

<b>Criteria</b>	<b>Fifty Road</b>	<b>Whitechurch Road</b>	<b>Book Road</b>
<p>Servicing – Water / wastewater / stormwater</p>	<ul style="list-style-type: none"> <li>• Lands are adjacent to existing infrastructure that has been sized to accommodate.</li> <li>• Water servicing needs to be reviewed with neighbouring municipality (Grimsby).</li> </ul>	<ul style="list-style-type: none"> <li>• Area will be assessed with respect to water servicing and wastewater capacity through ongoing W/WW/SWM Master Plan.</li> <li>• Lands should be reviewed in conjunction with Whitechurch Urban expansion lands (white belt lands).</li> <li>• Would have to presume sufficient capacity in the Dickenson trunk main to accommodate sanitary servicing. Additional servicing requirements not significant, although routing options need to be analyzed in conjunction with white belt lands. Option could possibly include an outlet to Twenty Road SPS.</li> </ul>	<ul style="list-style-type: none"> <li>• Input regarding water servicing and wastewater capacity needs to be determined through ongoing W/WW/SWM Master Plan.</li> <li>• Concerns about development in this area proceeding prior to the completion of the Dickenson trunk sewer due to potential for overflow. Sanitary outlet would need to be determined.</li> </ul>
<p>Transportation</p>	<ul style="list-style-type: none"> <li>• Lands are contiguous to existing transportation system</li> <li>• Development of lands will exacerbate transportation challenges on Fifty Road furthering the need for requiring upgrades including additional lanes and active transportation facilities, as planned through the Barton and Fifty Environmental Assessment.</li> <li>• QEW/Fifty Road is experiencing operational</li> </ul>	<ul style="list-style-type: none"> <li>• Lands are not well connected to existing transportation systems for transit and active transportation; lands are outside of transit service area</li> <li>• Development in close proximity to provincial highway system</li> <li>• Development in close proximity to Airport Employment Growth District</li> <li>• Need to ensure lands for future Highway 6-RHVP connector are maintained. Alignment has not been determined.</li> </ul>	<ul style="list-style-type: none"> <li>• Development of lands will require urbanization and expansion of Garner Road West (EA initiated January 2022, programmed in capital budget)</li> <li>• Development of lands will require urbanization and upgrading of Fiddler’s Green (EA not initiated, capital improvements not programmed)</li> <li>• Development supports S-Line Transit Priority Corridor</li> <li>• Development in close proximity to provincial highway system</li> </ul>

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	<p>issues; MTO has identified this as challenge for nearby developments</p> <ul style="list-style-type: none"> <li>• Area is not currently served by fixed route transit services</li> <li>• Significant upgrades to active transportation facilities are needed in vicinity of lands to be implemented as part of Barton and Fifty upgrades</li> </ul>	<ul style="list-style-type: none"> <li>• Would align with future Red Hill ring road</li> </ul>	<ul style="list-style-type: none"> <li>• Development in close proximity to Ancaster Employment Lands and Airport Employment Growth District</li> <li>• Will create pressures on rural roads including Shaver Road and Book Road</li> <li>• Development in northern portion of subject lands adjacent to Garner Road may be developable in the near term from a transportation perspective. Garner Road EA will be completed and Garner Road supports transit.</li> </ul>
<p>Natural Heritage</p>	<ul style="list-style-type: none"> <li>• These properties do not support features or functions associated with the City’s Natural Heritage System (including the Greenbelt Natural Heritage System)</li> <li>• These properties are located close to areas that have been developed/proposed to be developed which would minimize further negative impacts on other areas within the City that support the Natural Heritage System.</li> </ul>	<ul style="list-style-type: none"> <li>• This area supports Core Areas (Key Hydrologic Features-Streams).</li> <li>• The removal of this area from the Greenbelt Plan is not supported from a Natural Heritage perspective</li> <li>• A comprehensive Secondary Plan or Servicing Strategy has not been completed for this area. It is unclear how this area will be developed in an efficient manner.</li> <li>• There is currently limited natural heritage information for this area. To determine how the Natural Heritage System can be integrated within the proposed development and to ensure that any developments or site alteration within or adjacent to</li> </ul>	<ul style="list-style-type: none"> <li>• Site contains a Natural Heritage System that includes the Greenbelt Natural Heritage System, Core Areas and Linkages. The features/functions of the Natural Heritage System include Unevaluated wetlands, Watercourses, Significant Woodlands, Duff’s Corners South Woodlot Environmentally Significant Area (ESA), Potential Species at Risk (SAR) Habitat, Potential Significant Wildlife Habitat (SWH), Linkage (hydro corridor)</li> <li>• The removal of this area from the Greenbelt Plan is not supported from a Natural Heritage perspective</li> <li>• A comprehensive Secondary Plan or Servicing Strategy has not been completed for this area. It is</li> </ul>

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		<p>Core Areas shall not negatively impact their environmental features or ecological functions (RHOP policy C.2.3.3), detailed plans/inventories would be required to be undertaken. The evaluation of natural features and their functions need to occur during appropriate timing windows (i.e., birds are evaluated in the spring when they are breeding; multi-season vegetation surveys).</p> <ul style="list-style-type: none"> <li>• This area is located within the Niagara River Area of Concern watershed (designated in 1987 by the International Joint Commission). The AOC was identified due to water quality issues. Most restoration efforts have been focused on Niagara River, however, projects such as re-establishing riparian habitat have been undertaken within the AOC watershed. It is unclear how specific initiatives such as this have been taken into consideration.</li> </ul>	<p>unclear how this area will be developed in an efficient manner.</p> <ul style="list-style-type: none"> <li>• There is currently limited natural heritage information within this area. To determine how the Natural Heritage System can be integrated within the proposed development and to ensure that any developments or site alteration within or adjacent to Core Areas shall not negatively impact their environmental features or ecological functions (RHOP policy C.2.3.3), detailed plans/inventories would be required to be undertaken. The evaluation of natural features and their functions need to occur during appropriate timing windows (i.e., birds are evaluated in the spring when they are breeding; multi-season vegetation surveys).</li> <li>• To implement the RHOP, the City of Hamilton has applied specific Conservation/Hazard Land zoning to many of the features within the Natural Heritage System within this area. These zones have been applied to protect the Natural Heritage System from the impacts of development. Fragmentation of the Natural Heritage System may occur.</li> </ul>

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			<ul style="list-style-type: none"> <li>• There are several headwater tributaries located within this area. Within the Provincial Policy Statement and the Greenbelt Plan, it is recognized that natural heritage features and functions do not respect administrative boundaries. It is unclear if this cross-jurisdictional relationship has been considered.</li> </ul>
Planning	<ul style="list-style-type: none"> <li>• Lands are surrounded to the north and west by existing development (Foothills of Winona) subdivision.</li> </ul>	<ul style="list-style-type: none"> <li>• Lands are located adjacent to the Urban Expansion Area to the north which was added to the urban area through OPA 167. If lands are removed from the Greenbelt Plan, planning of this area should occur comprehensively. The lands to the north require a Secondary Plan to be completed prior to development occurring.</li> <li>• Lands are connected to the Mount Hope settlement area but disconnected from the remainder of the urban area, and separated by rural lands which will not develop for any urban uses in the near term due to restrictions on residential development by the airport noise contours.</li> </ul>	<ul style="list-style-type: none"> <li>• Lands are bisected by the airport Noise Exposure Forecast contour 28. The Rural and Urban Hamilton Official Plans do not permit residential development above the 28 NEF contour. The Provincial ERO posting notes that the lands are being removed from the Greenbelt to allow for housing to be developed. It is not clear why these lands are being proposed for removal given the restriction on residential development in the area resulting from the noise contour.</li> </ul>