

B.7 STONEY CREEK SECONDARY PLANS

7.1 Western Development Area Secondary Plan

The Western Development Area Secondary Plan area is bounded by Barton Street to the north, Fruitland Road to the East, the Niagara Escarpment to the South, and Gray Road to the West. The Western Development Area Secondary Plan establishes land uses, basic transportation network, *community facilities*, infrastructure requirements and development standards to guide the *development and/or redevelopment* of lands located in the Western Development area and protect the neighbourhood's natural areas and environmental resources. The policies of Section B.7.1 and Map B.7.1-1 – Western Development Area – Land Use Plan, constitute the Western Development Area Secondary Plan.

7.1.1 Residential Designations

7.1.1.1 The residential areas are designated Low Density Residential 2b, Low Density Residential 3c, Medium Density 3, and High Density Residential 1 on Map B.7.1-1 – Western Development Area - Land Use Plan. (OPA 109)

7.1.1.2 Low Density Residential 2b Designation

Notwithstanding Policies E.3.4.3 and E.3.4.4 of Volume 1, the following policies shall apply to the Low Density Residential 2b designation identified on Map B.7.1-1– Western Development Area - Land Use Plan:

- a) the permitted uses shall be single, semi detached and duplex dwellings;
- b) the density shall range from 1 to 29 units per net residential hectare; and,
- c) lands designated Low Density Residential 2b, located on the south side of Barton Street and fronting Barton Street, permitted uses may include triplexes, fourplexes, fiveplexes, and sixplexes. (OPA 64)

7.1.1.3 Low Density Residential 3c Designation

Notwithstanding Policies E.3.4.3 and E.3.4.4 of Volume 1, the following policies shall apply to the Low Density Residential 3c designation identified on Map B.7.1-1– Western Development Area - Land Use Plan:

- a) the permitted uses shall be low rise apartments, and townhouse dwellings and,
- b) the density shall range from 30 to 49 units per net residential hectare.

7.1.1.4 Medium Density Residential 3 Designations

Notwithstanding Policies E.3.5.2, E.3.5.7, and E.3.5.8 of Volume 1, the following policies shall apply to the Medium Density Residential 3 designation identified on Map B.7.1-1– Western Development Area - Land Use Plan:

- a) the permitted uses shall be predominantly apartment dwellings in buildings not exceeding a height of nine stories; and,
- b) the density shall range from 50 to 99 units per net residential hectare.

7.1.1.5 High Density Residential 1 Designation

Section E.3.6 – High Density Residential of Volume 1 shall apply to the lands designated High Density Residential 1 on Map B.7.1-1– Western Development Area - Land Use Plan. (OPA 109)(OPA 142)

7.1.2 Commercial Designations

The commercial areas are lands designated Local Commercial, Mixed Use - Medium Density and District Commercial on Map B.7.1-1 – Western Development Area – Land Use Plan.

7.1.2.1 Local Commercial Designation

Section E.3.8 – Local Commercial shall apply to the lands designated Local Commercial on Map B.7.1-1 – Western Development Area – Land Use Plan.

7.1.2.2 Notwithstanding Policy E.3.8.6 of Volume 1, on Lands designated Local Commercial on Map. B.7.1-1 Western Development Area – Land Use Plan, the maximum gross floor area of any individual commercial establishment shall be 500 square metres and the maximum gross floor areas of any grouping of local commercial uses shall be 1,500 square metres.

7.1.2.2 Mixed Use - Medium Density Designation

Section E.4.6 – Mixed Use - Medium Density Designation shall apply to the lands designated Mixed Use - Medium Density on Map B.7.1-1 – Western Development Area – Land Use Plan.

7.1.2.3 District Commercial Designation

Sections E.4.7 – District Commercial Designation shall apply to the lands designated District Commercial on Map B.7.1-1 – Western Development Area – Land Use Plan.

7.1.3 Parks and Open Space Designations

7.1.3.1 In addition to Sections B.3.5.3 – Parkland Policies and C.3.3 – Open Space Designations in Volume 1, the following policies shall apply to lands designated Neighbourhood Park, Natural Open Space, General Open Space and Parkette on Map B.7.1-1 – Western Development Area – Land Use Plan:

- a) The open space system planned for the Western Development Area includes the following:
 - i) General Open Space;
 - ii) Natural open Space;
 - iii) Community Park;
 - iv) Neighbourhood Park; and,
 - v) Parkette.

7.1.4 Institutional Designation

7.1.4.1 Sections B.3.5 – Community Facilities/Services Policies, E.3.10 - Community Facilities/Services, and E.6.0 - Institutional Designation shall apply to the lands designated Institutional on Map B.7.1-1 – Western Development Area – Land Use Plan.

7.1.5 Area and Site Specific Policies

Site Specific Policy – Area A (OPA 72)

7.1.5.1 For the lands located at 325 Highway No. 8, identified as Site Specific Policy Area A on Map B.7.1-1 – Western Development Area – Land Use Plan and designated High Density Residential, the following shall apply:

- a) Notwithstanding the maximum residential densities of Policy E.3.6.6 of Chapter E – Urban Designations and Policy E.3.6.6 a) of Volume 1 and Policy B.7.1.1.4 a) and b) of Volume 2, a multiple dwelling having a maximum of 148 dwelling units or 552 units per net residential hectare shall be permitted. (OPA 164)

Site Specific Policy – Area B (OPA 16)

7.1.5.2 Notwithstanding Volume 2, Policy B.7.1.1.4, for lands located at 257, 259 and 261 Millen Road as identified as “Site Specific Area B” on Map B.7.1.1 – Western Development Area – Land Use Plan, the maximum height of a multiple unit building shall be 3 storeys and the maximum density shall be 104 units per net residential hectare.

Site Specific Policy – Area C (OPA 99)

7.1.5.3 Notwithstanding Policy E.3.8.8 of Volume 1 and Policy B.7.1.2.2 of Volume 2, for lands located at 417, 419, 421, & 423 Highway No. 8, and portions of 176 Millen Road and 175 Margaret Avenue, designated “Local Commercial”, and identified as Site Specific Policy – Area “C” on Map B.7.1-1 – Western Development Area Secondary Plan – Land Use Plan, the maximum gross floor area for an individual business shall not apply, and the maximum gross floor area for any grouping of local commercial uses shall be 1,800 square metres.

Site Specific Policy – Area D (OPA 150)

7.1.5.4 For the lands located at 261 King Street East designated “Medium Density Residential 3” and identified as Site Specific Policy Area “D” on Map B.7.1-1 Western Development Area Secondary Plan – Land Use Plan, the following policies shall also apply:

- a) Notwithstanding Policies E.3.5.2 and E.3.5.8 of Volume 1 and Policy B.7.1.1.4 a) of Volume 2, only two multiple dwellings having a maximum height of three storeys shall be permitted;
- b) Notwithstanding Policy E.3.5.7 of Volume 1 and Policy B.7.1.1.4 b) of Volume 2, the density shall range from 50 and 84 units per net residential hectare.

Site Specific Policy – Area E (OPA 153)

7.1.5.5 In addition to Policy B.7.1.4.1, for lands located at 490 Highway No. 8, designated “Institutional” and identified as Site Specific Policy – Area “E” on Map B.7.1-1 – Western Development Area Secondary Plan – Land Use Plan, the following policies shall apply:

- a) High density residential uses shall be permitted in accordance with Policy B.7.1.1.5 of Volume 2;
- b) Notwithstanding Policy E.3.6.6 b) of Volume 1, the permitted net residential density shall be no greater than 243 units per hectare;
- c) Local commercial uses shall be permitted in accordance with Policies B.7.1.2.1 and B.7.1.2.2 of Volume 2; and,
- d) In addition to the locational requirements for residential uses of Policy E.3.8.10 of Volume 1, residential uses may also be located on the ground floor provided the residential uses do not face Highway No. 8.

7.2 Old Town Secondary Plan

The Old Town Secondary Plan area is generally bounded by the rear lot boundaries of the properties fronting on north side Queenston Road, Gray Road to the East, the Niagara Escarpment to the South, to the west by the western property boundaries in line with Alpine Avenue just East of Centennial Parkway North, north of King Street East, as well as Centennial Parkway North. The Old Town Secondary Plan establishes land uses, basic transportation network, *community facilities/services*, infrastructure requirements and development standards to guide the *development and/or redevelopment* of lands located in the Old Town Secondary Plan area and protect the neighbourhood's natural areas and environmental resources. Section B.7.2 and Map B.7.2-1 – Old Town – Land Use Plan, constitute the Old Town Secondary Plan. (OPA 92)

7.2.1 General Policies

7.2.1.1 All *development* within the Old Town shall protect and maintain the economic viability of Stoney Creek's downtown and support its revitalization through conversion, infilling and *redevelopment*.

7.2.1.2 Site plan approval shall be required for all *redevelopment*. Site plans shall address matters such as but not limited to building form and appearance, building siting, landscaping and amenity areas, parking and loading, cultural heritage, and the physical relationship of the proposal to local amenities such as shopping facilities, schools, parks, recreational facilities and public transit.

7.2.1.3 The following architectural and landscaping elements shall be encouraged:

- a) landscaped front yards;
- b) prevention of front yard parking;
- c) underground parking, screening; and,
- d) buffering of conflicting uses through overall building and landscaping articulation, fencing, roof-lines, building materials, detailing, window and entrance features.

7.2.1.4 Battlefield House and Park is identified with the symbol H on Map B.7.2-1 – Old Town – Land Use Plan and shall be subject to the policies of B.3.5.3 – Parkland Policies.

7.2.2 Residential Policies

The following residential policies define the location and scale of each type of residential use, and help ensure that a variety of residential types are provided to meet the needs of the area residents.

7.2.2.1 General Residential Policies

- a) The residential areas are designated Low Density Residential 2a, Medium Density Residential 3, and High Density Residential 1 as identified on Map B.7.2-1 – Old Town - Land Use Plan.
- b) The City shall encourage the retention and conversion of existing dwellings and infilling along King Street in a manner that maintains the prevailing 'house-form' character of the streetscape.

7.2.2.2 Low Density Residential 2a Designation

In addition to Section E.3.4 – Low Density Residential of Volume 1, the following policies shall apply to the lands designated Low Density Residential 2a on Map B.7.2-1 – Old Town – Land Use Plan:

- a) Notwithstanding Policy E.3.4.4 of Volume 1 the density range shall be from 1 to 29 units per net residential hectare.
- b) In addition to Policy E.3.4.3 of Volume 1, a wide range of “house-form” dwelling types, housing for specialized purposes such as *housing with supports* and lodging houses, and other small scale non-residential uses shall be permitted.

7.2.2.3 Medium Density Residential 3 Designation

In addition to Section E.3.5 – Medium Density Residential of Volume 1, the following policies shall apply to the lands designated Medium Density Residential 3 on Map B.7.2-1 – Old Town – Land Use Plan:

- a) Notwithstanding Policy E.3.5.7 of Volume 1, the density range for *development* shall be from 30 to 99 units per net residential hectare.
- b) Notwithstanding Policies E.3.5.2 and E.3.5.3 of Volume 1, permitted uses shall include a wide range of *multiple dwelling* structures.
- c) Notwithstanding Policy E.3.5.8 of Volume 1, building height shall not exceed three storeys along Centennial Parkway.
- d) Notwithstanding Policy E.3.5.2 of Volume 1, accessory non-residential uses may also be considered within larger structures.

7.2.2.4 High Density Residential 1 Designation

In addition to Section E.3.6 – High Density Residential of Volume 1, the following policy shall apply to the lands designated High Density Residential 1 on Map B.7.2-1 – Old Town – Land Use Plan: (OPA 109)

- a) High density residential uses should be located within the Stoney Creek Community Node and along Queenston Road.

7.2.4 Commercial Designations

The commercial areas are lands designated Local Commercial, Mixed Use - Medium Density, Mixed Use – Medium Density – Pedestrian Focus, Mixed Use – High Density, and District Commercial on Map B.7.2-1 – Old Town – Land Use Plan (OPA 69).

7.2.4.1 Local Commercial Designation

The following policies apply to lands designated Local Commercial on Map B.7.2-1 – Old Town – Land Use Plan:

- a) Section E.3.8 – Local Commercial of Volume 1 shall apply to the lands designated Local Commercial on Map B.7.2-1 – Old Town – Land Use Plan.
- b) Notwithstanding Section E.3.8.6 of Volume 1, on Lands designated Local Commercial on Map. B.7.2-1 Old Town – Land Use Plan, the maximum gross

floor area of any individual commercial establishment shall be 500 square metres and the maximum gross floor areas of any grouping of local commercial uses shall be 1,500 square metres.

7.2.4.2 Mixed Use - Medium Density Designation

The following policies shall apply to lands designated Mixed Use – Medium Density on Map B.7.2-1– Old Town – Land Use Plan:

- a) Section E.4.6 – Mixed Use – Medium Density Designation shall apply to the lands designated Mixed Use - Medium Density on Map B.7.2-1 Old Town – Land Use Plan.
- b) Section E.4.3 – Pedestrian Focus Streets of Volume 1 shall apply to lands identified as *pedestrian focus streets* on Map B.7.2-1 Old Town – Land Use Plan. (OPA 64)
- c) Building heights should not generally exceed six stories in height.

7.2.4.3 District Commercial Designation

Section E.4.7 – District Commercial Designation shall apply to the lands designated District Commercial on Map B.7.2-1 – Old Town – Land Use Plan. (OPA 92)

7.2.5 Parks and Open Space Designations

7.2.5.1 In addition to Sections B.3.5.3 – Parkland Policies and C.3.3 – Open Space Designations of Volume 1, the following policies shall apply to lands designated General Open Space, Natural Open Space, Community Park, Neighbourhood Park or Parkette on Map B.7.2-1 – Old Town – Land Use Plan:

- a) The open space system of the Old Town Secondary Plan area includes the following:
 - i) General Open Space;
 - ii) Natural Open Space;
 - iii) Community Park;
 - iv) Neighbourhood Park; and,
 - v) Parkette.

7.2.6 Institutional Designation

7.2.6.1 The policies of Sections B.3.5 – Community Facilities/Services Policies, E.3.10-Community Facilities/Services and E.6.0 - Institutional Designation shall apply to the lands designated Institutional on Map B.7.2-1 – Old Town – Land Use Plan.

7.2.6.2 Notwithstanding Sections E.3.10 – Community Facilities/Services Policies and E.6.0 – Institutional Designation of Volume 1, the front portion of Battlefield House Museum and Park shall be designated Institutional on Map 7.2-1 – Old Town - Land Use Plan to protect the historic nature of this site and shall only permit this use.

7.2.7 Urban Design Policies

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

- a) The City shall encourage *redevelopment* which enhances and unifies the built form along Queenston Road. Streetscape and urban design improvements for this area shall include the following:
 - i) replacement of the existing asphalt pavement on boulevards with planted material, where appropriate;
 - ii) a street-tree planting program;
 - iii)
 - iv) unified building setbacks to maintain a consistent streetscape as well as a pedestrian-friendly environment; and,
 - v)
 - vi) emphasis on shared entrances and parking facilities.

7.2.8 Area and Site Specific Policies

Site Specific Policy – Area A

7.2.8.1 The long term intent for the properties on the south side of King Street West between Centennial Parkway and Battlefield Creek and designated Institutional – HS on Map B.7.2-1 – Old Town – Land Use Plan identified as Site Specific Policy - Area A on Map B.7.2-1 – Old Town – Land Use Plan shall be to incorporate them into Battlefield Park.

Site Specific Policy – Area B

7.2.8.2 Lands located on the south side of King Street West, west of Battlefield Drive and designated Mixed Use - Medium Density – Pedestrian Focus, and identified as Site Specific Policy – Area B on Map B.7.2-1 – Old Town – Land Use Plan, shall be converted and or/redeveloped in such a manner to be in keeping with the character of Battlefield Park. (OPA 69)

Site Specific Policy – Area C

7.2.8.3 Deleted by OPA 92

Site Specific Policy – Area D (OPA 86)

7.2.8.4 For the lands identified as Site Specific Policy - Area D on Map B.7.2-1 – Old Town – Land Use Plan – designated as “Local Commercial” and known as 60, 68 and 72 Centennial Parkway South, the following policy shall apply:

- a) That notwithstanding Policy B.7.2.4.1 b) of Volume 2, upon redevelopment of the subject lands, the maximum gross floor area for medical clinic uses shall be 1,203 square metres, the maximum gross floor area for retail uses combined shall be 402 square metres and the total maximum gross floor area shall be 1,605 square metres.

Site Specific Policy – Area E (OPA 97)(OPA 92)

7.2.8.5 Deleted by OPA 92

Site Specific Policy – Area F (OPA 109)

7.2.8.6 Lands Located at 120 and 124 King Street West, Stoney Creek, with an area of 0.791 hectares, designated “Medium Density Residential 3” and identified as Site Specific Policy – Area “F” on Map B.7.2-1 – Old Town Secondary Plan – Land Use Plan, shall be developed according to the following:

- a) Notwithstanding Policy 7.2.2.3 a), the development of a 6-storey, multiple dwelling containing a maximum of 80 units, and 10 commercial and residential live-work townhouse units, shall be permitted to a maximum net residential density of 114 units per net residential hectare for the entirety of the subject lands.

Site Specific Policy – Area G (OPA 109)

7.2.8.7 Lands located at 135 and 137 King Street East, and 42 Passmore Street, designated Institutional and identified as Site Specific Policy – Area G on Map B.7.2-1 – Old Town Secondary Plan – Land Use Plan shall be developed according to the following:

- a) Notwithstanding Policy E.6.2.2 of Volume 1 and Policy B.7.2.6 of Volume 2, a retirement home shall be permitted. A commercial component consisting of a restaurant and office space only in conjunction with a use permitted under this designation shall also be permitted.

Site Specific Policy – Area H (OPA 116)

7.2.8.8 Notwithstanding Policy E.3.6.6 b) of Volume 1, for lands located at 928 Queenston Road, Stoney Creek, designated High Density Residential 1, and identified as Site Specific Policy – Area H on Map B.7.2-1 – Old Town – Land Use Plan, the maximum net residential density shall be 290 units per hectare. (OPA 142)

Site Specific Policy – Area I (OPA 160)

7.2.8.9 For the lands located at 19 Dawson Avenue, Stoney Creek, designated Medium Density Residential 3, and identified as Site Specific Policy – Area I on Map B.7.2-1 – Old Town Secondary Plan – Land Use Plan, the following policies shall apply:

- a) Notwithstanding Policy E.3.5.2 and E.3.5.3 of Volume 1 and Policy B.7.2.2.3 b) of Volume 2, only street townhouses shall be permitted;
- b) Notwithstanding Policy E.3.5.7 of Volume 1, and Policy B.7.2.2.3 a) of Volume 2, the density range shall be from 30 to 73 units per net residential hectare; and,
- c) Notwithstanding Policy E.3.5.8 of Volume 1, building height shall not exceed two and a half storeys.

Site Specific Policy – Area J (OPA 190)

7.2.8.10 Notwithstanding Policy B.7.2.4.2 c) of Volume 2, for the lands located at 95, 99, 103 and 105 Highway 8, designated Mixed-Use Medium Density, and identified as Site Specific - Area J on Map B.7.2-1, the following policies shall apply:

- a) the building height shall not exceed 12 storeys.

7.3 Urban Lakeshore Area Secondary Plan

The Urban Lakeshore Area Secondary Plan area is bounded by Lake Ontario shoreline to the north, the Hamilton Municipal Boundary to the East, the QEW to the South, and Jones Road to the West. This Planning Area comprises the Trillium Neighbourhood, the Winona North Neighbourhood, and the Fifty Point Neighbourhood. The Urban Lakeshore Area Secondary Plan establishes land uses, basic transportation network, community facilities, infrastructure requirements and development standards to guide the *development* and/or *redevelopment* of lands located in the Urban Lakeshore Secondary Plan area. Section B.7.3 and Map B.7.3-1 – Urban Lakeshore Area – Land Use Plan constitute the Urban Lakeshore Area Secondary Plan.

7.3.1 Residential Designations

The following residential policies define the location and scale of each type of residential use, and help ensure that a variety of residential types are provided to meet the needs of the area residents.

7.3.1.1 The residential areas are designated Low Density Residential 2, Low Density Residential 2b, Low Density Residential 2e, Low Density Residential 3, Low Density Residential 3c and Medium Density Residential 3 as identified on Map B.7.3-1 – Urban Lakeshore Area – Land Use Plan.

7.3.1.2 Low Density Residential 2 Designation

Notwithstanding Policies E.3.4.3 and E.3.4.4 of Volume 1, the following policies shall apply to the lands designated Low Density Residential 2 on Map B.7.3-1 – Urban Lakeshore Area – Land Use Plan:

- a) the permitted uses shall include a wide variety of dwelling types such as single detached, semi-detached and townhouse dwellings; and,
- b) the density shall not exceed 32 units per net residential hectare.

7.3.1.3 Low Density Residential 2b Designation

Notwithstanding Policies E.3.4.3 and E.3.4.4 of Volume 1, the following policies shall apply to the lands designated Low Density Residential 2b on Map B.7.3-1 – Urban Lakeshore Area – Land Use Plan:

- a) the permitted uses shall be single, semi detached and duplex dwellings; and,
- b) the density shall range from 1 to 29 units per net residential hectare.

7.3.1.4 Low Density Residential 2e Designation

Notwithstanding Policies E.3.4.3 and E.3.4.4 of Volume 1, the following policies shall apply to the lands designated Low Density Residential 2e on Map B.7.3-1 – Urban Lakeshore Area – Land Use Plan:

- a) the permitted uses shall be single, semi-detached, duplex, link dwellings, and cluster homes; and,
- b) the density shall range from 20 to 40 units per hectare.

7.3.1.5 Low Density Residential 3 Designation

Notwithstanding Policies E.3.4.3 and E.3.4.4 of Volume 1, the following policies shall apply to the lands designated Low Density Residential 3 on Map B.7.3-1 – Urban Lakeshore Area – Land Use Plan:

- a) the permitted uses shall be single-detached, semi-detached, and townhouses; and,
- b) the density shall range from 40 to 60 units per net residential hectare.

7.3.1.6 Low Density Residential 3c Designation

Notwithstanding Policies E.3.4.3 and E.3.4.4 of Volume 1, the following policies shall apply to the lands designated Low Density Residential 3c on Map B.7.3-1 – Urban Lakeshore Area - Land Use Plan:

- a) the permitted uses shall be low rise apartments and townhouse dwellings; and,
- b) the density shall range from 30 to 49 units per net residential hectare.

7.3.1.7 Medium Density Residential 3 Designation

Notwithstanding Policies E.3.5.2, E.3.5.7, and E.3.5.8 of Volume 1, the following policies shall apply to the lands designated Medium Density Residential 3 on Map B.7.3-1 – Urban Lakeshore Area - Land Use Plan:

- a) the permitted uses shall be predominantly apartment dwellings in buildings not exceeding a height of nine stories; and,
- b) the density shall range from 50 to 99 units per net residential hectare.

7.3.2 Local Commercial Designation

7.3.2.1 Sections E.3.8 – Local Commercial shall apply to the lands designated Local Commercial on Map B.7.3-1 – Urban Lakeshore Area – Land Use Plan.

7.3.2.2 Notwithstanding Section E.3.8.6 of Volume 1, on lands designated Local Commercial on Map B.7.3-1 – Urban Lakeshore Area – Land Use Plan, the maximum gross floor area of any individual commercial establishment shall be 500 square metres and the maximum gross floor areas of any grouping of local commercial uses shall be 1,500 square metres.

7.3.3 Parks and Open Space Designations

7.3.3.1 Section B.3.5.3 – Parkland Policies and C.3.3 – Open Space Designations of Volume 1 shall apply to the lands designated Parkette, Neighbourhood Park, General Open Space and Natural Open Space on Map B.7.3-1 – Urban Lakeshore Area – Land Use Plan.

7.3.3.2 The open space system of the Urban Lakeshore Secondary Plan area includes the following:

- a) General Open Space;
- b) Natural Open Space;

- c) City Wide Park;
- d) Neighbourhood Park;
- e) Parkette;
- f) Off street bikeways; and,
- g) walkways.

7.3.3.3 An integrated open space system in the Lakeshore Secondary Plan Area shall be developed by incorporating and linking significant natural amenities such as woodlots and parks along the City's waterfront.

7.3.3.4 A bikeway and pedestrian path system has been identified on the Map B.7.3-1 Urban Lakeshore Area – Land Use Plan to provide for the use of and safe access to these open space areas and other *community facilities*.

7.3.4 Institutional Designation

7.3.4.1 Sections B.3.5 - Community Facilities/Services Policies, E.3.10 - Community Facilities/Services and E.6.0 - Institutional Designation of Volume 1 shall apply to the lands designated Institutional on Map B.7.3-1 – Urban Lakeshore Area – Land Use Plan.

7.3.5 Utility Designation

Section C.3.4 – Utility Designation of Volume 1 shall apply to lands designated Utility on Map B.7.3-1 – Urban Lakeshore Area – Land Use Plan.

7.3.6 Area and Site Specific Policies

Area Specific Policy – Area A

Fifty Point Neighbourhood – East of Fifty Road

7.3.6.1 To maintain the unique character of the Fifty Point Neighbourhood, special design features shall be provided on lands designated Low Density Residential 3 west of Fifty Road. These lands are shown as an Area Specific Policy – Area A on Map B.7.3 -1 – Urban Lakeshore Area – Land Use Plan and the following policies shall apply:

- a) Notwithstanding Policy 7.3.1.5 b) of this secondary plan, a maximum of 637 dwelling units shall be permitted within the lands shown as Area Specific Policy – Area A on Map B.7.3 -1 – Urban Lakeshore Area – Land Use Plan.
- b) A geographic gradation of densities and lot sizes shall be established the lowest densities located closer to Lake Ontario and the higher densities interspersed throughout the area, but with a greater concentration closer to the QEW.
- c) To create a strong neighbourhood identity along the edge of the neighbourhood, a minimum frontage of 18 metres for single detached lots along McCollum Road and 15 metre lots along Fifty Road shall be required. In no case shall lots with a lot frontage less than 15 metres be permitted. A

lot having less than 18 metres of frontage shall only be permitted within 500 metres of Baseline Road.

- d) An open space landscaped buffer shall be provided between the boundary of the Fifty Point Conservation Area and lands designated Area Specific Policy Area – Area A. In this regard, a minimum 9.0 metre wide landscaped buffer strip of which at least 4.5 metres shall be situated on Conservation lands and at least 4.5 metres on residential lands shall be implemented. Further, a landscaped buffer strip having a minimum width of 4.5 metres shall be provided on commercial designated lands when abutting residential uses.
- e) Design features shall include but not be limited to decorative street lamps, enhanced boulevard landscaping, special intersection treatments, entrance features, and traffic circle islands with pedestrian amenities, decreased front yards, front porches, and recessed or detached garages. The actual yard requirements shall be determined by the City at the time of its review of zoning and subdivision applications.
- f) Provisions shall be made to incorporate cultural heritage resources within the overall design of the Fifty Point Neighbourhood to minimize adverse effects that may detract from these resources and provide for their preservation.
- g) Architectural and urban design guidelines shall be prepared by a “qualified architectural consultant”. The guidelines are intended to achieve and attractive and coordinated built form and community design with features to enhance the neighbourhood and create architecturally complementary streetscapes.
- h) The architectural and urban design guidelines shall address but not be limited to the prescription of architectural designs and forms to ensure distinctive and high quality buildings and a strong neighbourhood character, and provision of appropriate architectural and landscape design concepts along and at key intersections of entry roads with McCollum Road, Fifty Road, and Baseline Road to ensure proper streetscaping and landscape buffers to create an identifiable prestige gateway into this neighbourhood.

Area Specific Policy – Area B

Fifty Point Neighbourhood – West of Fifty Road

7.3.6.2 The following policies shall apply to the lands designated Low Density Residential 2 and shown as Area Specific Policy – Area B on Map B.7.3-1 – Urban Lakeshore Area – Land Use Plan:

- a) Architectural and Urban Design Guidelines shall be required for any Plan for Development and shall be prepared to the satisfaction of the City.
- b) Design features shall include but not be limited to decorative street lamps and increased front yards. A variety of house styles with different architectural details shall be encouraged and reviewed during the draft plan of subdivision process. Actual yard requirements shall be determined by the City at the time of its review of zoning and subdivision applications.

- c) Provisions shall be made to incorporate cultural heritage resources within the overall design of the Fifty Point Neighbourhood to minimize adverse effects that may detract from these resources and provide for their preservation.

Site Specific Policy – Area C

Fifty Point Neighbourhood – 3 Shippee Avenue (OPA 55)

7.3.6.3 To maintain the unique character of the Fifty Point Neighbourhood, special design features shall be provided on lands located at No. 3 Shippee Avenue and designated Low Density Residential 2e east of Fifty Road. These lands are shown as Site Specific Policy – Area C on Map B.7.3-1 – Urban Lakeshore Area – Land Use Plan and the following policy shall apply:

- a) Notwithstanding Policy 7.3.1.4 b) of this secondary plan, a maximum of 5 dwelling units shall be permitted within the lands shown as Site Specific Policy - Area C on Map B.7.3 -1 - Urban Lakeshore Area - Land Use Plan.
- b) In addition, Policies B.7.3.6.1 b) to h) shall also apply.

Site Specific Policy – Area D

Winona North Neighbourhood – 1288 Baseline Road (OPA 100)

7.3.6.4 For the lands located at 1288 Baseline Road, designated “Low Density Residential 3c”, and identified as “Site Specific Policy – Area D” on Map B.7.3-1 – Urban Lakeshore Area Secondary Plan – Land Use Plan, the following policies shall apply:

- a) Notwithstanding Policy E.3.4.3 of Volume 1 and in addition to Policy B.7.3.1.6 a) of Volume 2, maisonettes shall also be permitted; and,
- b) Notwithstanding Policies E.3.4.4 of Volume 1 and Policy B.7.3.1.6 b) of Volume 2, the density shall range from 30 to 53 units per net residential hectare.

Site Specific Policy – Area E (OPA 144)

7.3.6.5 For the lands municipally known as 1400 Baseline Road, designated Medium Density Residential 3 and shown as Site Specific Policy – Area E on Map B.7.3-1 Urban Lakeshore Area Secondary Plan – Land Use Plan, the following policies shall apply:

- a) In addition to Policy B.7.3.1.7 a) of Volume 2, *multiple dwellings* shall also be permitted;
- b) The maximum height shall be nine storeys; and,
- c) The City may require studies, in accordance with Chapter F – Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building does not unduly overshadow, block light, or result in the loss of privacy of adjacent residential uses.

7.4 Fruitland-Winona Secondary Plan (OPA 17)

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;
 - iv) Provide traffic calming measures such as roundabouts where warranted and appropriate; and,
 - v) 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. **(Under appeal as it applies to 228 and 244 McNeilly Road; 1069 Highway No. 8)**

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 reviewing an application for—development within the Fruitland Winona Secondary Plan area, the following matters shall be evaluated: (OPA 142)
 - i) Compatibility with adjacent land uses including matters such as shadowing, grading, overlook, noise, lighting, traffic and other nuisance effects;
 - ii) Transition in height and density to adjacent and existing residential development; (OPA 142)
 - iii) The relationship of the proposed lot(s) with adjacent and existing lot pattern and configuration; and,
 - iv) The policies in Section 7.4.14 – Block Servicing Strategy and all other applicable policies of this Secondary Plan. (OPA 142)
- 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. **(Under appeal as it applies to 238 and 252 Jones Road; 228 and 224 McNeilly Road; 1069 Highway No. 8)**

- 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. **(Under appeal as it applies to 238 and 252 Jones Road; 228 and 224 McNeilly Road; 1069 Highway No. 8)**

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) Deleted in its entirety (OPA 142)
- 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. **(Under appeal as it applies to 238 and 252 Jones Road; 228 and 224 McNeilly Road; 1069 Highway No. 8)**

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. **(Under appeal as it applies to 228 and 224 McNeilly Road; 1069 Highway No. 8)**

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. **(Under appeal as it applies to 228 and 224 McNeilly Road; 1069 Highway No. 8)**

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. **(Under appeal as it applies to 238 and 252 Jones Road)**

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.
- b) 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. **(Under appeal as it applies to 228 and 244 McNeilly Road; 1069 Highway No. 8)**

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. **(Under appeal as it applies to 228 and 244 McNeilly Road; 1069 Highway No. 8)**

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. **(Under appeal as it applies to 238 and 252 Jones Road)**

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 the following 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;
- b) 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 right-of-way dedication for the pedestrian promenade shall not exceed 4 metres; however, dedications less than 4 metres may be taken where identified through the Barton Street Environmental Assessment. (OPA 142)

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. **(Under appeal as it applies to 238 and 252 Jones Road)**

7.4.11.4 The portions of Watercourse No. 5, located on the lands north of Sherwood Park Road or on the lands municipally known as 212 Fruitland Road may be considered for relocation and natural channel design reconstruction to the satisfaction of the City in consultation with the Hamilton Conservation Authority. (OLT Decision: 14-120-OLT-06)

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 – Right-of-Way Dedications of Volume 1; (OPA 142)

- 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.4.4.11 – 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. (OPA 128)

7.4.13.15 Inter-Regional Transit Network

In accordance with Policy C.4.4.12.1 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. (OPA 128)

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;
 - v) Meander Belt Width Assessments for all watercourses;
 - vi) 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;
 - vii) A preferred servicing plan; 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;
 - viii) 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;
 - ix) 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;

- x) 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.

- xi) 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.

- xii) 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 coordinated 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:
 - 1. Along Watercourse 5.0, immediately downstream of Fruitland Road (between sections 2221 and 2150); and,
 - 2. 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.

7.4.15 Lake Based Municipal Water and Wastewater Systems

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:

- 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

Site Specific Policy – Area A

7.4.18.1 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.

Site Specific Policy – Area B

7.4.18.2 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.

Area Specific Policy – Area C - Community Node

7.4.18.3 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.

Area Specific Policy – Area D

7.4.18.4 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.

Area Specific Policy – Area E

7.4.18.5 For the lands located south of the South Service Road and on the east side of Winona Road, designated District Commercial and identified 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. (OPA 158)
- b) Notwithstanding Policy E.4.7.2 (a) and (c), residential and live work units shall not be permitted.

Area Specific Policy – Area F

7.4.18.6 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,
 - vii) 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.

Area Specific Policy – Area G

7.4.18.7 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;
 - iii) 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.

Area Specific Policy – Area H (OPA 133)

7.4.18.8 Deleted by OPA 167

Area Specific Policy – Area I

7.4.18.9 The following policies shall apply to the lands located at 1329 and 1335 Barton Street, 16-30 Foothills Lane, 40 Zinfandel Drive, and Block Nos. 13, 14, 18 and part of Block No. 9 within Registered Plan No. 62M-1241, and 339 and 347 Fifty Road, designated Low Density Residential 3 and identified as Area Specific Policy – Area I on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan:

- a) In addition to Policies B.1.6 d) and B.1.7 of Volume 2, for the purposes of calculating net residential density, the development area shall be all the lands subject to Area Specific Policy – Area I;
- b) In addition to Policy B.7.4.4.5 a), grade-oriented attached housing and low rise apartments shall also be permitted; and,
- c) Notwithstanding Policy E.3.4.4 of Volume 1 and B.7.4.4.5 b) of Volume 2, the net residential density shall be greater than 40 units per hectare and shall not exceed 49 units per hectare.
- d) It is the intent of Council that a Draft Plan of Subdivision is not required to facilitate the orderly development of the lands per Policy F.1.14.1.1 of Volume 1, and that the extension of Sonoma Lane to Fifty Road may proceed by way of a deposited reference plan and deeming by-law and be designed in accordance with Policy Section C.4.5 of Volume 1, provided the City receives all necessary assurances and related securities respecting the construction and dedication of the road extension, to the satisfaction of the City.

Site Specific Policy – Area J

7.4.18.10 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.

Site Specific Policy – Area K

7.4.18.11 For the lands located at 860 and 884 Barton Street designated as Low Density Residential 2 and as shown as Site Specific Policy - Area K on Map B.7.4-1 - Fruitland-Winona Secondary Plan - Land Use Plan, the following policies shall apply:

- a) In addition to Section E.3.4 - Low Density Residential, all forms of townhouses shall be permitted;
- b) Notwithstanding E.3.4.4 of Volume 1 and Policy 7.4.4.4 (a), the net residential density shall be greater than 20 units per hectare and shall not exceed 50 units per hectare; and,
- c) Low-rise, ground related residential development that caters to a wide variety of housing types and demographics is encouraged.

Site Specific Policy – Area L (OPA 68)

B.7.4.18.12 For the lands located at 288 Glover Road and designated Low Density Residential 3, as shown as Site Specific Policy – Area L 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 B.7.4.4.5 – Low Density Residential 3 designation, Maisonette Dwellings shall also be permitted; and,
- b) In accordance with Policy B.7.4.14.1 e), development of the lands may proceed upon the completion of a site-specific Block Servicing Strategy, consisting of a Functional Servicing and Stormwater Management Report, to the satisfaction of the Senior Director of Growth Management.

Area Specific Policy – Area M (OPA 118)

7.4.18.13 For the lands located at 1215, 1217, 1219, 1221, 1227, 1229, 1231, 1235, and 1239 Barton Street and designated Low Density Residential 2, as shown as Area Specific Policy – Area M on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan, the following policies shall apply:

- a) Notwithstanding Policy B.7.4.4 a), the net residential density shall be 0 to 40 units per hectare.

Site Specific Policy – Area N (OPA 158)

B.7.4.18.14 For the lands located at 1290 South Service Road and 5 & 23 Vince Mazza Way and designated Medium Density Residential 2, and identified as Site Specific Policy - Area N on Map B.7. -1 - Fruitland-Winona Secondary Plan – Land Use Plan, the following policies shall apply:

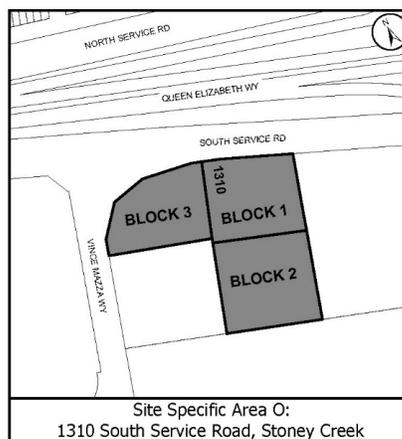
- a) Notwithstanding Policy E.3.2.2 of Volume 1, the Neighbourhoods designation on Schedule E-1 shall apply to lands approximately 3.5 hectares in size;
- b) Notwithstanding Policy E.3.8.2 a) of Volume 1, automotive related uses shall not be permitted;

- c) In addition to Policy B.7.4.4.6 of Volume 2, a minimum of 1,900 square metres of retail and service commercial space shall be required;
- d) In addition to Policy B.7.4.4.6 a) of Volume 2, and Policy E.3.5.2 of Volume 1, one single use building for retail and service commercial uses shall be permitted, provided the provisions of Section E.3.8 – Local Commercial are satisfied;
- e) Notwithstanding Policy B.7.4.4.6 b) of Volume 2 and Policy E.3.5.7 of Volume 1, the net residential density shall be greater than 60 units per hectare and shall not exceed 132 units per hectare; and,
- f) Notwithstanding Policy B.7.4.4.6 c) of Volume 2 and Policy E.3.5.8 of Volume 1, the maximum height shall be four storeys.

Site Specific Policy – Area O (OPA 191)

B.7.4.18.15 For the lands located at 1310 South Service Road, designated Medium Density Residential 2 and identified as Site Specific Policy - Area O on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan, the following policies shall apply:

- a) Notwithstanding Policy B.7.4.4.6 b) of Volume 2, the residential density shall be greater than 60 units per net hectare and not exceed 310 dwelling units per net hectare;
- b) The implementing Zoning By-law shall set out the appropriate building height transitions and step backs from adjacent streets and existing residential uses within the adjacent lands designated Neighbourhoods.
- c) Notwithstanding Policy B.7.4.4.6 c) of Volume 2, the following maximum building heights shall apply:
 - i) for Block 1 the maximum building height shall be 12 storeys;
 - ii) for Block 2 the maximum building height shall be 10 storeys; and,
 - iii) for Block 3 the maximum building height shall be 8 storeys



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.

7.5 Nash Neighbourhood

The Nash Neighbourhood Secondary Plan area is bounded by Felker's Creek on the west, the Niagara Escarpment on the north, Upper Centennial Parkway on the east and Mud Street on the south. The Nash Neighbourhood Secondary Plan establishes land uses, basic transportation network, community facilities, infrastructure requirements and development standards to guide the *development* and/or *redevelopment* of lands located in the Nash Neighbourhood. These policies along with the policies of Volume 1 provide guidance and direction for the protection of the neighbourhood's natural areas and environmental resources.

Section B.7.5 and Map B.7.5-1 – Nash Neighbourhood – Land Use Plan constitute the Nash Neighbourhood Secondary Plan.

7.5.1 Principles

Development of the Nash Neighbourhood shall be based on the following principles:

- a) Provision of safe, continuous public access throughout the neighbourhood and between adjacent neighbourhoods;
- b) Creation of a more balanced multi-modal transportation system which facilitates public transit, cycling, and walking modes in addition to automobiles;
- c) Development of community structure based on a modified grid pattern of streets to maximize connectivity and permeability while respecting the natural topography of the land;
- d) Development of a "Gateway Road" along First Road West, north of Green Mountain Road that will reinforce the unique character of this community. This road should integrate both recreational trails for pedestrians as well as bicycles into the transportation framework of the community;
- e) Integration of new parks and open spaces with existing natural open spaces to provide new passive recreation resources and destinations and to establish linkages creating an interconnected system of parks and open space;
- f) Identification, protection, conservation and wise management of the tangible and intangible cultural heritage resources of the City of Hamilton for present and future generations. Where feasible, natural heritage elements that remain on site shall be considered for integration into the Nash Neighbourhood community;
- g) Enhancement of the physical and visual connections to the Niagara Escarpment and Environmentally Significant Areas through the layout and design of the community including placement of parks/open space areas and the creation of streetscapes that create and protect views;
- h) Rehabilitation of the former Quarry sites located east and west of First Road West, north of Mud Street for future recreational development; and

- i) Provision of a mixture of land uses, including a full range and mix of housing types. All built forms shall be designed at a human scale and the neighbourhood shall include a variety of streets and streetscapes that are appropriate to adjacent land use activities.

7.5.2 Objectives

Objectives provide the framework for the planning and development of the Secondary Plan Area by both the public and private sectors. The objectives shall be implemented by the mechanisms set out in this Secondary Plan and the Official Plan.

a) Land Use:

- i) Ensure the Neighbourhood is developed with a compact urban form at an appropriate scale that is pedestrian-oriented and fosters community interaction.
- ii) Promote *development* at densities suitable to support the public transit network.
- iii) Create a sense of identity and continuity through design.
- iv) Encourage energy conservation through community and site planning and urban design.
- v) Conserve the built heritage including buildings and structures.
- vi) Ensure the development of an attractive, compact, safe and pedestrian oriented urban environment, including a high quality of design for public parks and open spaces, appropriate streetscape standards, the development of attractive buildings and appropriate relationship between buildings and streets, parks and other public spaces, and compatibility between areas of different land use or development intensity.

b) Residential Development:

- i) Create a residential community with a safe, healthy and functional environment that can accommodate approximately 9,600 people (based on about 3,600 dwelling units).
- ii) Ensure that opportunities for a full range and mix of low, medium and high density housing are provided within the Neighbourhood.

c) Major Institutional Development:

- i) Accommodate facilities for public use including health and community uses.
- ii) Integrate institutional uses with the residential community.

d) Open Space and Environmental Features:

- i) Establish a network of connected open space accessible to all residents with natural and cultural features integrated into open space areas and providing a strong link to the open space

associated with the Niagara Escarpment and Environmentally Significant Areas.

- ii) Create open spaces with a clear function and relationship to the Community.
 - iii) Ensure the preservation and enhancement of significant environmental features, including the Niagara Escarpment, Environmentally Significant Areas, and the valley lands associated with Felker's Creek.
 - iv) Promote community health through a system of non-vehicular trail connections through the new community with linkages to surrounding lands.
 - v) Provide opportunities for recreation where they do not impact natural heritage features.
 - vi) Conserve the natural beauty and distinctive character of the Niagara Escarpment landscape.
- e) Transportation:
- i) Develop a land use pattern and transportation system that supports vehicular traffic, transit, cyclists and pedestrians.
 - ii) Achieve a street network that is laid out in a modified grid pattern that maximizes connectivity to and within the neighbourhood so that there are alternate vehicular and pedestrian routes to most destinations.
 - iii) Design streets at a pedestrian scale that are attractive public spaces while still serving vehicular traffic functions.
 - iv) Ensure that all new *development* is designed to facilitate efficient and effective public transportation operations.
- f) Heritage:
- i) Identify and protect historically or architecturally significant buildings.
 - ii) Ensure appropriate managements, conservation, mitigation or preservation of archaeological resources.
- g) Services:
- i) Ensure that all new development occurs on the basis of full urban water and sanitary sewer facilities.
 - ii) Design and implement a stormwater management system that is integrated with the open space system and which mitigates impacts on the natural environment.
 - iii) Ensure that the necessary infrastructure and services are in place to facilitate the timely and orderly *development* of the community.

h) Finance:

- i) Ensure the costs of services and facilities required to permit and support the development of the community are financed in accordance with the ability of the municipality and the landowners to pay, the provisions of the Development Charges Act, and, the Development Charges by-law adopted by the City.

7.5.3 Land Use Policies

The policies in the following sections address land uses and other matters common to all parts of the Nash Neighbourhood study area and are intended to ensure all future planning and development in the area addresses issues and opportunities best viewed from a city-wide perspective.

General Policies

7.5.3.1 Map B.7.5-1 – Nash Neighbourhood – Land Use Plan shows the land use designations for the entire Nash Neighbourhood.

7.5.3.2 *Development* within the Nash Neighbourhood shall provide a mix of housing opportunities in terms of lot size, unit size, style and tenure that are suitable for different age levels, income groups, lifestyles, and household structures.

7.5.3.3 In an effort to make best use of lands currently located within the City's *urban boundary*, medium densities shall be encouraged throughout this neighbourhood. These densities can be achieved through the provision of smaller lots in interior locations and higher density developments located at external locations within the neighbourhood.

7.5.4 Residential Designations

7.5.4.1 In addition to Section E.3.4 – Low Density Residential of Volume 1, the following policies shall apply to lands designated Low Density Residential 2 and 2h on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan:

a) Low Density Residential 2 Designation:

- i) Single detached, semi-detached, duplex and street townhouses shall be permitted.
- ii) Notwithstanding Policy E.3.4.4 of Volume 1, the density of development shall range from 20 to 35 units per net residential hectare.
- iii) The maximum height of dwelling units shall be no more than three storeys.
- iv) Other forms of low density housing may be considered where neighbourhood *compatibility* can be demonstrated to the satisfaction of the City. Their appropriateness shall be evaluated in terms of protection of natural vegetation, lot frontages and areas, building height, coverage, mass, setbacks, and privacy.
- v) The location of Low Density Residential 2 is in the interior of residential neighbourhoods adjacent to local and/or collector roads.

b) Low Density Residential 2h Designation:

- i) Notwithstanding Policy E.3.4.3 of Volume 1, *multiple dwellings* such as street and block townhouses, duplexes, triplexes and quadraplexes shall be permitted.
- ii) Notwithstanding Policy E.3.4.4 of Volume 1, the density shall be in the range of 30 to 49 units per net residential hectare.
- iii) The maximum height of dwelling units shall be three storeys.
- iv) A limited number of detached and semi-detached dwellings may be permitted, provided the density falls within the range specified in Policy B.7.5.4.1 b) ii).
- v) Notwithstanding Policy E.3.4.1 of Volume 1, the location of lands designated Low Density Residential 2h shall generally be at the periphery of residential neighbourhoods adjacent to or close to arterial and/or collector roads.

7.5.4.2 In addition to Section E.3.5 – Medium Density Residential of Volume 1, the following policies shall apply to lands designated Medium Density Residential 2 and Medium Density Residential 3 as shown on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan:

a) Medium Density Residential 2 Designation:

- i) *Multiple dwellings* such as street and block townhouses, duplexes, triplexes and quadraplexes shall be permitted.
- ii) Notwithstanding Policy E.3.5.7 of Volume 1, the density of development shall be in the range of 30 to 49 units per net residential hectare.
- iii) Notwithstanding Policy E.3.5.8 of Volume 1, the maximum height of dwelling units shall be three storeys.
- iv) A limited number of detached and semi-detached dwellings may be permitted, provided the density falls within the range specified Policy B.7.5.4.2 a) ii).
- v) The location of Medium Density Residential 2 designated lands shall generally be at the periphery of residential neighbourhoods adjacent to or close to arterial and/or collector roads.
- vi) Individual driveways shall not be permitted to directly access the public street. Individual vehicular access shall be provided by either a private lane parallel to the public road in front of the buildings separated from the public street by an enhanced continuous landscape strip or, by a private lane behind the buildings.
- vii) Buildings shall be located as close to the street as possible while still allowing for front porches, stairs and a small landscaped area; or other appropriate methods that would achieve the desired effect would also be considered.

- b) Medium Density Residential 3 Designation:
 - i) Notwithstanding Policies E.3.5.3 and E.3.5.8 of Volume 1, apartment buildings and street and block townhouses shall be permitted providing that heights do not exceed eight storeys. (OPA 109)
 - ii) Notwithstanding Policy 3.5.7 of Volume 1, the density of development shall be in the range of 50 to 99 units per net residential hectare.
 - iii) The location of Medium Density Residential 3 is intended to be adjacent to or in close proximity to collector roads, community park facilities and open space areas.

7.5.5 Commercial Designations

The Commercial areas for the Nash Neighbourhood Secondary Plan Area are designated Local Commercial and Arterial Commercial on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan.

7.5.5.1 Local Commercial Designation

In addition to Section E.3.8 – Local Commercial of Volume 1, the following policies shall apply to lands designated Local Commercial on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan:

- a) The maximum height of buildings shall be three storeys.
- b) Notwithstanding Policy E.3.8.3 of Volume 1, auto-oriented commercial uses, such as drive-through establishments, gas stations and auto repair garages shall not be permitted.
- c) Adequate off-street parking shall be provided.
- d) Notwithstanding Policies E.3.8.6 and E.3.8.7 b) of Volume 1, the maximum gross floor area of any individual commercial establishment shall be 500 square metres and the maximum gross floor areas of any grouping of local commercial uses shall be 1500 square metres.

7.5.5.2 Arterial Commercial Designation

Section E.4.8 – Arterial Commercial Designation of Volume 1 shall apply to lands designated Arterial Commercial on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan.

7.5.6 Parks and Open Space Designations

7.5.6.1 The policies of Section B.3.5.3 – Parkland Policies, Section C.2.0 – Natural Heritage System, and Section C.3.3 – Open Space Designations of Volume 1, shall apply to lands designated General Open Space, Neighbourhood Parks, City-Wide Parks and Natural Open Space on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan. (OPA 109)

7.5.6.2 The open space system for the Nash Neighbourhood includes the following designations and components designated on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan: (OPA 109)

- a) General Open Space;

- b) Neighbourhood Parks;
- c) City-Wide Parks;
- d) The Niagara Escarpment;
- e) Natural Open Space;
- f) hedgerow features; and,
- g) trails.

7.5.6.3 Multi-purpose trails shall be established in the linked open space system pursuant to the approved Hamilton Trails Master Plan and identified on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan. Every effort shall be made to connect new trails to existing and planned trails within and around the neighbourhood. The trails shall be established through plans of subdivision and development agreements.

7.5.6.4 The former Taro Quarry West lands designated Open Space located west of First Road West, between Mud Street West and the Heritage Green City-Wide Park and east of the unopened road allowance are ultimately intended for open space and/or recreational use and may include a golf course. (OPA 109)

7.5.6.5 No *development*, except infrastructure works, utilities and a low impact trail network (subject to confirmation that the works are suitable by an Environment Impact Statement), shall be permitted on lands designated Natural Open Space.

7.5.6.7 Prior to any lands being considered for *development* within 100 metres of lands designated Natural Open Space on Map B.7.5-1 - Nash Neighbourhood - Land Use Plan, an Environmental Impact Statement shall be undertaken by the proponent and approved by the City and the Hamilton Conservation Authority to determine the appropriate setbacks from the Core Area.

7.5.6.8 Any *development* must address the retention of Core Areas and other wooded areas included within the Natural Open Space designation identified on Map B.7.5-1 - Nash Neighbourhood - Land Use Plan as follows:

- a) Wooded areas, including existing "hedgerows" should be maintained, enhanced, and incorporated into the overall design of the neighbourhood where possible. The delineation of the hedgerows shall be identified as part of a development application. Hedgerows are not intended to only be identified by existing mature tree species but shall also include other vegetation which establishes this area as a hedgerow. (A hedgerow can be defined as a narrow linear strip of trees that defines a laneway or a boundary between fields).
- b) A minimum 10 metre wide planted buffer from identified Environmentally Significant Areas shall be included as part of these natural areas and included as part of the open space system.
- c) A 30 metre wide open space area adjacent to the brow of the Niagara Escarpment Natural Area shall be established. Included in this open space shall be a public trail and may include a portion of a single loaded scenic

road to promote public access, views and an open space link. The scenic road shall be located no closer than 15 metres to the brow of the Escarpment. The final location of this road shall be established as part of the processing of a plan of subdivision to the satisfaction of the City and the Niagara Escarpment Commission.

- 7.5.6.9 Development proposals for land within 150 metres of the Niagara Escarpment shall have a maximum height of no more than two storeys. Prior to the approval of a draft plan of subdivision and/or zoning by-law, a visual analysis shall be required to determine the maximum building height and minimum setbacks to ensure that no component of the building mass is visible above the skyline of the Niagara Escarpment from below the Escarpment brow (edge). The visual analysis must be to the satisfaction of the City and the Niagara Escarpment Commission. (Note: the skyline includes the escarpment brow – the uppermost point of the escarpment slope or face, and the tree line. Buildings should not be visible through trees above the brow, the most obvious break in slope associated with underlying bedrock).
- 7.5.6.10 Felkers Creek is identified in the Davis Creek Subwatershed Study as a watercourse in need of rehabilitation using natural channel design. The lands east of the Felkers Channel, north of Mud Street, is also identified as having medium and low constraint with regards to terrestrial constraints, and is a Tertiary Linkage for terrestrial resources. A minimum 35 metre open space buffer adjacent to Felkers Creek as identified on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan shall be required to facilitate creek restoration works and terrestrial rehabilitation.

7.5.7 Institutional Designation

- 7.5.7.1 In addition to the policies of Volume 1, the following policies shall apply to lands designated Institutional on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan:
- a) Notwithstanding Policy E.6.2.2 – Permitted Uses and Policy E.6.2.6 of Volume 1, the intended use of lands designated Institutional on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan shall be for schools and *ancillary* uses and facilities normally accessory to schools. Should these lands not be required for schools then the lands may be developed for Medium Density Residential and/or Park purposes without further amendment to the Official Plan.

7.5.8 Utility Designation and Utility Policies

- 7.5.8.1 Section C.3.4 – Utility Designation of Volume 1 shall apply to lands designated Utility on Map B.7.1-1 – Nash Neighbourhood – Land Use Plan.
- 7.5.8.2 Utility services shall be permitted in all land use designations, except Open Space, and Environmentally Significant Areas, Hazard Lands or Escarpment Natural Area designations where exceptions shall only be permitted in limited circumstances where deemed necessary by the City and subject to detailed engineering designs to be approved by the City.
- 7.5.8.3 Prior to approval of development within the Nash Neighbourhood Secondary Plan area, all interested utilities and telecommunications providers shall confirm if services can be provided to support the proposed *development*, and shall determine appropriate locations for large utility equipment or utility cluster sites, and that they can be phased in a way that is cost effective and efficient.

7.5.8.4 In addition to Sections B.3.3.6 – Urban Services and Utilities and C.3.4 - Utility Designation of Volume 1, public and private utilities shall be, where possible:

- a) installed within public road allowances or within appropriate easements;
- b) clustered or grouped to minimize visual impact; and,
- c) located within an initial common trench to avoid unnecessary over digging and disruption of municipal rights-of-way.

7.5.8.5 Consideration shall be given to the location of utilities within public rights-of-way as well as on private property.

7.5.9 Urban Design Policies

This Secondary Plan incorporates a number of design considerations to take advantage of the unique natural setting and features of the area, to encourage the creation of a distinct community identity, and to promote walking, transit use and connectivity through the development of a safe and attractive pedestrian realm throughout the neighbourhood.

7.5.9.1 In addition to Sections B.3.3 – Urban Design and E.3.7 – Residential Greenfield Design of Volume 1, Policy B.7.5.9.2 through Policy B.7.5.9.6 shall apply to *development* of the Nash Neighbourhood.

7.5.9.2 Streetscape and Built Form

- a) Wherever possible the presence of garages on the public street shall be minimized by:
 - i) setting them back from the front façade or locating them flush with the front façade of the building;
 - ii) locating them at the rear or side of the building by a private lane or driveway;
 - iii) minimizing the width of the garage by creating deeper garages to accommodate storage; and,
 - iv) incorporating varied roof lines, architectural details and porches to emphasize the pedestrian entrance to the building while minimizing the presence of the garage.
- b) Architectural variation shall be encouraged through the incorporation of varied roof lines, materials and colours in each building and from building to building.
- c) Variation in the number of storeys, porch designs, architecture style and building type from building to building shall be encouraged.
- d) Continuous rows of building façades shall be discouraged.
- e) Long straight streets shall incorporate appropriate methods that may include landscaped traffic circles and/or medians in order to provide pleasant vistas and traffic calming along the length of the street.

- f) Buildings on corner sites shall be encouraged to have façades with architectural details and windows facing both streets.
- g) The layout of streets, configuration of lots and the sighting of buildings shall ensure that:
 - i) there is no reverse lotting adjacent to streets unless otherwise approved by the City;
 - ii) there is generally unobstructed road frontage adjacent to public open spaces;
 - iii) streets and open spaces have an appropriate degree of continuity and enclosure, and opportunities are provided for the creation of views both within the community and to adjacent natural heritage and rural areas;
 - iv) service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;
 - v) pedestrian ease of access and enjoyment of public streets and other outdoor spaces is encouraged; and,
 - vi) the safety and security for all persons in public places including streets, parks and amenity areas are promoted through the design and sighting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance.
- h) The design, location and orientation of public and institutional buildings shall be developed in a way that will enhance and promote their landmark status and physical contribution to the neighbourhood.

7.5.9.3 In areas designated Local Commercial on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan, the following policies shall apply:

- a) Buildings shall be located close to the street at grade, with main entrances on a street, with barrier free access at street level;
- b) Principal entrances shall face the public street or an exterior space directly adjacent and visible from the public street;
- c) In order to maintain unimpeded views of the building façade and to enhance a pedestrian oriented environment, parking on corner sites, will be encouraged to locate in the rear yard away from the street;
- d) All facades facing a public street shall have window openings directly onto the street; and,
- e) Loading, service and garbage areas shall be screened with enhanced landscaping and fencing constructed and designed to be in keeping with the design of the building.

7.5.9.4 Pedestrian Environment

To encourage connectivity and a safe pedestrian friendly environment, the following elements shall be provided:

- a) continuous public pedestrian access to the edge of the escarpment;
- b) single loaded scenic streets open to the escarpment lands to the north, where possible;
- c) open space connections shall be provided for pedestrian access from public streets to trails within other Natural Open Space Areas and other open spaces; and,
- d) a local road with wide sidewalks and continuous street trees from Green Mountain Road north to the neighbourhood park at the north edge of the neighbourhood to create a primary pedestrian route through the site to the escarpment.

7.5.9.5 Gateways

- a) To promote and enhance community identity, two Gateways shall be provided in the following locations:
 - i) First Road West, at or north of the intersection with Green Mountain Road; and,
 - ii) the existing or realigned Green Mountain Road West, West of the intersection with Upper Centennial Parkway.
- b) Gateways shall be designed to express the distinct character of the neighbourhood and signal entrance into a pedestrian-friendly area. They shall incorporate enhanced landscaping which may include a central landscape median and/or architectural feature.

7.5.9.6 Views and Vistas

- a) Where possible, views from the escarpment edge shall be maintained, enhanced and be accessible to the public.
- b) Where appropriate, north/south streets shall be oriented and terminated in such a way as to provide visual connections to the escarpment lands.

7.5.10 Transportation Policies

7.5.10.1 Collector Roads shall be designed to include sidewalks on both sides of the road and bike lanes. On street parking may be required.

7.5.10.2 The location of on-street parking and on-street bicycle facilities shall be included within collector road right-of-ways as determined by City staff.

7.5.10.3 Traffic control roundabouts shall be considered at the following intersections and the required road allowance shall be dedicated by the subdivider at the draft plan of subdivision stage:

- a) Green Mountain Road and First Road West; and, Green Mountain Road and the two intersecting north-south roads;

- b) First Road West and the proposed east-west collector road;
- c) First Road West and the sports park access; and
- d) the west end of the proposed east-west collector road.

7.5.10.4 Appropriate sidewalk and pedestrian enhancement features shall be incorporated into the collector roadway system at locations determined by the City of Hamilton and constructed to the satisfaction of the City.

7.5.10.5 Where traffic calming features are proposed, the planned right-of-way widths may be adjusted to accommodate the traffic calming feature.

7.5.10.6 Local roads shall be designed within a 20 metre right-of-way width. Smaller right of way widths may be considered subject to the approval of the City.

7.5.10.7 New *development* shall support the use of public transit by creating a comfortable pedestrian environment.

7.5.10.8 The City shall provide convenient public transit to development in the Nash Neighbourhood. It is the City's goal to ensure most dwelling units in the area are within 400 metres walking distance of a transit stop, where permitted by the built pedestrian environment.

7.5.10.9 Public transit shall be accommodated on the primary collector roads. Additional pedestrian walkways may be established to minimize walking distances to existing and potential transit routes. The location and design of pedestrian walkways shall be determined through the draft plan of subdivision approval process.

7.5.10.10 The vertical alignment of Green Mountain Road creates areas of reduced visibility. Road reconstruction to upgrade to an urban cross section and reduce the vertical curvature may be required prior to providing access to adjacent lands and construction of intersecting north south roadways.

7.5.10.11 If the southerly re-alignment of Green Mountain Road does not proceed in a timely matter due to land or other constraints, a temporary traffic signal may be required or other means of traffic control from the Nash Neighbourhood such as medians or diverts to prohibit left turns from Green Mountain Road to Upper Centennial Parkway.

7.5.10.12 First Road West shall ultimately be realigned easterly to align with a future road south of Mud Street. The ultimate realignment of this road and the resulting closure of First Road West at Mud Street will be resolved through a Class Environmental Assessment process to the satisfaction of the City in accordance with Section B.7.5.13.

7.5.10.13 Where required, the Municipal Class Environmental Assessment (Class EA) process shall be completed for traffic calming projects prior to development, to the satisfaction of the City of Hamilton. The Class EA process may be integrated with the Planning Act, R.S.O., 1990 c. P.13 application approval process.

7.5.11 Environment Policies

- 7.5.11.1 Design and construction of new development and redevelopment shall incorporate best practices and appropriate building technology to minimize energy consumption, conserve water, reduce waste and improve air quality.
- 7.5.11.2 Any plans of subdivision or other development applications in the Nash Neighbourhood shall be accompanied by a noise and vibration report identifying possible effects of the quarrying operation and mitigating measures, if any, which are necessary until the ongoing quarrying operation located west of Upper Centennial Parkway and south of Green Mountain Road ceases.
- 7.5.11.3 *Development* proposals for residential or institutional uses located within 500 metres of the Taro East Quarry/Landfill site and former Taro West Quarry/Landfill site may be required to submit studies demonstrating that there are no adverse effects on the development or that the effects can be mitigated. Said studies may include but not be limited to hydrogeology, traffic, air quality, noise, etc. subject to the requirements of the City.

7.5.12 Infrastructure Policies

- 7.5.12.1 Where applicable, the Lake based Water/Waste Water Master Plan being completed through the integrated Municipal Class Environmental Assessment (Class EA) process, must be completed to the satisfaction of the City, for municipal infrastructure prior to any *development* of lands within the Nash Neighbourhood Secondary Plan area.
- 7.5.12.2 Easements shall to be dedicated, as required, to the City to facilitate trunk works required to provide adequate services for the neighbourhood. This may affect road widths to accommodate future servicing.
- 7.5.12.3 Temporary servicing, where appropriate, may be permitted for interim phasing of the neighbourhood, subject to confirmation of available capacities through engineering studies, all to the satisfaction of the City.
- 7.5.12.4 All *development* shall proceed on the basis of full municipal services to and from the municipal distribution system.
- 7.5.12.5 Storm water management ponds shall be set back a minimum distance of 7 metres from the Escarpment Natural Area as defined in the Niagara Escarpment Plan, or escarpment brow whichever is the greater.
- 7.5.12.6 All storm water management reports shall be in conformity with the applicable storm water management studies, including the final Davis Creek Subwatershed Plan, the Stoney Creek Stormwater Quality Master Plan and/or the City's Master Stormwater Management Plan.
- 7.5.12.7 The final design configuration and landscaping details of storm water management ponds shall be undertaken through the draft plan of subdivision process or Class Environmental Assessment process.
- 7.5.12.8 Native vegetation should be used within and adjacent to the ponds to incorporate a natural design which reflects the surrounding area. A storm water report will be required as part of the plan of subdivision application. This plan shall be reviewed by the appropriate agencies including but not limited to the

City, the Hamilton Conservation Authority and the Niagara Escarpment Commission.

7.5.12.9 Approval of a storm water management report shall be required as part of the plan of subdivision approval process.

7.5.13 Implementation

7.5.13.1 Prior to any *development* occurring within the Nash Neighbourhood, a traffic study shall be required, to the satisfaction of the City, to determine the adequacy of the following intersections and roads to accommodate the ultimate development proposed within the Nash Neighbourhood and assess the potential roundabouts and other traffic calming measures within the Nash Neighbourhood:

- a) the intersection of Mud Street West and First Road West;
- b) the intersection of Upper Centennial Parkway and Green Mountain Road;
- c) First Road West; and,
- d) Green Mountain Road.

7.5.13.2 New municipal roads may be subject to the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment. All Class EA requirements must be fulfilled prior to development approval by Hamilton City Council.

7.5.13.3 The Taro East Quarry/Landfill is identified as Site Specific Policy - Area B on Map B.7.5-1 - Nash Neighbourhood - Land Use Plan. Full implementation of the Nash Secondary Plan required the determination and resolution of the alignment of:

- a) First Road West, north of Mud Street and the proposed closure of First Road West at Mud Street West; and,
- b) Green Mountain Road at Centennial Parkway and the proposed closure of Green Mountain Road at Centennial Parkway.
- c) The City of Hamilton shall undertake a Municipal Class EA to determine the feasibility of and requirements for the proposed realignment of the above noted intersections as part of the Upper Centennial Corridor Master Plan.

7.5.13.4 Lands intended for residential use within 160 metres of the working licensed limits of an active quarry or the limits of a former quarry under rehabilitation shall be placed in a Holding Zone in accordance with Section F.1.8 – Holding By-laws. The Holding Zone will not be removed for those lands immediately adjacent to the quarry properties, until such time as the completion of mining and the completion of rehabilitation on quarry lands immediately adjacent to the Residential Holding Zone.

7.5.14 Area and Site Specific Policies

Site Specific Policy – Area A

7.5.14.1 For lands shown as Site Specific Policy – Area A on Map B.7.5-1 – Nash Neighbourhood - Land Use Plan, the following policies shall apply:

- a) Site Specific Policy – Area A is currently used for a telecommunication tower and antenna. These existing uses are recognized and permitted until *redevelopment* of the land occurs.
- b) Lands in Site Specific Policy - Area A are intended to be redeveloped for low and medium density residential, open space and storm water management purposes. Development for these uses can occur without further amendment to this Plan.

Site Specific Policy – Area B

7.5.14.2 For Lands shown as Site Specific Policy - Area B on Map B.7.5-1 – Nash Neighbourhood - Land Use Plan, the following policies shall apply:

- a) In addition to the uses permitted in Section C.3.3 - Open Space Designation and Policy E.5.3.6 of Volume 1, the existing waste disposal facility shall be permitted in Site Specific Policy - Area B.
- b) Site Specific Policy - Area B is ultimately intended for open space and/or recreational uses and may include a golf course. However, these lands may be used for landfill and quarry operations in accordance with the Terms and Conditions of the Agreement among the Corporation of the former City of Stoney Creek, Taro Aggregates Ltd. and Philip Environmental Inc. dated February, 1997; the Provisional Certificate of Approval for a Waste Disposal Title No. A181008 dated September 6, 1996; and Notice of Approval to proceed with the undertaking under Section 14 of the Environmental Assessment Act dated July 15, 1996; the existing licence to extract mineral aggregate resource issued under the Aggregate Resources Act and any amendments to the aforementioned documents.
- c) Final closure of this site, and the after-use of this site for recreational and open space uses, such as a golf course, will require the approval of the Minister of Environment pursuant to the provisions of the Environmental Protection Act, as amended, and surrender of the Aggregate Resources Act licence.
- d) Recreational and open space uses, when approved by the Minister of Environment, can occur without amendment to this Plan subject to the surrender of the Aggregate Resources Act licence and any necessary Site Plan and Development Agreements being approved by the City.

Site Specific Policy – Area C

7.5.14.3 For lands shown as Site Specific Policy - Area C on Map B.7.5-1 – Nash Neighbourhood - Land Use Plan, the following policies shall apply:

- a) Site Specific Policy - Area C is currently used for an “earth station” (satellite dishes and associated equipment) regulated and licensed by Industry Canada and subject to Health Canada’s Safety Code 6 guidelines. This existing use shall be permitted, subject to compliance with the noted Federal Regulations, as amended, until *redevelopment* of the property occurs.
- b) These lands are intended to be redeveloped for low and medium density residential purposes. Development for these uses can occur without further amendment to this Plan.

Site Specific Policy – Area D

7.5.14.4 For lands shown as Site Specific Policy - Area D on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan, the following policies shall apply:

- a) The development of lands designated Low Density Residential 2h and Medium Density Residential 2 shall be subject to the following site specific provisions:
 - i) Future development approval shall provide for full municipal servicing connection and vehicular access to the Low Density Residential 2h lands east of the flood plain;
 - ii) The location of such connection and access shall be to the satisfaction of the Hamilton Conservation Authority and the City of Hamilton; and
 - iii) The said vehicular access shall be aligned with the crossing of the flood plain approved by the Hamilton Conservation Authority.

Site Specific Policy – Area E

7.5.14.5 For lands shown as Site Specific Policy - Area E on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan, the following policies shall apply:

- b) In addition to the uses permitted in Section E.4.8 of Volume 1, District Commercial uses shall also be permitted in accordance with Policy E.4.7 of Volume 1.

Site Specific Policy – Area F

7.5.14.6 For lands shown as Site Specific Policy - Area F on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan, the following policies shall apply:

- a) In addition to the uses permitted in Section E.4.8 of Volume 1, District Commercial uses specified in Policy E.4.7.2 shall also be permitted.
- b) In addition to a) above, libraries shall be permitted.
- c) Notwithstanding Volume 1, Policy E.4.8.2 c), theatres shall be permitted.
- d) The provisions of Volume 1, Section E.4.7 shall apply to District Commercial uses.
- e) Volume 1, Policy E.4.7.2 b) shall not apply.

Site Specific Policy – Area G (OPA 82)

7.5.14.7 Notwithstanding Policy B.7.5.4.2 a) vi), for the lands located at 440 First Road West, designated Medium Density Residential 2, and identified as Site Specific Policy – Area “G” on Map B.7.5-1 – Nash Neighbourhood Secondary Plan – Land Use Plan, individual driveways for street townhouse dwellings may be permitted to directly access Bedrock Drive.

7.6 West Mountain Area (Heritage Green) Secondary Plan

The West Mountain Area (Heritage Green) Secondary Plan area is generally bounded by Felkers Creek, Mud Street, Upper Centennial Parkway, Rymal Road, east of the Trinity West Secondary Plan Boundary, north of Highland Road, west of Upper Red Hill Valley Parkway to north of the interchange of Mud Street and the Redhill Expressway, west of the existing Upper Mount Albion Road, to the Niagara Escarpment. The boundary is shown on Map B.7.6-1 – West Mountain Area (Heritage Green) – Land Use Plan. (OPA 142)

Section B.7.6 and Map B.7.6-1- West Mountain Area (Heritage Green) – Land Use Plan constitute the West Mountain Area (Heritage Green) Secondary Plan.

7.6.1 General Policies

- 7.6.1.1 Residential development shall be permitted only when full urban services are available.
- 7.6.1.2 Lands intended for residential use within 160 metres of the working licensed limits of an active quarry or the limits of a former quarry under rehabilitation shall be placed in a Holding Zone in accordance with Section F.1.8 – Holding By-laws, of Volume 1. The Holding Zone shall not be removed for those lands immediately adjacent to the quarry properties, until such time as the completion of mining and the completion of rehabilitation on quarry lands immediately adjacent to the Residential Holding Zone.
- 7.6.1.3 Proponents of development proposals for residential and other *sensitive land* uses located within 500 metres of the Taro East Quarry/Landfill site and former Taro West Quarry/Landfill site shall be required to submit studies demonstrating there are no adverse effects on the development or that the effects can be mitigated. These studies may include, but not be limited to, ground and surface water, leachate migrating onto the subject lands, traffic, air quality, noise, soil contamination and hazardous waste and landfill generated gases, subject to the requirements of the City.

7.6.2 Residential Designations

- 7.6.2.1 The residential areas for West Mountain (Heritage Green) Secondary Plan area are designated Low Density Residential 2b, Low Density Residential 3c, Medium Density Residential 3, and High Density Residential 1 on Map B.7.6-2 – West Mountain Area (Heritage Green) – Land Use Plan. (OPA 85)
- 7.6.2.2 Notwithstanding Section E.3.4 – Low Density Residential of Volume 1, the following policies shall apply to the lands designated Low Density Residential 2b and Low Density Residential 3c on Map B.7.6-1 – West Mountain Area (Heritage Green) – Land Use Plan:
 - a) Low Density Residential 2b designation:
 - i) the permitted uses shall include single detached dwellings, duplex and semi-detached dwellings; and,
 - ii) the density shall not exceed 29 units per net residential hectare.

- b) Low Density Residential 3c designation:
 - i) the permitted uses shall include townhouse dwellings and low rise apartments; and,
 - ii) the density shall be approximately 30 to 49 units per net residential hectare.

7.6.2.3 Notwithstanding Section E.3.5 – Medium Density Residential of Volume 1, the following policies shall apply to the Medium Density Residential 3 designation identified on Map B.7.6-1 - West Mountain Area (Heritage Green) - Land Use Plan:

- a) the permitted uses shall include apartments not exceeding nine stories in height; and,
- b) the density shall be approximately 50 to 99 units per net hectare.

7.6.2.4 Section E.3.6 – High Density Residential of Volume 1 shall apply to lands designated High Density Residential 1 on Map B.7.6-1 – West Mountain (Heritage Green) – Land Use Plan. (OPA 85)

7.6.3 Commercial Designations

7.6.3.1 The commercial areas for the West Mountain (Heritage Green) Secondary Plan area are designated Local Commercial, District Commercial, Arterial Commercial and Mixed Use – Medium Density on Map B.7.6-1 – West Mountain (Heritage Green) – Land Use Plan. (OPA 142)

7.6.3.2 Local Commercial Designation

- a) Sections E.3.8 – Local Commercial of Volume 1 shall apply to lands designated Local Commercial on Map 7.6-1 – West Mountain Area (Heritage Green) – Land Use Plan. (OPA 64)
- b) Notwithstanding Section E.3.8.6 – Local Commercial of Volume 1, the maximum gross floor area of any individual commercial establishment shall be 500 square metres and the maximum gross floor areas of any grouping of local commercial uses shall be 1500 square metres.

7.6.3.3 District Commercial Designation (OPA 142)

Section E.4.7 – District Commercial Designation of Volume 1 shall apply to the lands designated District Commercial on Map B.7.6-1 – West Mountain (Heritage Green) Secondary Plan – Land Use Plan.

7.6.3.4 Arterial Commercial Designation

- a) Sections E.4.8 – Arterial Commercial of Volume 1 shall apply to lands designated Arterial Commercial on Map 7.6-1 – West Mountain Area (Heritage Green) – Land Use Plan.
- b) In addition to the uses permitted in Section E.4.8 – Arterial Commercial Area of Volume 1, small scale local institutional uses shall also be permitted on lands designated Arterial Commercial on Map B.7.6-1 – West Mountain Area (Heritage Green) – Land Use Plan.

- c) An 15 metre open space landscaped buffer between future commercial uses and future adjacent residential uses shall be provided on the westerly boundary of the lands designated for commercial use along the west side of Upper Centennial Parkway between Mud Street and Highland Road within the Felker East Neighbourhood.

7.6.3.5 Mixed Use – Medium Density Designation

- a) Sections E.4.6 – Mixed Use – Medium Density Designation of Volume 1 shall apply to lands designated Mixed Use Medium Density, on Map 7.6-1 – West Mountain Area (Heritage Green) – Land Use Plan.

7.6.4 Business Park Designation

Section E.5.4 – Business Park Designation of Volume 1 shall apply to lands designated Business Park on Map B.7.6-1 – West Mountain (Heritage Green) – Land Use Plan.

7.6.5 Parks and Open Space Designations and Policies

7.6.5.1 The policies of Section B.3.5.3 – Parkland Policies, Section C.2.0 – Natural Heritage System, and Section C.3.3 – Open Space Designations of Volume 1, apply to lands designated General Open Space, Natural Open Space, City Wide Park, Community Park, and Neighbourhood Park on Map B.7.6-1 – West Mountain (Heritage Green) – Land Use Plan.

7.6.5.2 The open space system for the West Mountain (Heritage Green) Secondary Plan area includes the following designations and components designated on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan:

- a) General Open Space;
- b) Natural Open Space;
- c) City Wide Park;
- d) Community Park;
- e) Neighbourhood Park; and,
- f) Off street bikeway/walkway.

7.6.5.3 It is the intent of this Secondary Plan to provide an integrated open space system which incorporates and links significant natural amenities in the area, such as Felker's Falls, Niagara Escarpment, woodlots and active parks.

7.6.5.4 In open space areas not used for park purposes, wooded and open areas shall generally be maintained in a natural state except for areas where active recreation facilities are provided.

7.6.5.5 In the review of development proposals, every attempt shall be made to integrate public open space linkages with adjacent multiple-family residential development and institutional uses in order to enhance the use of such linkages.

7.6.6 Institutional Designation (OPA 142)

7.6.6.1 Sections B.3.5 – Community Facilities/Services Policies, E.3.10 – Community Facilities/Services, and E.6.0 – Institutional Designation shall apply to the lands designated Institutional on Map B.7.1-1 – West Mountain (Heritage Green) – Land Use Plan.

7.6.7 Utility Designation

Section C.3.4 – Utility Designation of Volume 1 shall apply to lands designated Utility on Map B.7.6-1 – West Mountain (Heritage Green) – Land Use Plan.

7.6.8 Transportation Policies

7.6.8.1 Traffic calming features such as chicanes, reduced roadway width, curbing incorporating on-street parking (i.e. curb extensions) and road bump, and, formal boulevard landscaping, special intersection treatments, and streetscape features such as decorative streetlighting shall be encouraged in the Felker Neighbourhood.

7.6.8.2 First Road West shall not be closed at Mud Street until such time as Forestdale Drive is established north of Mud Street or until such time as a traffic analysis proposing an alternative solution is prepared to the satisfaction of the City.

7.6.8.3 A bikeway and pedestrian system to provide for the use of and safe access to open space areas and other community facilities is identified on Map B.7.6-1 – West Mountain Area (Heritage Green) – Land Use Plan. The following policies shall guide the development of the bikeway and pedestrian system:

- a) On-Street Bikeway - A bikeway shall be located within arterial and collector rights-of-way and shall be spatially separated from motorized traffic and pedestrians and paved with an approximate width of 2 metres. Any addition or deletion to this system will require an Official Plan Amendment. However, minor alterations necessary to improve the efficiency of the system will not require an amendment to the Plan.
- b) Off-Street Bikeway and/or Walkway - An off-street bikeway, hiking and walking trail system utilizing areas designated for open space purposes is conceptually identified on Map B.7.6-1 - West Mountain Area (Heritage Green) - Land Use Plan. This system will attempt to separate, spatially, bicycles from pedestrians. The specific design of these links is to be determined according to demand and feasibility. Additions to this system within lands designated for open space purposes will not require an amendment to this Plan. Major deletions to this system which detract from the continuity of the system, shall require an amendment to this Plan.
- c) In consideration of any amendment to the Official Plan to alter this bikeway and pedestrian system, regard shall be given to the recommendations of the relevant master plans.

7.6.8.4 Notwithstanding Policy C.4.5.7 – Daylighting Triangles of Volume 1, the daylighting triangle requirements for the West Mountain (Heritage Green) Secondary Plan area are as follows:

- a) local to local roads: 4.5 m triangle or radius;
- b) Collector to Local or Collector roads: 7 m x 7 m triangle; and,

- c) Arterial to Collector or Arterial: 15 m x 15 m triangle.

7.6.9 Site and Area Specific Policies

Area Specific Policy – Area A

7.6.9.1 West Mountain Core Area

The West Mountain Core Area is located in the southeast corner of the intersection of the Red Hill Valley Expressway and Mud Street and is designated Site Specific Policy – Area A shown on Map B.7.6-1 - West Mountain Area (Heritage Green) - Land Use Plan. The West Mountain Core Area consists of five blocks designated A-1, A-2, A-3, A-4 and A-5 on Map B.7.6-1 - West Mountain Area (Heritage Green) - Land Use Plan.

The West Mountain Core Area shall serve as the commercial centre of the surrounding community and shall be a destination place. Notwithstanding Section E.4.6 – Mixed Use Medium Area of Volume 1, policies B.7.6.8.1 through B.7.6.8.16, inclusive, shall apply to the West Mountain Core Area.

7.6.9.2 Development Principles

The West Mountain Core Area is the focus for higher order land uses for the surrounding community and shall evolve as an urban centre with a physical form that is human in scale, pedestrian friendly and transit supportive. The following development principles shall apply throughout the West Mountain Core Area:

- a) *Development* shall be in the form of a mix of higher density residential, broad range of commercial uses, employment uses, and public spaces concentrated and arranged to encourage pedestrian activity along a 'central street' (Upper Mount Albion Road) which fosters and facilitates public transit ridership.
- b) West Mountain Core Area shall be developed in accordance with urban design policies that:
 - i) provide a focus and identity for the surrounding community;
 - ii) create an attractive, safe and pedestrian-friendly environment; and,
 - iii) promote high quality of urban design including streetscapes and main streets, views, gateways, trails, walkways and open spaces.
- c) West Mountain Core Area shall be a mixed use area, providing a broad range of commercial uses including large-format retail stores, retail, entertainment, restaurants, office and service/commercial uses. A range of housing forms and types shall be developed at medium densities including low rise (2 to 3 storeys), mid-rise (3 to 9 storeys), commercial/residential uses and live/work housing options.
- d) West Mountain Core Area shall have a high degree of connectivity, planned and designed with interconnecting pedestrian/bicycle linkages between the residential and commercial uses, a transit node and the storm water management pond within the Core Area, and to the remainder of the surrounding community.

- e) The pattern of *development* in the West Mountain Core Area shall be transit supportive in terms of land use, density and urban design as the area evolves over time. On this basis, a centrally located node for local transit shall be established to connect to the surrounding community and the larger City.

7.6.9.3 General Land Use Policies

- a) The *development* of the West Mountain Core Area shall include a wide variety of commercial and residential uses.
- b) A local road shall be provided between Winterberry Drive and Upper Mount Albion Road.
- c) Medium density residential *development* shall be concentrated north of Artfrank Drive.
- d) A storm water management pond shall be located at the south-west corner of Winterberry Drive and Mud Street.
- e) A major transit node shall be located at the intersection of Upper Mount Albion Road and Artfrank Drive. This transit node shall connect the Core Area to the surrounding community and the rest of the City.

7.6.9.4 Commercial Policies

Notwithstanding Section E.4.6 – Mixed Use - Medium Density Area of Volume 1, the following policies apply to the lands within the West Mountain Core Area:

- a) West Mountain Core Area shall serve as the commercial centre of the surrounding community with a variety of commercial uses including large format retail stores and retail and service/commercial uses, including restaurants, personal services, entertainment and office uses.
- b) The following policies shall apply to lands on the west side of Upper Mount Albion Road within the West Mountain Core Area shown as Block A-5 on Map B.7.6-1 - West Mountain Area (Heritage Green) - Land Use Plan:
 - i) Large format retail and warehouse-type stores individually with a gross floor area of not less than 1,860 square metres and not more than 28,335 square metres shall be permitted.
 - ii) Restaurants, entertainment, personal services and offices uses shall be permitted.
 - iii) Additional retail space may be permitted to a maximum of 2,272 square metres if office space on the lands in Block A-4 exceed 2,272 square metres.
 - iv) Retail and service commercial uses shall be permitted fronting on to Upper Mount Albion Road to facilitate the development of Upper Mount Albion Road as a pedestrian-oriented 'central street'.

- c) The following policies shall apply to those lands to the South of Artfrank Drive, shown as Block A-4 on Map B.7.6-1 - West Mountain Area (Heritage Green) - Land Use Plan:
 - i) Commercial uses including office and service commercial uses including entertainment, theatres, restaurants and personal services shall be permitted.
 - ii) Convenience retail uses shall be permitted on lands fronting onto Upper Mount Albion Road.
- d) A major transit node shall be centrally located at the south east corner of Upper Mount Albion and Artfrank Drive. The transit node shall be easily identified and integrated with the adjacent commercial development, and shall be designed in such a manner as to be attractive and safe to all users.
- e) All commercial *development* fronting both sides of Upper Mount Albion Road and adjacent to Artfrank Drive in the vicinity of the transit node shall be built close to the street edge to foster and enhance a 'central street' image and shall be guided by the Urban Design policies in this Secondary Plan.

7.6.9.5 Residential Policies

- a) Residential uses in the West Mountain Core Area shall contribute to the development of a vibrant commercial area and foster increased public transit ridership. A range of housing types and tenure shall be encouraged at medium densities in accordance with Policy 7.6.2.3 of this Secondary Plan. All residential development shall be located north of Artfrank Drive, between Upper Mount Albion Road and Winterberry Drive.
- b) The following policies shall apply to lands north of Artfrank Drive shown as Blocks A-1, A-2 and A-3 on Map B.7.6-1 - West Mountain Area (Heritage Green) - Land Use Plan:

- i) Block A-1

- Live/work opportunities shall be encouraged along the north side of Artfrank Drive adjacent to Block 3. Ground floor commercial uses and residential uses are permitted. Personal services, professional offices and convenience retail stores are permitted commercial uses.

- Notwithstanding Policy B.7.6.8.5 (a) and Policy B.7.6.2.3 of Volume 2, a maximum density of 200 units per hectare shall be permitted for the entire site, and to permit one building located parallel to the existing stormwater management pond to have a maximum height of 12 storeys. (OPA 45)

- ii) Block A-2

- A mix of ground floor commercial with not more than 2 storeys of residential uses above shall be permitted at the northeast corner of Upper Mount Albion Road and Artfrank Drive. Commercial uses shall be limited to small-scale retail, personal service and offices. Development shall occur close to the street edge of Artfrank Drive to

enhance the 'central street' image and shall be guided by the Urban Design policies in this Secondary Plan.

- iii) Block A-3
Mid-rise apartments shall be located on the east side of Upper Mount Albion Road, north of Artfrank Drive and the transit node. Heights shall range from 3 to 9 storeys.

7.6.9.6 Infrastructure and Transportation Policies

- a) All storm water runoff from the West Mountain Cores Area shall be directed to a storm water management pond located at the south-west corner of Mud Street and Winterberry Drive, identified on Map B.7.6-1 - West Mountain Area (Heritage Green) - Land Use Plan.
- b) A major transit node shall be established at the intersection of Upper Mount Albion Road and Artfrank Drive. This transit node shall connect the Core Area to the West Mountain Planning District and the rest of the City.

7.6.9.7 Urban Design Policies

The West Mountain Core Area shall be developed in accordance with the urban design principles and policies found in Policies B.7.6.8.8 through B.7.6.8.16, inclusive. The urban design principles and policies provide the basis for urban design guidelines provided in the West Mountain Core Area Urban Design Guidelines adopted by City Council. The West Mountain Core Area Urban Design Guidelines shall be read in conjunction with the Site Plan Guidelines.

7.6.9.8 Urban Design Principles

The West Mountain Core Area shall be developed in accordance with the following urban design principles:

- a) urban form that is *compatible* with the adjacent residential neighbourhood;
- b) a strong community image with a 'central street' and pedestrian-friendly environment that shall provide a central gathering point and focal point around which the development shall be organized;
- c) gateways that facilitate connectivity, orientation and 'way finding' to, and within, the site for both vehicles and pedestrians;
- d) landscape areas that act as screens and buffers to enhance the development while minimizing the visual impacts of service lanes, parking areas and loading zones; and,
- e) a comprehensive pedestrian system for the entire site that links all buildings to the central street, transit node and adjacent neighbourhoods with sidewalks on streets, pathways, trails and/or pedestrian walkways.

7.6.9.9 Gateways

Gateways introduce and indicate entrance into and exit from a central focus area. They define the transition from one area to another and make a powerful impression. Two types of gateways are provided in the West Mountain Core Area: Entry Gateways and Corner Gateways.

- a) Entry Gateways clearly identify vehicular entry points and shall include information signage for traffic circulation. There are two entry gateways to be located at each of the primary entrances to the West Mountain Core Area along the perimeter roads.
- b) Corner Gateways shall serve as primary project indicators. Three corner gateways are located in West Mountain Core Area. Two corner gateways (1) at the south-west corner of Winterberry Drive and Mud Street and (2) at the intersection of Stone Church Road and the Red Hill Creek Expressway identify the West Mountain Core Area from the north and west, and shall include design elements and features to represent the natural heritage and architectural style of the West Mountain Core Area. The third corner gateway is located at the north-west corner of Winterberry and Paramount Drive and shall be recognized as a focal point of the neighbourhood and shall be given special architectural design and landscape treatment subject to the following design elements:
 - i) Building entrances should open onto the corner.
 - ii) Buildings should be appropriately positioned at the intersection and parallel to the public street to create a publicly accessible space of high quality, in terms of design, materials and also to ensure adequate sight lines.

7.6.9.10 Built Form

Buildings shall be sited and designed to enhance the public nature of streets, open spaces and pedestrian routes.

- a) For buildings located on Upper Mount Albion Road ('Central Street') and Artfrank Drive, the following policies shall apply:
 - i) Buildings shall be located close to the street line with minimum setback from the edge of the road allowance to provide for a pedestrian friendly streetscape.
 - ii) Buildings shall 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.
 - iii) Commercial buildings and their principal entrances shall be located at grade, easily accessible from the public sidewalk.
 - iv) Building heights shall create a streetscape scaled to the pedestrian.
 - v) Design features such as varied roof lines, building fenestration and canopies shall be encouraged on all facades of buildings.
 - vi) Principal building façades and entrances shall be oriented towards the public street or to exterior spaces that are directly adjacent to, and visible from, the public street.
 - vii) The main entrance of buildings shall be emphasized in the design of buildings.

- viii) Canopies over doorways, arcades and other treatments are encouraged to provide weather-protected useable outdoor space.
 - ix) Building façades should be varied and articulated by use of bay projections, canopies and/or varied roof lines to provide visual interest for pedestrians. Long walls along streets or pedestrian routes shall be broken up by a series of bays and/or projections to create the impression of smaller building units.
 - x) The ground floor coverage of buildings should be maximized.
 - xi) Roof-top mechanical equipment shall be enclosed or screened. Roofs and screens should be designed in a manner integral with the overall building design in terms of form, material and colour.
 - xii) All buildings on a public street shall be designed with windows and signage facing the street.
 - xiii) Buildings are to be generally sited parallel to the public street.
 - xiv) On-site parking shall be in consolidated parking areas located to the side or rear of buildings.
 - xv) The streetscape shall 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.
 - xvi) All facades addressing a parking lot shall be finished with material and architectural features consistent with the principal facade of the building and shall incorporate building elements and landscaping to screen any service lanes and loading zones from public view.
 - xvii) Drive-through windows shall not face the public street.
- b) For buildings along Winterberry Drive and Paramount Drive, the following policies shall apply:
- i) Buildings shall be *compatible* with the surrounding built form and exhibit a 'Village' character with articulated and/or pitched roofs.
 - ii) Buildings are to be generally sited parallel to the public street.
 - iii) Roof-top mechanical equipment shall be enclosed or screened. Roofs and screens shall be designed in a manner integral with the overall building design in terms of form, material and colour.
 - iv) Principal building facades and entrances should be oriented towards the public street or to exterior spaces that are directly adjacent to, and visible from, the public street and not to loading zones and parking lots.
 - v) All commercial buildings on a public street shall be designed with windows and signage facing the street.

- vi) On-site parking shall be in consolidated parking areas located to the side or rear of buildings.
- vii) Drive-through windows shall not face the public street.
- c) Buildings on Blocks A-1, A-2, A-3 and A-4 shall provide an enhanced and distinctive visual experience along all street frontages and the following policies shall apply:
 - i) Buildings shall be placed so the tallest buildings are interior to the planned development at the north-east corner of Upper Mount Albion Road and Artfrank Drive. Buildings shall be incrementally reduced in height towards Winterberry and Paramount Drive.
 - ii) On Blocks A-1, A-2 and A-3, the range and mix of building types shall provide for a varied articulation of building heights within each residential block length.
 - iii) Zoning By-law regulations affecting the lands in Block A-4 shall be based on a maximum building height of three storeys (12.5 metres) at the intersection of Winterberry and Paramount Drive.

7.6.9.11 Setbacks and Building Frontage

- a) Minimum and maximum setbacks shall be set out in the Zoning by-law according to the following policies:
 - i) Buildings on Upper Mount Albion Road ('Central Street') shall be located as close to the street line as possible to provide a well-defined and pedestrian-friendly street.
 - ii) Buildings on Artfrank Drive shall be located close to the street line to prevent front yard parking and to define the street while maintaining small landscape areas allowing a transition from the private to the public realm.
 - iii) Buildings on Winterberry and Paramount Drive shall be located further from the street line to allow for a generous continuous landscape area while providing a level of definition to the street edge.
- b) On Blocks A-1, A-2, and A-3, planted and constructed elements in the setback, such as low hedges, trees, masonry and decorative metal fences and gates, provide a transition from the public sidewalk to the building face and shall be provided.
- c) On Block A-4, constructed elements in the setback, such as wide sidewalks with street trees, pedestrian-scale lighting and street furniture shall be provided.
- d) To create the spatial definition and a sense of enclosure that encourages a pedestrian-oriented street, the Zoning by-law regulations shall set out the minimum length of building that shall be required to be located at the build-to lines along the public street on the 'Central Street' and Artfrank Drive.
- e) Commercial buildings along Upper Mount Albion Road to the intersection of Artfrank Drive, and east along Artfrank Drive to Winterberry Drive shall have

a limited depth, as set out in the Zoning by-law, to encourage pedestrian-friendly, street-related development.

- f) The intersections of Upper Mount Albion Road and Artfrank Drive, Winterberry and Paramount Drive, and, Upper Mount Albion and Paramount Drive, are significant corner sites. These areas shall be developed with landmark buildings in accordance with the following policies:
 - i) Buildings at the intersection of Winterberry and Paramount Drive shall be higher than adjacent buildings.
 - ii) Buildings shall have articulated facades towards both streets and should be visually different from adjacent development.
 - iii) Buildings shall have the highest level of architectural detailing and a distinct architectural appearance.
- g) Buildings shall be designed to incorporate varied rooflines, canopies, decorative architectural details and/or projecting bays. Large blank walls and continuous rows of monotonous and repetitive façades shall not be permitted.

7.6.9.12 Pedestrian Realm

- a) Pedestrian systems that connect pedestrians to all buildings, the 'Central Street', the transit node and pedestrian routes in the surrounding community shall be provided. Private sidewalks and linkages shall be designed as a condition of Site Plan Approval.
- b) Pedestrian walkways within parking lots that connect pedestrians from parking areas to building entrances shall be provided. These walkways shall be designed with paving materials, trees and lighting that contribute to the safety and visual continuity of the entire pedestrian system.
- c) Pedestrian weather protection systems including awnings, canopies, colonnades, or front porches, along the sidewalk edge of pedestrian streets, in particular along Upper Mount Albion Road and Artfrank Drive at entrances to buildings shall be provided.
- d) Buildings shall be designed with the primary windows and signage facing onto the street.
- e) Barrier free design of buildings, streets and publicly accessible exterior spaces shall be implemented.
- f) Cross walks and differentiated paving materials and patterns shall be constructed to identify pedestrian routes where they cross streets and other vehicular routes.
- g) Parking areas, servicing lanes, utility and mechanical equipment and drop off and loading zones shall be designed and located in a manner that has minimal physical impact on public sidewalks and accessible exterior spaces. Shared driveways and service lanes at the side and rear of buildings are to be provided for these functions.

7.6.9.13 Landscape Areas and Buffers

- a) Landscape areas shall be provided as a screen or buffer to address the interface with existing residential uses along east side of Winterberry Drive and the south side of Paramount Drive.
- b) Landscape areas shall be provided between commercial *development* and existing residential uses along Upper Mount Albion Road.
- c) Landscape buffers shall be provided and coordinated with the adjacent Red Hill Creek Expressway lands and the Mud Street road allowance to enhance and screen the parking areas and buildings of the planned development.
- d) Landscaped islands shall be provided throughout parking lots to identify, reinforce and connect pedestrian routes, separate roads from parking areas, define edges, and to visually break down large parking areas into smaller quadrants.
- e) The zoning by-law regulation shall identify a minimum landscaped area as a percentage of the overall property area.

7.6.9.14 Parking Entrances, Loading Zones and Service Lanes

- a) The location of parking entrances, loading zones and service lanes shall be coordinated with the locations of pedestrian routes in order to reinforce streets as primary public spaces.
- b) Parking entrances, loading zones and service lanes shall have the least possible impact on the streetscape and public open spaces.
- c) Surface parking areas abutting a public street shall be adequately setback from the property line in order to provide a landscape strip that define the street edge and provide safety pedestrian amenity. The zoning by-law shall set out a minimum setback from the property line.
- d) Vehicular access to parking areas shall be restricted to common entrances to the overall development and shall be designed to minimize crossing of pedestrian routes, sidewalks and trails.
- e) All loading zones and service lanes shall be screened and landscaped. Screens shall be designed to complement the materials and details of the associated building facades.
- f) Loading zones and service lanes shall be located to avoid conflict with pedestrian and vehicular traffic and away from the adjacent residential areas.
- g) Wherever possible on-site loading zones and service lanes shall be consolidated and shared. These facilities shall be located at the rear of buildings or shared between buildings.
- h) Drive-through windows and associated traffic stacking areas shall be located to the rear of buildings internal to the site to have minimum impact on the streetscape and public open spaces.

7.6.9.15 Vehicular Access

- a) The number and location of vehicular access points shall be limited so as to minimize disruption to traffic flow and to minimize the impact on local streets.
- b) Shared access points shall be encouraged to reduce the number of curb cuts and facilitate pedestrian movement.

7.6.9.16 Signage and Lighting

- a) Signage shall be designed in a manner integral to the building design in terms of size, form, material and colour.
- b) Way finding signage shall be implemented along major vehicular and pedestrian routes.
- c) Signage along all pedestrian routes, the central street and Artfrank Drive shall be provided at pedestrian scale.
- d) Lighting on the 'central street', Artfrank Drive and other pedestrian routes shall be pedestrian scale.

Site Specific Policy – Area B

7.6.9.17 Notwithstanding Section E.3.8 – Local Commercial of Volume 1, the lands on the south east corner of Paramount Drive and Upper Mount Albion Road and designated as a Site Specific Area on Map B.7.6-1 - West Mountain Area (Heritage Green) - Land Use Plan shall be limited to an automobile service station with a convenience store and uses.

Eramosa Karst – Area Specific Policy

7.6.9.18 Additional area specific policies are found in Volume 3, Chapter B – Area Specific Policy Areas, for the lands located east of Upper Mount Albion Road, west of Second Road, south to the hydro corridor, north and south of Rymal Road, west to Second Road West, and north, almost to Highland Road. These lands are shown as Area Specific Policy Area USC-1 and USC-5 on Map SC-1 - Area Specific Policies of Volume 3. The associated policies in Volume 3 shall apply to *development* of these lands."

Site Specific Policy – Area C

7.6.9.19 In addition to the uses permitted in Section E.4.8 of Volume 1 and Policy B.7.6.3.4 b) of Volume 2, for land located north of Highland Road West, on the west side of Upper Centennial Parkway designated Arterial Commercial and identified as Site Specific Policy – Area C on Map B.7.6-1 – West Mountain Area (Heritage Green) – Land Use Plan, District Commercial uses shall also be permitted in accordance with Policy E.4.7 of Volume 1: (OPA 142)

Site Specific Policy – Area D

7.6.9.20 Notwithstanding Policies E.4.7.10 to E.4.7.17 – Design – District Commercial, for the lands bounded by the Upper Road Hill Valley Parkway, Stone Church Road East, Upper Mount Albion Road and Highland Road West (512 Highland Road West), designated as District Commercial and shown as Site Specific Policy Area D West Mountain Area (Heritage Green) Land Use Plan, the following urban design policies shall apply

7.6.9.20.1 Urban Design Principles:

The subject lands shall be developed in accordance with the following urban design principles:

- a) An urban form that is compatible with the adjacent residential neighbourhood;
- b) A strong community image with a 'central street' and pedestrian-friendly environment that shall provide a central gathering point and focal point around which the development shall be organized;
- c) Gateways that facilitate connectivity, orientation, and 'way finding' to, and within, the site for both vehicles and pedestrians;
- d) Landscape areas that act as screens and buffers to enhance the development, while minimizing the visual impacts of service lanes, parking areas, and loading zones; and,
- e) A comprehensive pedestrian system for the entire site that links all buildings to the central street, transit node, and adjacent neighbourhoods with sidewalks on streets, pathways, trails and/or pedestrian walkways.

7.6.9.20.2 Urban Design Policies:

The subject lands shall be developed in accordance with the following urban design policies:

a) Gateways:

Gateways introduce and indicate entrance into and exit from a central focus area. They define the transition from one area to another, and make a powerful impression. Corner gateways shall be provided.

- i) Corner Gateways shall serve as primary project indicators. Three corner gateways are proposed for the subject lands. Two corner gateways (1) at the south-east corner of Stone Church Road West and Upper Red Hill Valley Parkway; and (2) at the south-west corner of Stone Church Road East and Upper Mount Albion Road, shall include design elements and features to represent the natural heritage and architectural style. The third corner gateway is located at the north-west corner of Upper Mount Albion Road and Highland Road West, and shall be recognized as a focal point of the neighbourhood and be given special architectural design and landscape treatment, subject to the following design elements:

b) Built Form:

- i) Buildings shall be sited and designed to enhance the public nature of streets, open spaces, and pedestrian routes.

- ii) For buildings located on Upper Mount Albion Road, the following policies shall apply:
 - 1) Buildings shall be located close to the street line with minimum setback from the edge of the road allowance to provide for a pedestrian-friendly streetscape.
 - 2) Buildings shall 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.
 - 3) Commercial buildings and their principal entrances shall be located at grade, easily accessible from the public sidewalk.
 - 4) Building heights shall create a streetscape scaled to the pedestrian.
 - 5) Design features such as varied roof lines, building fenestration, and canopies shall be encouraged on all facades of buildings.
 - 6) Principal building facades and entrances shall be oriented towards the public street or to exterior spaces that are directly adjacent to, and visible from, the public street.
 - 7) The main entrance of buildings shall be emphasized in the design of buildings.
 - 8) Canopies over doorways, arcades, and other treatments are encouraged to provide weather-protected useable outdoor space.
 - 9) Building facades should be varied and articulated by use of bay projections, canopies and/or varied roof lines to provide visual interest for pedestrians. Long walls along streets or pedestrian routes shall be broken up by a series of bays and/or projections to create the impression of smaller building units.
 - 10) The ground floor coverage of buildings should be maximized.
 - 11) Roof-top mechanical equipment shall be enclosed or screened. Roofs and screens should be designed in a manner integral with the overall building design in terms of form, material, and colour.
 - 12) All buildings on a public street shall be designed with windows and signage facing the street.
 - 13) Buildings are to be generally sited parallel to the public street.
 - 14) On-site parking shall be in consolidated parking areas located to the side or rear of buildings.

- 15) The streetscape shall 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.
 - 16) All facades addressing a parking lot shall be finished with material and architectural features consistent with the principal facade of the building, and shall incorporate building elements and landscaping to screen any service lanes and loading zones from public view.
 - 17) Drive-through windows shall not face the public street.
- iii) For buildings along Stone Church Road East and Highland Road West, the following policies shall apply:
- 1) Buildings shall be compatible with the surrounding built form and exhibit a 'Village' character with articulated and/or pitched roofs.
 - 2) Buildings are to be generally sited parallel to the public street.
 - 3) Roof-top mechanical equipment shall be enclosed or screened. Roofs and screens shall be designed in a manner integral with the overall building design in terms of form, material, and colour.
 - 4) Principal building facades and entrances should be oriented towards the public street or to exterior spaces that are directly adjacent to, and visible from the public street, and not to loading zones and parking lots.
 - 5) All commercial buildings on a public street shall be designed with windows and signage facing the street.
 - 6) On-site parking shall be in consolidated parking areas located to the side or rear of buildings.
 - 7) Drive-through windows shall not face the public street.
- c) Setbacks and Building Frontage:
- i) Minimum and maximum setbacks shall be set out in the Zoning By-law according to the following policies:
 - 1) Buildings on Upper Mount Albion Road shall be located as close to the street line as possible to provide a well-defined and pedestrian-friendly street.
 - 2) Buildings on the proposed local road shall be located close to the street line to prevent front yard parking and to define the street, while maintaining small landscape areas allowing a transition from the private to the public realm.

- 3) Buildings on Stone Church Road East shall be located further from the street line to allow for a generous continuous landscape area, while providing a level of definition to the street edge.
 - ii) Constructed elements in the setback, such as wide sidewalks with street trees, pedestrian-scale lighting, and street furniture shall be provided.
 - iii) Commercial buildings along Upper Mount Albion Road shall have a limited depth, as set out in the Zoning By-law, to encourage pedestrian-friendly, street-related development.
 - iv) Buildings shall be designed to incorporate varied rooflines, canopies, decorative architectural details and/or projecting bays. Large blank walls and continuous rows of monotonous and repetitive facades shall not be permitted.
- d) Pedestrian Realm:
- i) Pedestrian systems that connect pedestrians to all buildings, the transit node, and pedestrian routes in the surrounding community shall be provided. Private sidewalks and linkages shall be designed as a condition of Site Plan Approval.
 - ii) Pedestrian walkways within parking lots that connect pedestrians from parking areas to building entrances shall be provided. These walkways shall be designed with paving materials, trees, and lighting that contribute to the safety and visual continuity of the entire pedestrian system.
 - iii) Pedestrian weather protection systems including awnings, canopies, colonnades, or front porches along the sidewalk edge of pedestrian streets, in particular along Upper Mount Albion Road and the proposed local road at entrances to buildings, shall be provided.
 - iv) Buildings shall be designed with the primary windows and signage facing onto the street.
 - v) Barrier-free design of buildings, streets, and publicly accessible exterior spaces shall be implemented.
 - vi) Cross walks and differentiated paving materials and patterns shall be constructed to identify pedestrian routes where they cross streets and other vehicular routes.
 - vii) Parking areas, servicing lanes, utility and mechanical equipment, and drop off and loading zones shall be designed and located in a manner that has minimal physical impact on public sidewalks and accessible exterior spaces. Shared driveways and service lanes at the side and rear of buildings are to be provided for these functions.
- e) Landscape Areas and Buffers:
- i) Landscape areas shall be provided between commercial developments along Upper Mount Albion Road.

- ii) Landscaped islands shall be provided throughout parking lots to identify, reinforce and connect pedestrian routes, separate roads from parking areas, define edges, and to visually break down large parking areas into smaller quadrants.
 - iii) The Zoning By-law regulation shall identify a minimum landscaped area as a percentage of the overall property area.
- f) Parking Entrances, Loading Zones and Service Lanes:
- i) The location of parking entrances, loading zones, and service lanes shall be coordinated with the locations of pedestrian routes in order to reinforce streets as primary public spaces.
 - ii) Parking entrances, loading zones, and service lanes shall have the least possible impact on the streetscape and public open spaces.
 - iii) Surface parking areas abutting a public street shall be adequately setback from the property line in order to provide a landscape strip that defines the street edge and provides safety pedestrian amenity. The Zoning By-law shall set out a minimum setback from the property line.
 - iv) Vehicular access to parking areas shall be restricted to common entrances to the overall development, and shall be designed to minimize crossing of pedestrian routes, sidewalks, and trails.
 - v) All loading zones and service lanes shall be screened and landscaped. Screens shall be designed to complement the materials and details of the associated building facades.
 - vi) Loading zones and service lanes shall be located to avoid conflict with pedestrian and vehicular traffic, and away from the adjacent residential areas.
 - vii) Wherever possible, on-site loading zones and service lanes shall be consolidated and shared. These facilities shall be located at the rear of buildings or shared between buildings.
 - viii) Drive-through windows and associated traffic stacking areas shall be located to the rear of buildings internal to the site to have minimum impact on the streetscape and public open spaces.
- g) Vehicular Access:
- i) The number and location of vehicular access points shall be limited so as to minimize disruption to traffic flow and to minimize the impact on local streets.
 - ii) Shared access points shall be encouraged to reduce the number of curb cuts and facilitate pedestrian movement.

h) Signage:

- i) Signage shall be designed in a manner integral to the building design in terms of size, form, material, and colour.
 - ii) Way finding signage shall be implemented along major vehicular and pedestrian routes.
 - iii) Signage along all pedestrian routes shall be provided at pedestrian scale.
- i) Lighting on pedestrian routes shall be at a pedestrian scale.

Area Specific Policy – Area E (OPA 69)(OPA 166)

7.6.9.21 The following policy shall apply to lands known as 1050 Paramount Drive and identified as Area Specific Policy Area “E” on Map B.7.6-1 – West Mountain (Heritage Green) Land Use Plan:

- a) Notwithstanding the gross floor area criteria of Policy E.3.8.6 of Volume 1 and Policy B.7.6.3.2 b) of Volume 2, the maximum gross floor area of any individual commercial establishment shall be 500 square metres and the maximum combined gross floor areas of any grouping of local commercial uses shall be 2,000 square metres. (OPA 142)

Area Specific Policy – Area F (OPA 85)(OPA 87)

7.6.9.22 Notwithstanding Policy E.3.4.4 of Volume 1 and Policy B.7.6.2.2 b) ii) of Volume 2, for the lands located at 165 Upper Centennial Parkway, designated “Low Density Residential 3c”, and identified as “Area Specific Policy – Area F” on Map B.7.6-1 – West Mountain (Heritage Green) Secondary Plan – Land Use Plan, the permitted density shall be from 30 to 105 units per net residential hectare.

Site Specific Policy – Area G (OPA 85)

7.6.9.23 Notwithstanding Policy E.3.6.6 b) of Volume 1 and Policy B.7.6.2.4 of Volume 2, for the lands located at 165 Upper Centennial Parkway, designated “High Density Residential 1”, and identified as “Site Specific Policy – Area G” on Map B.7.6-1 – West Mountain (Heritage Green) Secondary Plan – Land Use Plan, the permitted density shall be from 100 to 300 units per net residential hectare.

Site Specific Policy – Area H (OPA 105)

7.6.9.24 Notwithstanding Policy 7.6.2.2 b) ii) of Volume 2, for the lands located at 15 Picardy Drive, designated “Low Density Residential 3c”, and identified as Site Specific Policy – Area “H” on Map B.7.6-1 – West Mountain Area (Heritage Green) Secondary Plan – Land Use Plan, the density shall range from 30 to 59 units per net residential hectare.

Site Specific Policy – Area I (OPA 170)

7.6.9.25 Notwithstanding Policy E.3.6.6 b) of Volume 1, for lands located at 136 and 144 Upper Mount Albion Road, designated “High Density Residential 1” and identified as Site Specific Policy – Area I on Map B.7.6-1 – West Mountain Area

(Heritage Green) Secondary Plan – Land Use Plan, the maximum density shall be 280 units *per net residential hectare*.

7.7 Trinity West Secondary Plan

The Trinity West Secondary Plan area comprises 189 hectares of land and is located in the area situated south of Highland Road, north of Rymal Road, east of the proposed Upper Red Hill Valley Parkway, and west of the midpoint of the Trinity Neighbourhood. The Trinity West Secondary Plan establishes land uses and development standards to guide the development and/or redevelopment of lands located in the Trinity West Secondary Plan area. Section B.7.7 and Map B.7.7-1 – Trinity West – Land Use Plan, Map B.7.7-2 – Trinity West – Natural Heritage System, and Map B.7.7-3 – Trinity West – Road Classification Plan, constitute the Trinity West Secondary Plan.

7.7.1 Planning and Development Principles

Development of the Trinity West Area shall be based on the following principles:

- i) Provision of safe, continuous, and accessible public access throughout the neighbourhood and between adjacent neighbourhoods;
- ii) Provision of a mixture of land uses, including a full range and mix of housing types. All built forms shall be designed at a human scale;
- iii) Inclusion of mixed use and live/work development to help enhance walkability and compact urban form;
- iv) Provision of a variety of streetscapes appropriate to adjacent land uses;
- v) Integration of new parks and open spaces with existing natural open spaces to provide new passive and active recreational opportunities, and to establish linkages creating an interconnected system of parks and open space;
- vi) Creation of a balanced multi-modal transportation system which facilitates public transit, cycling, and walking modes, in addition to automobiles, and provides accessibility to all users;
- vii) Development of community structure based on a modified grid pattern of streets to maximize connectivity and permeability while respecting the natural topography of the land;
- viii) Conservation and enhancement of significant natural heritage features within and adjacent to Trinity West, including the Eramosa Karst and other Environmentally Significant Areas;
- ix) Preservation and enhancement of cultural heritage features, such as the Rymal Road Community Church at 1969 Rymal Road East, and adjacent Hannon Free Methodist Cemetery, for present and future generations.
- x) Deleted (OPA 53)

7.7.2 Objectives

- a) General Land Use:
 - i) Ensure the development of Trinity West as a compact mixed-use, transit-supportive and active transportation friendly neighbourhood.
 - ii) Develop Trinity West as part of a complete community, where people can live, work, shop, and play.
 - iii) Recognize and incorporate the Eramosa Karst natural open space as a major defining characteristic of the Trinity West area.
 - iv) Provide a framework for the development of Trinity West as a designated greenfield area, with at least 50 persons and jobs per hectare.
 - v) Facilitate the development of a residential and mixed-use community to accommodate approximately 2,800 people and 1,400 dwelling units.
- b) Residential
 - i) Ensure opportunities for a full range and mix of housing types and densities are provided.
 - ii) Ensure compatibility of adjacent residential areas by providing for a gradual transition of densities, which are lower adjacent to existing homes and open space, and higher along major arterial roads.
 - iii) Create varied and distinguishable residential areas which provide a strong, identifiable sense of place for residents.
- c) Mixed Use
 - i) Establish a mixed-use area along Rymal Road, functioning as a Secondary Corridor within the City's overall urban structure, linking Nodes and Employment areas.
 - ii) Encourage the development of mixed-use development, with residential dwellings and smaller scale commercial uses located in close proximity or in the same building.
 - iii) Provide mixed-use areas with a range of commercial uses which serve as gathering places for the community, creating a sense of place.
 - iv) Design mixed-use areas which can evolve over time into compact mixed-use, people places where people can live, work, and shop.
 - v) Create and retain a vibrant mixed-use area which accommodates a range of uses and is accessible by automobile, transit, and active transportation, at a density which supports transit.

- d) Parks, Open Space, and Natural Heritage Features
 - i) Provide a system of linked natural heritage features and parks, including the Eramosa Karst Conservation Area, the neighbourhood park and the East Mountain Trail Loop.
 - ii) Provide an integrated open space and park system with a clear functional relationship to the overall community, accessible to all citizens.
 - iii) Conserve the natural beauty, character, and hydrological function of the Eramosa Karst Conservation Area.
 - iv) Provide a Neighbourhood Park for active and passive recreational use, sized in accordance with City parkland standards.
 - v) Ensure linkages between Natural Open Space and the Neighbourhood Park, by means of walkways, multi-use paths, and the East Mountain Trail Loop.
 - vi) Ensure that natural heritage features, including the Area of Natural and Scientific Interest, Core Area, Linkages (springs, sinkholes and other karst features) within and near the area are protected and enhanced.
 - vii) Restrict development of lands with inherent natural hazards, such as areas prone to flooding, by reserving these lands as natural open space.
 - viii) Encourage the preservation of hedgerows, where possible, within new development areas.
- e) Transportation
 - i) Develop compact, mixed-use, transit-supportive, and active transportation friendly neighbourhoods.
 - ii) Develop a land use pattern and street pattern to support vehicular traffic, transit, cycling, and pedestrian movement through the neighbourhood.
 - iii) Minimize through vehicular traffic within low density residential development areas, especially adjacent to existing residences.
 - iv) Provide for residential and mixed-use development at densities to support extensions to the City transit system, by such means as the location of higher densities adjacent to major arterial roads.
 - v) Provide a barrier free transportation network to address the needs of persons with disabilities, seniors, children, and those with reduced mobility, by the appropriate design of transit facilities, sidewalks, crossings, and parking spaces.

- vi) Define functional classification and future ultimate right-of-way for existing and proposed roads in the area.
 - vii) Provide pedestrian friendly streets by means such as visually appealing streetscapes, barrier free pathways, adequate lighting, applying design policies, and design guidelines.
 - viii) Provide cycling and trail facilities in accordance with City master plans, including the Cycling Master Plan and Trails Master Plan recommendations and priorities.
- f) Cultural Heritage
- i) Identify and conserve historically or architecturally significant buildings.
 - ii) Ensure that all new development, site alterations, building alterations and additions are contextually appropriate and maintain the integrity of all on-site or adjacent cultural heritage resources.
 - iii) Protect, conserve, or mitigate sites of archaeological value and areas of archaeological potential as provided for under all applicable legislation.
 - iv) Retain a representative sample of landscape features such as former hedgerows and orchards in the plan for the area, as a record of the past cultural heritage.
- g) Infrastructure
- i) Ensure that all new development occurs on the basis of full urban water and wastewater services.
 - ii) Provide the necessary infrastructure and services to facilitate the timely and orderly development of the community.
 - iii) Provide municipal services and utilities in a manner that minimizes the impacts on the natural environment.
 - iv) Ensure that private property owners pay for their proportional share of the costs of providing necessary infrastructure.
 - v) Establish adequate utility networks to serve the anticipated development, and that they can be phased in a way that is cost-effective and efficient.
 - vi) Ensure public and private utilities are clustered or grouped, where possible, to minimize visual impact.
 - vii) Design and implement a stormwater management system that is integrated with the open space system and which mitigates impacts on the natural environment.

- h) Urban Design
 - i) Enhance the sense of community pride and identification by creating and maintaining a unique sense of place.
 - ii) Provide and create quality spaces in all public and private development.
 - iii) Create pedestrian-oriented places that are safe, accessible, connected, and easy to navigate for people of all abilities.
 - iv) Ensure that new development is compatible with and enhances the character of the existing environment and locale.
 - v) Design the community with a unique and cohesive character, including a focal point to which all elements of the design of area are connected.
 - vi) Ensure that development adjacent to the Eramosa Karst Conservation Area minimizes impacts on natural heritage features and preserves views.
- i) Implementation
 - i) Provide studies, services, public facilities, and infrastructure required to support development of the area in an orderly and timely manner.
 - ii) Ensure an integrated program of planning approvals, and other resource commitments, to implement the provisions of this Secondary Plan.
 - iii) Ensure the costs of services and facilities required to support development of the area are financed in accordance with the ability of the municipality and property owners to pay, and the provisions of the Development Charges By-law.
- j) Finance
 - i) Ensure the costs of services and facilities required to permit and support the development of the community are financed in accordance with:
 - The ability of the municipality and the landowners to pay;
 - The provisions of the Development Charges Act; and,
 - The Development Charges By-law adopted by the City.

7.7.3 Residential Designations

The residential policies shall define the location and scale of each type of residential use, and shall help ensure that a variety of residential types are provided to meet the needs of all area residents.

7.7.3.1 The residential areas are designated Low Density Residential 1, Low Density Residential 2, Medium Density Residential 2, and Medium Density Residential 3, as identified on Map B.7.7 -1 – Trinity West – Land Use Plan.

7.7.3.2 Trinity West shall be designed with a unique and cohesive character. Buildings, streetscapes, street patterns, landscaping, open spaces, and infrastructure shall be designed to contribute to this character. Accordingly, all site plans and draft plans of subdivisions shall be subject to an urban design brief and/or urban design guidelines to ensure conformity with the Urban Design goals and objectives of this plan and all other relevant City of Hamilton policies and guidelines.

7.7.3.3 General Residential Policies

In addition to Section E.3.0 Neighbourhoods Designation of Volume 1, the following policy applies:

- a) Where karst features occur within these areas, such as springs and sinkholes, Section 7.7.9 – Environment Policies shall also apply.
- b) Where Linkages and Core Areas occur within these areas, as shown on Map B.7.7.2 – Trinity West – Natural Heritage System, the policies in Section 2.0 - Natural Heritage System of Volume 1 and Section 7.7.9, of this plan shall also apply.

7.7.3.4 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.7.7-1 – Trinity West – Land Use Plan, the following policies shall apply:

- a) Notwithstanding Policy E.3.4.3, permitted uses shall include only single detached dwellings.
- b) The maximum net residential density of development shall not exceed 20 units per hectare (uph).
- c) Notwithstanding Policy E.3.4.5, the maximum building height shall be two storeys.

7.7.3.5 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.7.7-1 – Trinity West - Land Use Plan, the following policy shall apply:

- a) The net residential density of development shall be greater than 20 units per hectare, and shall not exceed 40 units per hectare (uph).

7.7.3.6 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.7.7-1 – Trinity West - Land Use Plan, the following policies shall apply:

- a) Notwithstanding Policies E.3.5.2 and E.3.5.3, uses permitted include multiple dwellings as well as street town houses.
- b) The net residential density of development shall be greater than 60 units per hectare, and shall not exceed 75 units per hectare (uph).
- c) Notwithstanding Policy E.3.5.9 a), the Upper Red Hill Valley Parkway shall function as a controlled access arterial. Direct access to the Medium Density Residential 2 land uses shall not be permitted from the Upper Red Hill Valley Parkway. Access to the Medium Density designated lands shall be provided by the adjacent collector and internal roads.

7.7.3.7 Medium Density Residential 3 Designation

In addition to Section E.3.5 – Medium Density Residential Policies of Volume 1, for lands designated Medium Density Residential 3 on Map B.7.7-1 – Trinity West - Land Use Plan, the following policies shall apply:

- a) The net residential density of development shall be greater than 75 units per hectare, and shall not exceed 100 units per hectare (uph).
- b) Notwithstanding Policy E.3.5.9 a), the Upper Red Hill Valley Parkway shall function as a controlled access arterial. Direct access to the Medium Density Residential 3 land uses shall not be permitted from the Upper Red Hill Valley Parkway. Access to the Medium Density designated lands shall be provided by the adjacent collector and internal roads.

7.7.4 Commercial and Mixed Use Designations

The Commercial and Mixed-Use areas for the Trinity West Secondary Plan Area are designated Mixed-Use – Medium Density on Map B.7.7-1 – Trinity West – Land Use Plan.

7.7.4.1 Mixed-Use – Medium Density

In addition to Section E.4.6 – Mixed-Use – Medium Density of Volume 1, the following policies shall apply to the lands designated Mixed-Use – Medium Density on Map B.7.7-1 – Trinity West – Land Use Plan:

- a) In addition to Policy E.4.6.6 – Prohibited Uses, the following uses shall be prohibited on lands designated Mixed-Use - Medium Density on Map B.7.7-1 – Trinity West – Land Use Plan:

- i) Hospitals; and,
- ii) Hotels.
- b) Notwithstanding Policies E.4.6.7 and E.4.6.8, the following policies shall apply:
 - i) Within the Mixed-Use - Medium Density designation adjacent to the Natural Open Space, which is the Eramosa Karst Conservation Area, on Map B.7.7-1 – Trinity West – Land Use, the maximum building height shall be three storeys. (OPA 64)
 - iii) Within the Mixed-Use Medium Density Designation adjacent to Low Density Residential, the maximum building height shall be four storeys.
- c) Notwithstanding Policy E.4.6.11, the amount of retail and service commercial space within each area designated Mixed-Use – Medium Density in Trinity West, may be less than 25,000 square meters of floor area.
- d) Direct access to individual properties or units from Rymal Road shall be discouraged; shared or combined common access points and rear lane arrangements shall be provided, where possible, through land consolidation and/or rights-of-way.
- e) The Upper Red Hill Valley Parkway shall function as a controlled access arterial with limited access points. Access to the land uses adjacent to the Upper Red Hill Valley Parkway shall be from internal local and collector roads.
- f) Where Core Areas and Area Specific Policy – USC-1 areas occur within the Mixed-Use – Medium designation, as shown on Map B.7.7.2 – Trinity West – Natural Heritage System, the policies in Section 2.0 – Natural Heritage System of Volume 1 and USC-1 of Volume 3 shall also apply.
- g) Any buildings containing both residential and commercial uses shall be subject to the following:
 - i) Amenity areas shall be provided exclusively for the residential component, and shall be separated from public areas associated with the commercial component; and,
 - iii) Customer parking areas for the commercial component shall be separated from residential uses, and shall not interfere with the safe and efficient use of residential parking areas.

7.7.5 Parks and Open Space Designations

In addition to Section B.3.5.3 – Parkland Policies of Volume 1, the following policies shall apply to lands designated General Open Space and Natural Open Space on Map B.7.7-1 – Trinity West – Land Use Plan:

- a) For lands designated General Open Space on Map B.7.7-1 – Trinity West – Land Use Plan, the following policies shall apply:
 - i) Notwithstanding Policy B.3.5.3.5 a), permitted uses shall be restricted to multi-use trails for active and passive recreational purposes.
 - ii) The small area near the south end of Upper Mount Albion Road designated General Open Space shall provide a pedestrian link from Upper Mount Albion Road, which shall be closed to vehicular traffic just north of Rymal Road.
- b) For lands designated Natural Open Space on Map B.7.7-1 – Trinity West – Land Use Plan, the following policies shall apply:
 - i) The Natural Open Space area east of Upper Mount Albion Road is the Eramosa Karst Conservation Area, which shall be maintained as natural open space, and be managed by the Hamilton Conservation Authority, in accordance with the Eramosa Karst Master Plan.
 - ii) In accordance with Policy 7.7.5 b) i), no buildings shall be permitted except for the visitor centre, kiosk, parking area, and similar amenities to be provided for interpretive purposes in accordance with the approved Eramosa Karst Master Plan.
 - iii) The Natural Open Space area west of Upper Mount Albion Road is a wetland area with high constraints, which shall be retained as undeveloped open space to serve a hydro-geological function, with no development permitted.
 - iv) Where Linkages and Core Areas occur within the Natural Open Space designation, as shown on Map B.7.7.2 – Trinity West – Natural Heritage System, the policies in Section 2.0 - Natural Heritage System of Volume 1 and Section 7.7.9 of this plan shall also apply.

7.7.6 Utility Designation and Utility Policies

- a) Notwithstanding Section C.3.4 – Utility Designation of Volume 1, the permitted use for lands designated Utility on Map B.7.7-1 – Trinity West – Land Use, shall be a Storm Water Management facility, and the following policies shall apply:
 - i) The Storm Water Management facility shall be located, sized, and designed in accordance with the Davis Creek Subwatershed study and other detailed studies, as required, to determine appropriate design;
 - ii) Additional uses or other uses shall not be permitted on these lands unless it can be demonstrated that sufficient area is provided for the storm water management facility;
 - iii) The only other uses permitted in any remnant portions of the site, in addition to an adequate storm water management facility, may

- include related open space such as trails and other general open space;
- iv) The size of stormwater management facility is approximate and can be changed without amendment to this plan. Where a stormwater management facility is reduced in size, the adjacent or nearest urban land use designation shall apply to the area where the stormwater management facility was formerly located on Map B.7.7-1 – Trinity West – Land Use.
- b) Public and private utilities services (excluding Storm Water Management ponds) shall be:
 - i) Installed within public road allowances, other City owned land, or within appropriate easements;
 - ii) Encouraged, wherever possible, to coordinate and locate within a common trench to avoid unnecessary over-digging and disruption of municipal rights of way;
 - iii) Clustered or grouped, where possible, to minimize visual impact; and,
 - iv) Encouraged to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc.
 - c) The City shall ensure that adequate utilities, communication / telecommunications facilities are, or shall be, established to serve the anticipated development, and these facilities can be phased in a manner that is cost-effective and efficient.
 - d) Large utility infrastructure shall be located and designed to minimize visual impact and ensure compatibility with surrounding land use.

7.7.7 Urban Design Policies

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

- a) Outside storage and loading areas shall provide sufficient manoeuvring area for delivery and refuse trucks to enter the site in a forward manner, turn around, and re-enter the municipal roadway in a forward manner.
- b) Outside storage and loading areas shall provide sufficient manoeuvring area for delivery and refuse trucks to enter the site in a forward manner, turn around, and re-enter the municipal roadway in a forward manner.

7.7.7.1 Parks and Open Space

- a) Open space connections shall be provided for pedestrian and cyclist access from public streets to trails within the Eramosa Karst Conservation Area.
- b) The design of the recreational trails shall be barrier-free and adhere to the City of Hamilton Parks and Open Space standards.
- c) Signage and safety requirements set out in the City of Hamilton Engineering and Parks and Open Space Standards shall be applied where sidewalks and pedestrian trails cross arterial and collector roads.
- d) Where possible, public open space (i.e. streets and trails) shall encourage connections with adjacent natural areas.

7.7.7.2 Streetscape and Built Form

- a) The presence of garages on the public street shall be minimized by:
 - i) Setting them back from the front façade or locating them flush with the front façade of the building;
 - ii) Locating them at the rear or side of the building by a private lane or driveway;
 - iii) Minimizing the width of the garage by creating deeper garages to accommodate storage; and,
 - iv) Incorporating varied roof lines; architectural details and porches to emphasize the pedestrian entrance to the building, while minimizing the presence of the garage.
- b) Architectural variation shall be encouraged through the incorporation of varied roof lines, materials, and colours in each building and from building to building.
- c) Variation in the number of storeys, porch designs, architectural style, and building type from building to building shall be encouraged.
- d) Continuous rows of building facades shall be discouraged.
- e) Buildings on corner sites shall be encouraged to have facades with architectural details and windows facing both streets.
- f) The layout of streets, configuration of lots, and the sighting of buildings shall ensure that:
 - i) There is no reverse lotting adjacent to streets unless otherwise approved by the City;
 - ii) There is generally unobstructed road frontage adjacent to public open spaces;

- iii) Streets and open spaces have an appropriate degree of continuity and enclosure, and opportunities are provided for the creation of views both within the community and to adjacent to natural heritage areas;
- iv) Service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm.
- v) Pedestrian ease of access and enjoyment of public street and other outdoor spaces is encouraged; and,
- vi) The safety and security for all persons in public places including streets, parks, and amenity areas are promoted through the design and sighting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance.

7.7.7.3 Commercial and Mixed Use Areas

- a) Buildings shall be located close to the street at grade, with main entrances on a street, with barrier free access at street level.
- b) Principal entrances shall face the public street or an exterior space directly adjacent and visible from the public street.
- c) Loading, service, and garbage areas shall be located to minimize their visual impact on the public street.
- d) Loading, service, and garbage areas shall be screened with enhanced landscaping and fencing constructed and designed to be in keeping with the design of the building.
- e) Where possible, combined accesses shall be provided.
- f) All facades facing a public street shall have window openings directly onto the street.
- g) In order to maintain unimpeded views of the building façade and to enhance a pedestrian oriented environment, parking on corner sites shall be encouraged to locate in the rear yard, away from the street.

7.7.7.4 Entrance Features

- a) In order to promote and enhance community identity, two entrance features shall be provided in the following locations:
 - i) The intersection of Rymal Road East and Local Road B; and,
 - ii) The intersection of Upper Red Hill Valley Parkway and Collector Road A.
- b) In accordance with Policy 7.7.7.4 a), these entrances shall be designed to express the distinct character of the neighbourhood and signal entrance into a safe, pedestrian friendly, accessible area that is home to the Eramosa Karst Conservation Area. These entrances shall:

- i) Be designed whereby buildings address the corner, through the use of glazing, building entrance features, signage, and/or other architectural features;
- ii) Incorporate enhanced hard and soft landscaping within both the public and private realm, including but not limited to: enhanced paving materials, decorative fencing, pedestrian amenities, signature tree species, etc;
- iii) Provide wayfinding elements to guide visitors to the Eramosa Karst Conservation Area;
- iv) Include enhanced pedestrian crossing through the use of enhanced paving materials, pedestrian scaled lighting, and incorporation of bicycle lanes; and,
- v) Incorporate public Art, where feasible.

7.7.7.5 Views and Vistas

- a) New developments within the Trinity West Area shall be designed to enhance views to the Eramosa Karst Conservation Area.

7.7.8 Transportation Policies

In addition to Section C.4.0 – Integrated Transportation Network, the following policies shall apply:

Active Transportation Network

- a) Walkability shall be promoted in the design of the Trinity West area, with pedestrian facilities and connections to be provided between all major destinations.
- b) Multi-use Trail connections shall be provided in and through Trinity West to serve pedestrians and cyclists accessing major destinations, and to link with the City-Wide and regional trail system. These trails shall be located as defined by master plan studies, including the Hamilton Recreational Trails Master Plan.
- c) The East Mountain Trail Loop shall be a multi-use trail with a right-of-way up to 15 metres, for the use of pedestrians, cyclists, and others, and shall connect through Trinity West. It shall link destinations such as the neighbourhood park, Eramosa Karst Conservation Area, residential and mixed-use areas.
- d) Cycling and trail routes shall be provided in accordance with the City Cycling Master Plan and Trails Master Plan, and shall be constructed on a prioritized basis considering travel demand, and available funding, with priorities to be re-evaluated regularly.

- e) Notwithstanding Policy C.4.5.2 c) vi) – Functional Road Classification, bicycle lanes shall not be provided on Rymal Road and the Upper Red Hill Valley Parkway.

Public Transit Network

- f) Rymal Road, within Trinity West and beyond, shall be designated as a long-term Potential Rapid Transit Line corridor. The potential for such transit facilities in this corridor, and their specific form and design, shall be reviewed in future as demand warrants.

Daylighting Triangles

- g) Additional lands for daylighting triangles may be necessary to accommodate the multi-lane roundabouts proposed at the Upper Red Hill Valley Parkway at Highland Road, Collector Road A, and at Rymal Road East.

Access Management

- h) The Upper Red Hill Valley Parkway shall function as a controlled access arterial with limited access points. Access to the land uses adjacent to the Upper Red Hill Valley Parkway shall not be permitted from the Upper Red Hill Valley Parkway, rather, from internal local and collector roads.
- i) Upper Mount Albion Road shall be closed to through vehicular traffic immediately north of Rymal Road. A pedestrian access shall be provided between Upper Mount Albion and Rymal Road.
- j) In addition to the local roads identified on Map B.7.7-1 – Trinity West – Land Use, further local roads shall be permitted and are anticipated to provide access to development within Trinity West.
- k) The access from the Upper Red Hill Valley Parkway located between Rymal Road and Collector Road A, as shown as Local Road A on Map B.7.7-1 – Trinity West – Land Use, shall be a right turn in/right turn out access only until a detailed design of the Upper Red Hill Valley Parkway is available.
- l) Access to the Eramosa Karst Conservation Area shall be provided along the proposed Collector Road A at Upper Mount Albion Road, as shown on Map B.7.7-1 - Trinity West - Land Use.

Traffic Management

- m) At the development stage, traffic calming devices, such as roundabouts, curb extensions at intersections, raised crosswalks or raised intersections, shall only be installed, where warranted, and in accordance with current City traffic standards.
- n) The City may require transportation impact studies to assess the impact of proposed developments on current travel patterns and/or future transportation requirements. If it is determined these studies are needed,

they shall be submitted as part of applications for Official Plan Amendments, subdivision approvals, major rezoning and major site plan approvals.

- o) Design of roundabouts shall consider pedestrian and cycling safety and access. Neighbourhood roundabouts may be considered at the following intersections:
 - i) The intersection of Local Road A and Local Road B, as shown on Map B.7.7-1 – Trinity West – Land Use;
 - ii) The intersection of Collector Road A and Local Road B, as shown on Map B.7.7-1 – Trinity West – Land Use.
- p) Upper Mount Albion Road shall be closed to through vehicular traffic immediately north of Rymal Road. A pedestrian access shall be provided between Upper Mount Albion and Rymal Road.

7.7.9 Environment Policies

The Natural Heritage System in Trinity West is shown on Map B.7.7.2 – Trinity West – Natural Heritage System.

7.7.9.1 In addition to Section C.2.0 – Natural Heritage System of Volume 1, the following policies shall apply:

- a) For Stream sections within Trinity West, as identified on Map B.7.7.2 – Trinity West – Natural Heritage System, if the stream has not been classified as part of an Environmental Impact Statement (EIS), subwatershed study, or other study, a scoped EIS shall be required to determine the type of fish habitat present.

Subsurface Conduit Area Overlay

- b) The area identified as Subsurface Conduit Overlay on Map B.7.7-2 – Trinity West – Natural Heritage System, contains subsurface flow conduits originating from the Eramosa Karst ANSI to a spring within the Trinity West Neighbourhood. The subsurface water flow function shall be maintained to sustain the drainage function of the conduit.
- c) Prior to approval of development applications within the area subject to the Subsurface Conduit Overlay, the specific location and depth of this conduit and an appropriate buffer width shall be determined through further detailed study. Once defined, development including building structures and deep buried services shall only be permitted on land over the conduit and within the recommended buffer if accompanied by a detailed study, prepared by a professional geoscientist with demonstrated expertise in karst environments, which demonstrates that the function of the conduit can be maintained.

- d) In accordance with Policy 7.7.9.1 c), the study should include comprehensive tracer testing during several peak flow periods to be able to map out the main hydraulic conduit and its sub-conduits in sufficient detail such that the full extent of the hydraulic system and factors that contribute to its long-term functioning are well understood. Road crossings and shallow utilities may be permitted subject to the recommendations of the detailed study. Specific permitted uses may include amenity space, parks, recreation and open space uses, and those which are compatible with the planned residential neighbourhood and which shall maintain the conduit function. These uses shall be set out in the implementing Zoning By-law.

Buried Eramosa Escarpment

- e) The area identified as “Buried Eramosa Escarpment” on Map B.7.7-2 – Trinity West – Natural Heritage System, is an area of shallow soil depth over karstic bedrock. Development of buildings and structures which require extensive intrusions into bedrock, such as apartment buildings, shall be supported by a site-specific geotechnical study. The geotechnical study shall be prepared in support of Site Plan applications, and any specific design measures resulting from the study shall be implemented.

Springs

- f) The location of Springs is identified on Map B.7.7-2 – Trinity West – Natural Heritage System. The function and geomorphology of these springs shall be maintained. Prior to approval of development applications, a geotechnical study shall be required to determine appropriate buffer widths and permitted uses.

Sinkholes

- g) The location of Sinkholes is identified on Map B.7.7-2 – Trinity West – Natural Heritage System. Prior to approval of development applications, a geotechnical study shall be required to determine whether or not the sinkholes should be protected and, if so, what protection measures are to be used.

Subwatershed Studies

- h) The eastern portion of Trinity West is subject to the Davis Creek Subwatershed Study, and the western portion of Trinity West is subject to the Hannon Creek Subwatershed Study. Development shall conform to the recommendations of these studies.

7.7.10 Infrastructure Policies

In addition to the policies in Section C.5.0 – Infrastructure of Volume 1, the following policies shall apply:

- a) Expansions of existing residential development along Upper Mount Albion Road and Rymal Road shall be permitted only on the basis of full municipal services.
- b) Prior to any expansions or change in use proposals that do not require a permit or application to the City of Hamilton for properties on existing private sewage disposal systems, the owner/proponent shall submit a report to the City of Hamilton, Public Health Services and Building Services, prepared by a qualified engineer, to demonstrate the adequacy of the existing septic system to treat sewage effluent without adversely affecting ground water and to confirm the ability of the lot size and soils to safely absorb sewage effluent generated on site.
- c) The location and design of water and waste management systems shall take into consideration the karst features in Trinity West, and shall be designed to minimize impacts on these features.

7.7.11 Health and Public Safety Policies

In addition to Policy B.3.6.3.11, the following policy shall apply:

- a) The use of noise barriers shall be prohibited adjacent to Rymal Road.

7.7.12 Implementation

- 7.7.12.1 Staging of development within the Trinity West Secondary Plan area shall be based on the availability and timing of roadway capacity, and municipal servicing and extensions thereto, such as water, wastewater and storm water services and facilities.
- 7.7.12.2 Staging of development shall proceed in a logical manner from where existing water, wastewater and storm services are located, and where extensions thereto are provided.
- 7.7.12.3 Staging of development within the Trinity West neighbourhood shall be based on the availability and timing of adequate utility infrastructure, such as communications/telecommunications networks, to be established to serve the anticipated development through discussions with public and/or private utility providers.

7.7.13 Area and Site Specific Policies

7.7.13.1 Area Specific Policy – USC – 1 (Eramosa Karst)(OPA 109)

In addition to the Policies in Section 7.7.4 - Trinity West Secondary Plan, for lands located north of Rymal, East of Upper Mount Albion, designated Mixed-Use – Medium Density, the policies of USC – 1 of Volume 3 shall also apply.

7.7.13.2 Site Specific Policy – Area A (OPA 53)(OPA 109)

Notwithstanding Policy B.7.7.3.4 b), for the lands designated Low Density Residential 1, located east of the Upper Red Hill Valley Parkway between

Highland Road East and Rymal Road East, and identified as Site Specific Policy – Area A on Map B.7.7-1 – Trinity West Secondary Plan – Land Use Plan, the maximum net residential density of development shall not exceed 23 units per net hectare.

7.7.13.3 Site Specific Policy – Area B (OPA 53)(OPA 109)

Notwithstanding Policy B.7.7.3.5 a), for the lands designated Low Density Residential 2, located east of the Upper Red Hill Valley Parkway between Highland Road East and Rymal Road East, and identified as Site Specific Policy – Area B on Map B.7.7-1 – Trinity West Secondary Plan – Land Use Plan, the maximum net residential density of development shall not exceed 42 units per net hectare.

7.7.13.4 Site Specific Policy – Area C (OPA 53)(OPA 109)(OPA 121)

Notwithstanding Policy B.7.7.3.6 b), for the lands designated Medium Density Residential 2, located at the north east corner of Upper Red Hill Valley Parkway and Soho Street, the minimum net residential density of development shall not be less than 55 units per net hectare.

7.7.13.5 Site Specific Policy – Area D (OPA 78)(OPA 109)

For the lands identified as Site Specific Policy Area “D”, on Map B.7.7-1 – Trinity West Secondary Plan: Land Use Plan, designated “Low Density Residential 1”, “Low Density Residential 2”, and “Mixed Use – Medium Density”, and known as 26 Upper Mount Albion Road, the following policy shall apply:

- a) Notwithstanding Section E.3.4.3 of Volume 1 and Policy B.7.7.3.4 a), and Section B.7.7.3.5, a two (2) storey multiple dwelling, for the purposes of a Residential Care Facility, shall also be permitted; and,
- b) Notwithstanding Policy B.7.7.3.5, the minimum net residential density shall be 5 units per hectare, and the maximum shall be 20 units per hectare.

B.7.7.13.6 Site Specific Policy – Area E (OPA 121)

Notwithstanding Policy B.7.7.3.6 b), for the lands located at the south east corner of Upper Red Hill Valley Parkway and Soho Street, designated “Medium Density Residential 2” lands and identified as Site Specific Policy Area “E” on Map B.7.7-1 – Trinity West Secondary Plan – Land Use Plan, the net residential density of development shall not be less than 50 units per hectare, and shall not exceed 75 units per hectare.

B.7.7.13.7 Site Specific Policy – Area F (OPA 121)

For the lands located at the south east corner of Upper Red Hill Valley Parkway and Highland Road West, designated “Medium Density Residential 3” and identified as Site Specific Policy Area “F”, on Map B.7.7-1 – Trinity West Secondary Plan - Land Use Plan, the following policy shall apply:

- a) Notwithstanding Section E.3.5.8 of Volume 1, the maximum height shall be 32.0 metres or eight storeys, whichever is less; and,
- b) Notwithstanding Policy B.7.7.3.7 a), the net residential density of development shall be greater than 75 units per hectare, and shall not exceed 170 units per hectare.