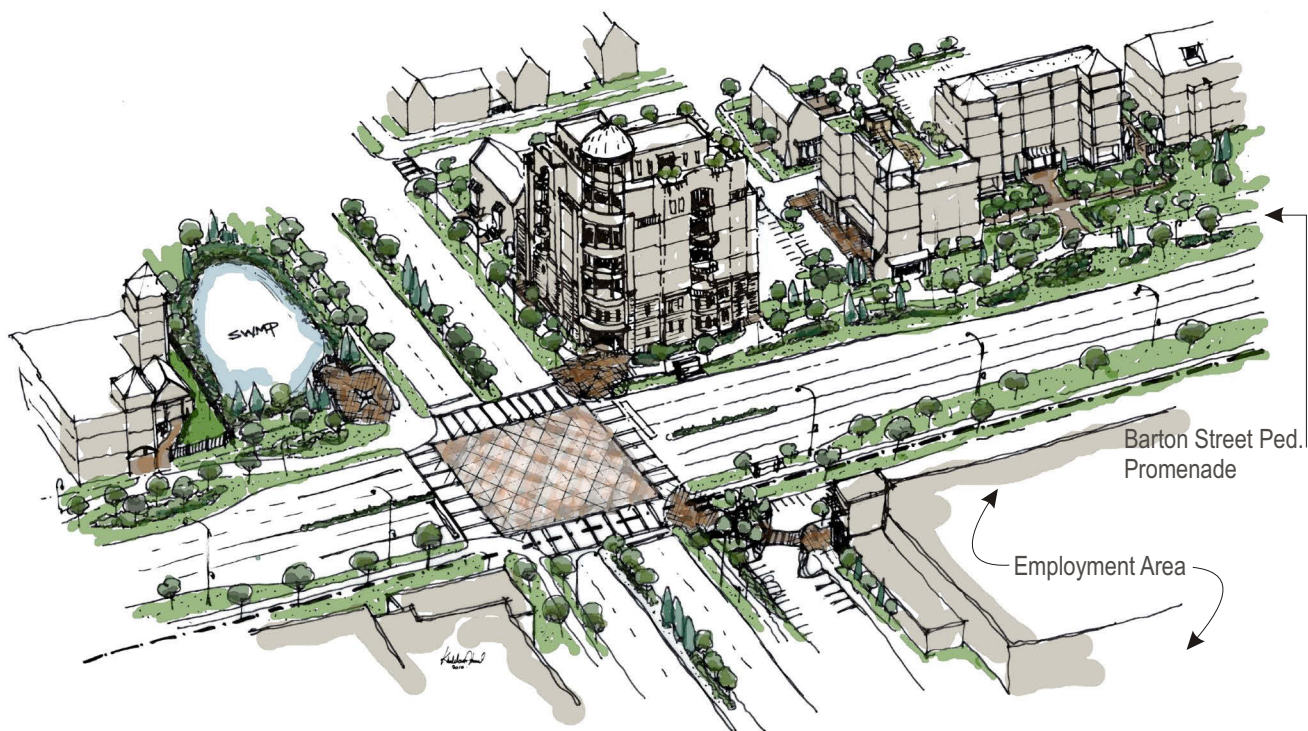
The Barton Street Pedestrian Promenade is a five kilometre long greenway extending on the south side of Barton Street from Fruitland Road to Fifty Road. The Barton Street Pedestrian Promenade is an opportunity to enhance the interface along Barton Street between the large employment area to the north and the Fruitland-Winona Secondary Plan to the south.

The south side of Barton Street will comprise higher density residential land use designations which will provide low and mid-rise apartment buildings that will face the employment area. Enhancement of the urban design of multi-unit residential buildings across the street from an employment area requires a mitigating feature to enhance the visual qualities for residents and potentially the market appeal of the apartments. The installation of noise walls and backlotting should be avoided by having buildings address the Barton Street frontage. The promenade will provide a necessary visual mitigation feature between the employment area and the higher density residential area. In addition, rather than dividing these areas, the Promenade will knit the two distinct environments together, making Barton Street a prime pedestrian and cycling corridor in the area.

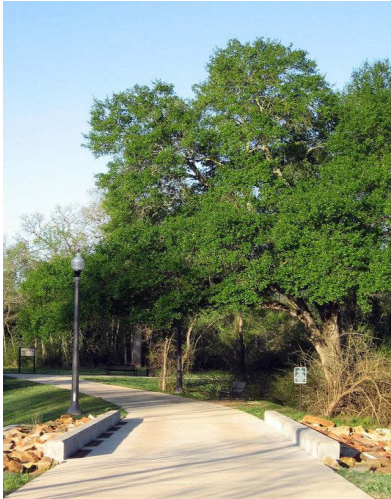


**Above:** Private gardens are created in this example with private access to the units from a pathway. This example provides a form of development that is appropriate to the buildings along the Promenade.

**Below:** Artist rendering of the Barton Street Pedestrian Promenade demonstrating a possible vision and relationship between the buildings and promenade.



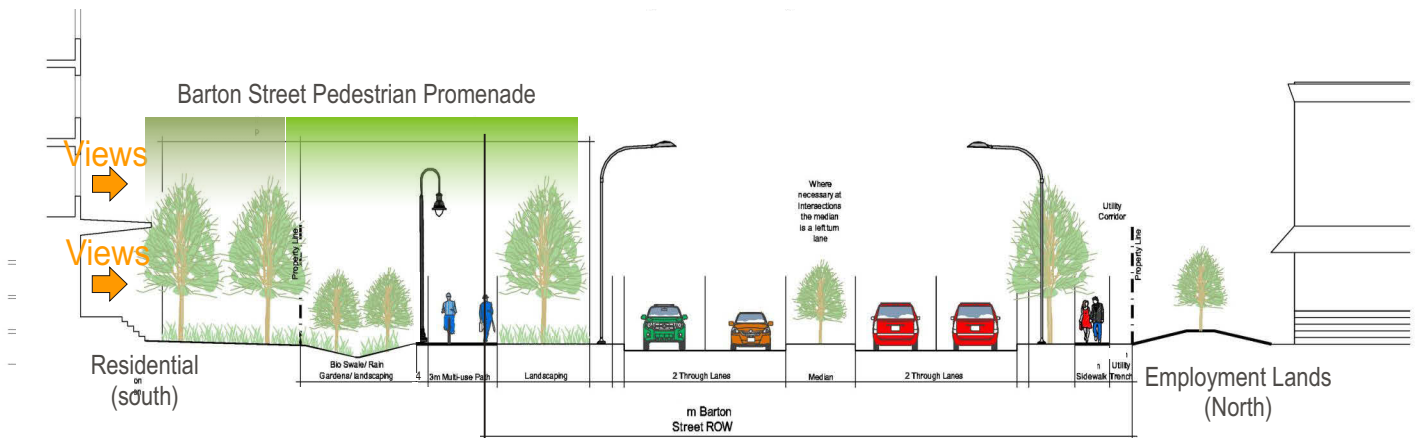




**Above:** An example of a wide multi-use trail.

The function of the Barton Street Pedestrian Promenade is to create a primary active transportation corridor that will allow people to walk to their places of employment, children to walk to schools, and for people to engage in recreational activity. The Promenade will create park-like views for those residential developments along Barton Street. Traditionally, a principle marketing challenge has existed for residential developments alongside busy streets, especially for units within the first two storeys which may be considered noisy and without much view. The Promenade will tackle this challenge by offering an enhanced green visual screen within an inviting pedestrian and cycling friendly corridor.

The Barton Street Pedestrian Promenade may comprise a variety of cross-sections as the multi-use trail extends from the western tip of the Plan to the eastern tip. A streetscape master plan will be required to provide greater detail and to plan the integration of the Promenade.



**Above:** Barton Street concept cross-section demonstrates the role of the Promenade in mitigating the view of the employment areas.



**Barton Street Pedestrian Promenade**  
(Fruitland Road to Fifty Road) ■■■

The overall urban design of the Barton Street Pedestrian Promenade should be guided by the following urban design principles drawn from the list of Applicable Principles (see Section 2.2):

•**Placemaking**

•**Walkability**

•**Linkages**

•**Greening**

•**Transportation**

**GUIDELINES**

The following guidelines shall frame the design of the Barton Street Pedestrian Promenade:

**Design Intent:**

- To knit together the two distinct environments along either side of Barton Street with a lushly landscaped or naturalized green promenade that provides an attractive transportation corridor for pedestrians and cyclists within a multi-use pathway; and,
- To provide a green visual barrier for the residential developments along the south side of Barton Street from the employment uses along the north side. The visual barrier will be mostly needed for dwellings on the first two floors.

**Site Design:**

- Accommodate a multi-use pathway with divided pedestrian and cycling lanes that meander through a lush green environment with high branching trees and shrubs that provide a green canopy for shade.

**Built Form:**

- Multi-storey built form that faces or is abutting the Promenade should be designed with ample glazing to provide enhanced views and passive surveillance of the pathway.

**Lighting:**

- The trail heads shall be well lit. Lighting along the trail is subject to further assessment in the Streetscape Master Plan.

**Public Art:**

- Opportunities for incorporation of public art at strategic locations must be considered. Public art provides an invaluable opportunity for cultural expression and place making.

## Landscaping

- The sides of the trail are an opportunity to introduce naturalized planting, bio-swales, trees and shrubs. If required; erosion control shall include the planting of trees and shrubs to stabilize slopes; and,
- Trail head locations along the Promenade provide opportunities for placemaking, gateways, wayfinding, public space, and public art. These spaces should be carefully designed to be comfortable, interesting, and well integrated into the Promenade.

**Right:** Artist rendering of the meandering path the Promenade may take along Barton Street and the relationship to the built form



## Stormwater Management Ponds

- The Fruitland-Winona area slopes gently from the Escarpment towards Lake Ontario. Stormwater ponds are encouraged to be located abutting the Promenade to add visual interest and complement the natural setting; and,
- Stormwater facilities such as ponds along the Promenade should be designed with a natural aesthetic quality that can be integrated into, and complement, the landscape architecture.

## Security

- Pedestrian scale lighting is important to attract usage of the Promenade. Lighting will also contribute to improving the quality of passive surveillance of the space.



### 3.5 Barton Street Built Form

The planned higher density along the south side of Barton Street, facing the Barton Street Pedestrian Promenade, requires a sensitive urban design approach to achieve a complementary built form that encourages residents to access and use the Promenade.

The overall urban design of the buildings fronting the Promenade should be guided by the following urban design principles drawn from the list of Applicable Principles (see Section 2.2):

- Site Design and Building Design**

- Density**

- Transportation**

- Walkability**

- Integration and Fit**

**Right:** The Barton Street Pedestrian Promenade four storey built form



## GUIDELINES

The following guidelines shall frame the design of the Barton Street Pedestrian Promenade.

### **Design intent:**

- To define a multi-storey building edge of high quality buildings along the south side of Barton Street that are visually appealing.

### **Site Design:**

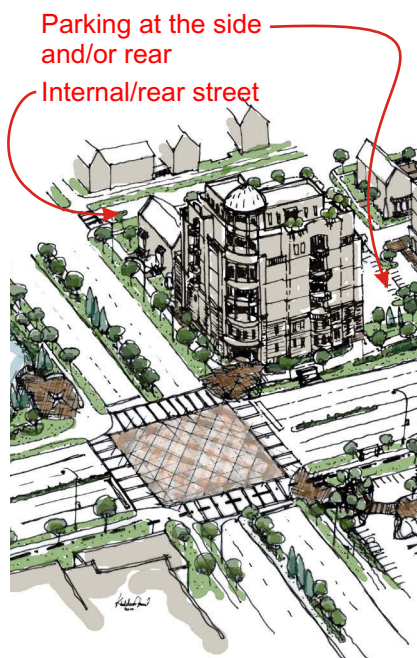
- Buildings should be set back from the Promenade to provide a forecourt of landscaped space with linkages or paths from the principal front entrance addressing the Barton Street Pedestrian Promenade; and,
- Parking, loading and utilities should be located to the side and rear of buildings. Vehicular access to sites from Barton Street should not interrupt the Promenade. Instead, residential developments along Barton Street should be accessed via rear streets parallel to Barton Street.

### **Built Form:**

- Built form that faces or is abutting the Promenade should be designed with ample glazing to provide views of the Promenade, and to promote passive surveillance of spaces;
- Buildings should be designed with principal entrances in prominent locations providing access to and from the Promenade;
- Developments should locate the tallest portions of the building mass along the Barton Street edge where a street wall along the Promenade is promoted;
- Building massing may decrease to two storeys along the internal or rear streets;
- The street facades of corner buildings should be designed consistently such as to “wrap” the principal elevation around a corner by wrapping the design treatment, materials and colours;
- Ensure that buildings are designed to create a comfortable and interesting pedestrian environment by minimizing the area of shadowing cast on the public realm. This can be achieved by siting buildings perpendicular to the Promenade, by terracing the buildings, or a combination of the two; and,



**Top:** Buildings facing the Promenade can form landscaped fore-courts to create an inviting space. This configuration increases views of the proposed Promenade and limits the area of shadows cast on the public realm.



**Above:** The concept demonstrates how an internal public street can provide the interface between the higher density designation and the other less dense residential areas.

- The tops of buildings should be designed to be visually appealing. Mechanical penthouses should be designed to contribute to the overall design of the building through the use of similar design treatments, material, and colours as the principal floors.

### **Landscape**

- The landscape areas of buildings adjacent to the Promenade shall be designed to complement and contribute to the overall landscape design of the Promenade;
- Deciduous and evergreen trees, shrubs, and flowering plants should be used to create a comfortable and interesting pedestrian environment;
- Pathways leading to the Promenade should be at least two metres wide and lined with trees and shrubs to create an inviting setting;
- Adverse grading conditions should be addressed with landscape feature walls, steps, and accessible ramps;
- Landscaping of sites along the other frontages should include plantings, trees and shrubs where necessary for landscape buffering needs;
- Vehicular entrances into the developments should include ground signage and landscaping that is welcoming and inviting; and,
- Parking along the internal/rear streets should be screened with landscaping, landscaped berms, and landscape features such as low walls and fences.

### **Lighting:**

- Public areas of the site such as paths to the Promenade, parking areas, and other entrances should be well lit to provide a sense of security; and,
- Lighting of significant architectural features on buildings is encouraged to promote night time visual interest.

### **Signage:**

- Along the Promenade, low ground signs with the development name and address are encouraged.



### 3.6 Jones Road Neighbourhood Trail

The Jones Road Neighbourhood Trail forms an important linkage within the westerly portion of the Plan. The Jones Road Trail runs east/west connecting June Road and Glover Road and is identified in the Secondary Plan. It is unique in that it crosses a natural area and a water course. At each end, residential development is planned, affecting the design of the trail and the built form facing the trail. The ultimate location of the trail and materials used for construction is to be determined through an Environmental Impact Study (EIS).

The overall urban design of the Jones Road Neighbourhood Trail should be guided by the following urban design principles drawn from the list of Applicable Principles (see Section 2.2):

- Linkages**

- Respect for the Environment**

- Walkability**

- Health and Well-Being**

**Right:** A good example of a development along a pedestrian pathway. The design of the building provides porches that overlook the pathway.



## **GUIDELINES**

The following guidelines shall frame the design of the Jones Road Neighbourhood Trail.

### **Design Intent:**

- To provide an east/west link through a natural area.

### **Site Design:**

- The trail heads provide opportunities for low walls and pillars and are complemented by high quality landscape design.

### **Lighting:**

- The trail heads should be lit. Lighting along the trail is subject to further assessment.

### **Pedestrian Access and Circulation:**

- The maximum trail location and maximum width shall be defined through the completion of an Environmental Impact Study (EIS).

### **Landscaping:**

- The sides of the trail are an opportunity to introduce naturalization through the planting of trees and shrubs.

### **Built Form:**

- Built form that faces or is abutting the trail should be designed with ample glazing to provide passive surveillance of the trail;
- Porches, bay windows, and other architectural features that enhance the sides and front facades of buildings are encouraged to create visual and architectural interest and to achieve passive surveillance;
- Private residential spaces could be screened to provide residents with privacy, where needed; and,
- The overall architecture of buildings should include a high degree of design quality. Facades facing the trail should be designed in a manner consistent with the design treatment and materials of the main facade.

### **Security**

- Lighting shall be located at the trail heads. Dwellings abutting or overlooking the trail should be designed to provide passive surveillance.

### 3.7 Highway No. 8 Character Road

Highway No. 8 is an historic route that has been in use for hundreds of years as a highway for travel by many First Nations. Today, Highway No. 8 is a meandering road full of scenic opportunities. The road divides the urban area of the Fruitland-Winona Secondary Plan and rural areas of the Greenbelt.

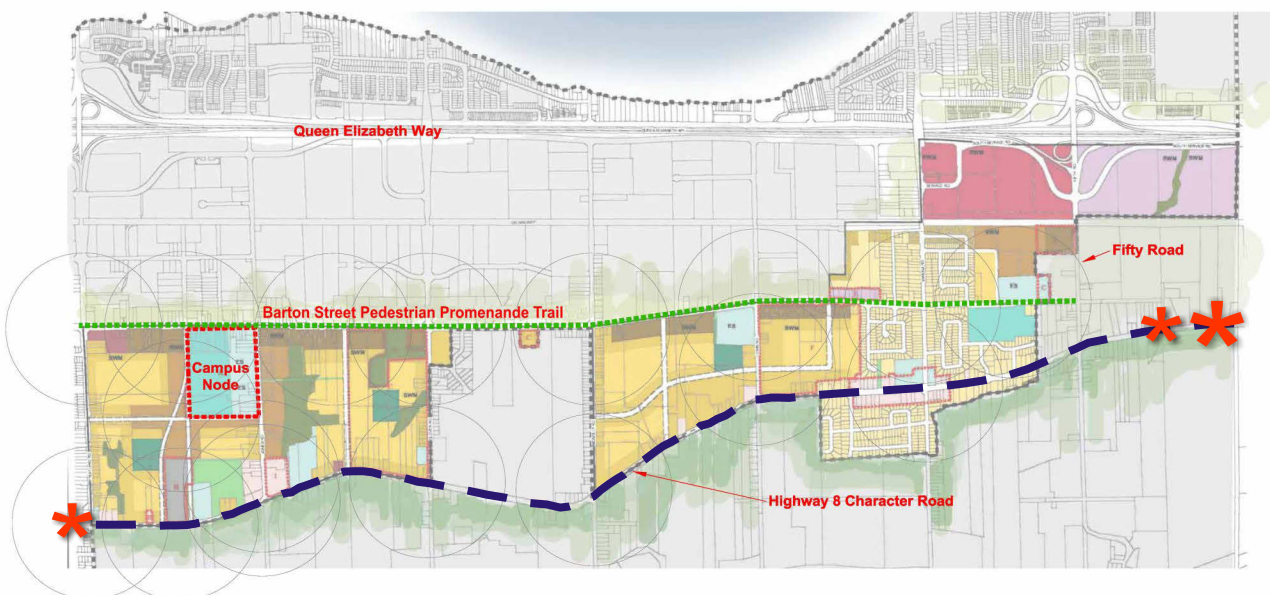
The Character Road extends along Highway No. 8 from Fruitland Road to a point near the City limits with Niagara Region. The existing condition of the road is varied with the road running alongside farmland, suburban development, institutions, churches, and through a commercial main street. The edges of the roadway are often lined by mature trees, open fields, and orchards. There are many driveways in a variety of forms leading to parking lots, residential garages, and various farms.



Gateways (See 3.1)



Highway No. 8 Character Road



In the future, the character of Highway No. 8 will change as Fruitland-Winona is built-up, transforming and creating a streetscape that is urban on one side and rural on the other. The two are radically different and a streetscape master plan is required to determine a streetscaping condition that is best suited to this unique condition.

The overall urban design of the Highway No. 8 Character Road should be guided by the following urban design principles drawn from the list of Applicable Principles (see Section 2.2):

- Placemaking
- Site Design and Building Design
- Integration and Fit
- Respect for the Environment
- Greening



## GUIDELINES

The following guidelines shall frame the design of the Highway No. 8 Character Road.

### Design Intent

- The location and path of Highway No. 8 was influenced by a visual relationship to the Escarpment. The intent is to preserve and enhance the character elements of Highway No. 8 which have historically been linked to the Escarpment as the dominant landmark in the area. Additionally, the intent is to preserve the manner and feature of the experience of the drive or walk along Highway No. 8 by preserving the character of the road, the scenery, and the views of the Escarpment;
- The character elements of this length of Highway No. 8 are mostly rural. In time, the rural character will change as the north edge is developed. The quality, design, and character of new development should reinforce the rural character by adapting specific site design and built form elements;
- The preservation and enhancement of the road as, primarily, a two lane country road with gravel shoulders is important. Keeping the road narrow preserves the qualities and features of the drive or walk along Highway No. 8. A narrow road is a traffic calming strategy that can help preserve the character of Highway No. 8; and,
- Views of heritage buildings set in front of the Escarpment are an important element of the landscape of these heritage buildings. The preservation of these views enhances the appreciation of those buildings before the Escarpment.

### Gateways:

- Gateway markers at either end of the character road limits should be erected to welcome visitors to the Highway No. 8 Character Road. See Section 3.1.

### Built Form

- Back lotting conditions must be avoided. Built form that faces or is abutting the corridor should be designed with ample glazing to provide *eyes-on-the-street* or passive surveillance of the road; and,
- Buildings are low and not more than three storeys in height, allowing generous views of the Escarpment.

### Streetscape:

- Existing mature vegetation should be preserved;
- Outside of the Highway No. 8 Commercial Main Street, new driveway accesses must be designed to preserve mature trees and other natural assets along the road;
- New trees should be planted near older mature trees to preserve and maintain tree rows into the future;
- Only native plant material should be planted along the streetscape;

- Lookout areas should be introduced to invite gazing at the unique and grand natural scenery of the Escarpment and the countryside;
- Distinct street name plate signs are encouraged;
- Along the rural side, ditches shall be preserved and enhanced. Naturalization of ditches with native plant mixes is recommended;
- The needs of pedestrians and consideration of the '8-80 rule' shall be part of the enhancement of Highway No. 8 including consistent and wider sidewalks. Increased crossing points will promote safe crossings. As part of the Highway No. 8 Streetscape Master Plan, a walkability study should be completed to investigate the needs of pedestrians today and into the future and provide recommendations relating to pedestrian amenities and crossings;
- In the future, to support the commercial capacity of the Local Commercial Main Street, on-street parking should be incorporated into the streetscape; and,
- High quality landscape design along the road edge is important to the character of Highway No. 8 and should be encouraged.

**Lighting:**

- Where required, street lighting should be of a 'Dark Sky' standard to limit the light pollution and preserve the natural silhouette of the Escarpment.

**Pedestrian access and circulation**

- Improve the quality, quantity, and continuity of sidewalks along the Highway No. 8 Character Road;
- As the north side of Highway No. 8 becomes increasingly urbanized, improvements to the quantity of crossings at intersections should be investigated and, where necessary installed at mid-block locations;
- Safe travel routes should be identified and marked on the road, based on the location of the existing school on the south side of Highway No. 8; and,
- Sidewalks are inconsistent and should be improved. Where sidewalks are not found, pedestrians are walking on gravel shoulders. In addition, pedestrian crossings are very far apart creating unsafe and dangerous conditions for crossing.

## 3.8 Other Special Areas

These urban design guidelines provide comprehensive design guidance for a number of other special areas within the Fruitland-Winona Secondary Plan where design guidance is important.

### 3.8.1 Residential Intersections

Residential dwellings at intersections represent urban design, architectural, and placemaking opportunities that can provide visual reference points to create community landmarks. Corner lots have two or more publicly visible facades and therefore are important to urban design due to the visibility of these facades which require designs that are harmonious. Buildings at intersections on corner lots are visible from two public streets and will be considered priority lots that require special architectural, urban design, and landscaping treatment.

The following guidelines shall frame the design of residential development at intersections:

- Both street facing facades shall exhibit a consistency of architectural design, facade treatments, facade materials and colours;
- Where possible, architectural features shall be employed to add architectural interest to the flankage sides. A range of architectural treatments can be used to enhance publicly visible facades including porches, entry porticos, bay windows and box bays, projecting elements, gable ends, ornate chimneys, decorative wall treatments and changes in planes and in rooflines;
- The side yards are an opportunity to create semi-public spaces such as formalized front yard gardens, patios, and gated and fenced gardens;
- Utilities, gas meters, gas pipes and air conditioners should not be located within the publically visible yards and should be located within the interior or rear yards of homes. If utilities, meters, and pipes have to be placed within the publicly visible yards, great care should be taken to provide visual screening in the form of projecting walls, recessed niches, and landscaping;



- It is important to acknowledge that there is a variety of medium density forms, such as townhouses, stacked townhouses, small or low rise apartment buildings, each with unique urban design opportunities. Some forms or typologies might employ a main building entrance that leads to individual units, while other building types might employ separate entrances to each unit. Depending on the typology, the corners of sites represent highly visible locations that are suited to main entrances of buildings; and,
- The corner spaces are opportunities for place making through the promotion of inviting semi-public spaces that can include formally landscaped spaces, provisions of seating, and formal pathways into the development.



**Left:** This corner home includes a tower feature, a box bay window, a side porch, and a main entrance portico. These treatments create an architecturally interesting facade.

### 3.8.2 Jones Road Streetscape

Jones Road is predominantly residential with a rural road cross-section of ditch and culvert. A short public sidewalk exists along the frontage of the former City of Stoney Creek Municipal Centre.

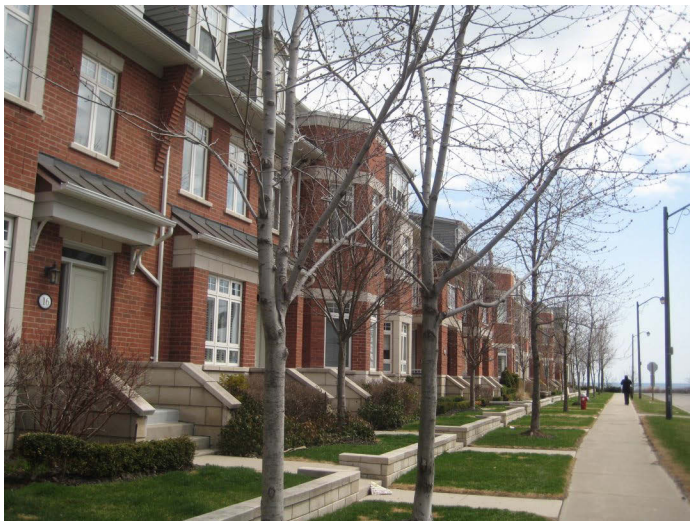
Jones Road is planned to connect Highway No. 8 with the Campus Node. The street will also include the potential for commercial development along the northwest corner of Highway No. 8 and Jones Road, opposite the former Municipal Centre. There is an opportunity for Jones Road to transition into a pedestrian oriented streetscape attracting pedestrians walking between home, school, and commercial areas. To this end, Jones Road should be designed and developed as a 'complete street' featuring a range of compatible uses that are interrelated.

The Jones Road streetscape will benefit from a streetscape master plan that identifies the strengths, weakness, opportunities, and threats, and develops a preferred design with input from City staff and the public.

To achieve the urban design principles of the plan and make Jones Road a pedestrian oriented complete street, the following guidelines shall frame the design of the streetscape and buildings along the street:

- Buildings that define the street-wall or street-edge shall be oriented to the street with ample windows and main entry doors that face the street;
- Residential developments that promote innovative and pedestrian oriented building types that emphasize pedestrian oriented connections between buildings and the streetscape shall be encouraged;
- Site and building designs that place vehicular access to the rear of developments by way of rear access streets or lanes achieve a streetscape with minimal interruptions and conflicts between pedestrians (especially children) and vehicles, thereby creating safer conditions and continuous sidewalks;

**Below:** Housing typologies should address the street to create an inviting and pedestrian oriented streetscape. Access from the main door to the public sidewalk is encouraged. Backlotting conditions create undesirable streetscapes and shall be avoided.



- Back-lotting conditions shall be avoided;
- Pedestrian permeability through developments to the streetscape is encouraged by means of landscaped courtyards and breezeways. Improved permeability promotes walkability by making walking more direct and reducing walking distances;
- Sidewalks shall be a minimum of two metres in width;
- Where possible, sidewalks should be lined by street trees, preferably a double row;
- Sidewalks should include provisions for public benches placed at regular intervals to invite children and adults to rest;
- Wide and pedestrian oriented crosswalks are ideal for the intersection of Jones Road and the proposed mid-collector road to create convenient crossings for pedestrians (especially children). This intersection is also near the location of the Jones Road Neighbourhood Trail head where children from the neighbourhood west of Glover Road will connect to the Community Campus Node;
- Lighting shall consider the needs of pedestrians and vehicles and provide ample lighting of sidewalks;
- At strategic locations the provision of public art especially at corner locations is encouraged; and,
- A Streetscape Master Plan shall be required for Jones Road (Highway No. 8 to Barton Street) prior to the completion of the functional engineering plans for road widening or urbanization of the road cross-section.



**Left:** Example of a residential dwelling in Oakville. The street facade of the dwelling includes ample windows, a main entrance, and a covered front porch. Vehicular access to the garage is from a shared rear lane.

**Below:** Courtyards provide comfortable linkages to the streetscape.





### 3.8.3 Interegional Multi-Modal Transportation Terminal

Multi-Modal transportation is vital to a growing and sustainable Complete Community. The interregional multi-modal transportation terminal at Fifty Road will provide shoppers and commuters access to higher order transit service. The transportation terminal will be located near the terminus of the Barton Street Pedestrian Promenade facilitating a pedestrian-oriented relationship introducing ease and convenience.

To achieve the urban design principles of the plan and make the transportation terminal at Fifty Road part of a complete community, the following guidelines shall frame the design of the terminal:

- Create a terminal that includes a main building with ticket booths, convenience and comfort features such as washrooms, cafes, gift shops, large waiting areas, interior and exterior bike storage and lock-up, and deep exterior canopies that provide shelter;
- Provide a platform for buses as well as taxi cab stands, pick-up and drop-off areas;
- Allow public transit and long haul private bus transportation companies to provide services to passengers for a multi-layered transportation approach;
- Create a state-of-the-art architectural and landscape architectural design for the main building and site design and landscaping to provide transit users and the community with a visually rewarding and comfortable transit environment;
- Create 'Designated Waiting Areas' to provide transit users with secure and comfortable places to wait; and,
- Create direct, safe, and visually enhanced pedestrian connections from the terminal to neighbouring shopping and employment areas so as to achieve a hub that functions as a focal point.

**Right:** Overlake Transit Hub, Washington, USA.

**Far right:** A seamless integration of transportation options should be implemented at the terminal providing choices for people on the move.



# 4.0



## 4.0 Implementation of the Urban Design Guidelines

The objective of these urban design guidelines is to establish design criteria and design standards for the development of the special character areas within the Fruitland-Winona Secondary Plan area. Implementation of the urban design guidelines will occur when:

1. Reviewing development applications under the Planning Act including Official Plan Amendment, Zoning By-law Amendment, and Site Plan Applications.
2. Undertaking planning and design of public realm and Public Works initiatives such as roads, streetscapes, and for above and below ground improvements and projects, including walkability studies for Highway No. 8 and the Barton Street Pedestrian Promenade.