

November 22, 2022

392-21

Via Email

Attn: Honourable Steve Clark,
Minister of Municipal Affairs and Housing

777 Bay Street, 16th Floor
Toronto, ON M7A 2J3
greenbeltconsultation@ontario.ca
c/o minister.mah@ontario.ca

**RE: Summary of Requests to Facilitate Removal of Lands from Greenbelt
Northwest Corner of Barton Street and Fifty Road, City of Hamilton
ERO No. 019-6217**

On September 8, 2022, the Ministry of Municipal Affairs and Housing (MMAH) initiated an invitation for public consultation on the proposed amendments to the City of Hamilton's Rural and Urban Official Plans via ERO No. 019-5732. In response, our office provided a letter dated October 4, 2022 detailing justification for the removal of the subject property from the Greenbelt Plan and redesignation in the Hamilton Official Plan in order to correct a historical error in the Greenbelt mapping which inadvertently added the parcel to the Greenbelt Plan.

Since then, the Province announced its changes to the Hamilton Official Plan as a result of the feedback received during this commenting period. The changes to the Hamilton Official Plan did not include any of the requested changes for the subject lands and they remain outside the Urban Boundary.

Subsequently, the Province has opened a new 30-day public consultation period for input on their proposed changes to the Greenbelt Plan, which includes the removal of the subject property from the Greenbelt Boundary and we support these changes for the reasons outlined in our previous ERO submission and as outlined below.

The site in question is a strong candidate for urban growth and intensification as discussed in the balance of this letter and the purpose of this submission is to outline the recommend changes to the Urban and Rural Official Plan which will be contained in our forthcoming Greenbelt ERO Recommendation letter to accommodate future development of the site and ensure policy alignment between the Official Plan and Greenbelt Plan. Further, the proposed changes to the Hamilton Official Plan align with the decision to remove the lands from the Greenbelt Plan which has previously been supported by Hamilton City Council, the former City of Hamilton Mayor and City of Hamilton Chief Planner.

It is important to note, we understand the Province has stipulated the subject property must be developed by 2025, otherwise it will be required to revert back to its Greenbelt designation. As such, the requested changes below are crucial to facilitate the intended development of the site within the prescribed timeframe.

Previous Submissions

As part of the Provincial Coordinated Land Use Planning Review Process and the Province's Agricultural Land Base Mapping review, our client participated in the public consultation that welcomed recommendations for the addition or removal of land from the Greenbelt Plan. Letters were provided to the MMAH dated April 19, 2021 and September 17, 2018, seeking the removal of the above noted lands from the Greenbelt Plan. As noted in previous submissions, these lands were inadvertently added to the Greenbelt Plan by the City of Hamilton in error due to a fault in the PIN number associated with the subject lands (PIN 17368-0702(LT) and PIN 17368-0133(LT)). This was confirmed by the City, who recommended removal of the subject lands from the Greenbelt Plan in their staff report (PED15078(c) dated January 31, 2017. This staff report led to Hamilton City Council passing Item 2 of Planning Committee Report 17-002 on February 17, 2017, in order to approve the removal of the subject lands from the Greenbelt Plan. Hamilton City Council had also previously requested the Province to remove the lands from the Greenbelt Plan on December 9, 2015 and again on September 14, 2016.

Included with this letter, and previously provided to the Ministry are the following supporting materials for your review:

- City of Hamilton Staff Report PED15078(c) re: Greenbelt Boundaries dated January 31, 2017 (Appendix A);
- Agricultural Conditions Report prepared by DBH Soil Services dated March 12, 2017 (Appendix B);
- Greenbelt Removal Request Letter dated September 17, 2018, prepared by MHBC (Appendix C); and,
- Mayor of Hamilton Letter of Endorsement dated September 3, 2021 (Appendix D).

Designation & Urban Boundary Considerations

The subject property is approximately 4 hectares (9.9 acres) in size and abuts the Urban Boundary for the City of Hamilton. The subject lands are designated as 'Specialty Crop' on Schedule D of the Rural Hamilton Official Plan.

During the April 6th, 2021 City of Hamilton Planning Committee Meeting, the City reviewed their Staff Report (PED21064) regarding recommendations to be provided to the Province for growing the Greenbelt as per ERO Posting No. 019-3136, contained in Appendix A. In their Report, the City discussed recommendations for lands to be added to and removed from the Greenbelt Plan. The emphasized land recommended for addition to the Greenbelt was Coldwater Creek in Dundas as Urban River Valleys have been prioritized in recent years for preservation and protection. Further, the lands noted for deletion from the Greenbelt Plan included the lower Stoney Creek lands of which the subject lands are contained. It is clear that the City of Hamilton is in support of the removal the subject property from the Greenbelt, inclusion in the Urban Boundary and have determined the area to be devoid of worthy agricultural benefit.

As the request to remove the subject lands from the Greenbelt has been made in the past, several studies have been carried out to determine the viability of the lands for farming use and to evaluate its inclusion in the Greenbelt. These studies include an Agricultural Conditions Study completed by DBH Soil Services

Inc. in 2016, a Land Evaluation and Area Review (LEAR) Study prepared by AgPlan Limited in 2003, a Planning Opinion prepared by MHBC Planning and a Planning Opinion prepared by Dillon Consulting as well as those noted in the enclosed March 15, 2017 letter from the Director of Planning for the City of Hamilton to the Province of Ontario.

The DBH Report contained in Appendix C concluded that the existing soil on site is predominately Canada Land Inventory (CLI) Class 4, which the Ontario Ministry of Agriculture, Food, and Rural Affairs (OMAFRA) defines as having severe limitations that restrict the choice of crops and levels of crop productivity. Additionally, the DBH Report states that during their reconnaissance survey, it was determined that the land does not have artificial tile drainage, irrigation, or topsoil which affect soil capability to successfully grow crops. Further, the lands were found to be significantly lower in grade than the surrounding properties, presenting potential for crop loss due to ponding water. Worth noting, the size of the lot in question (4.0 ha) does not even reach half of the required minimum lot size (10.0 ha) for Agricultural Speciality Crop Zones established in the City of Stoney Creek Zoning By-law No. 3692-92.

As determined through the previous analyses, the property's minimal size, grading, soil quality, and agricultural history indicate that the land does not, and will not, have the capability to aid in achieving the goals and objectives of lands placed outside the Urban Boundary, within the Specialty Crop designation.

Giving consideration to the information outlined above, it can be concluded that the redesignation of the lands and its inclusion in the Hamilton Urban Boundary represents good land use planning. Accordingly, the redesignation of the lands for future development can be considered appropriate and in keeping with the growth objectives established by the Growth Plan and the Province as a whole.

Land Proposed for Redesignation and Planning Merit

The property in question is currently vacant and surrounded by existing servicing and residential development with a major arterial road (Fifty Road) connecting to the QEW Highway, just 500 metres north of the site. The property is minor in size and is in close proximity to urban development, rendering it a non-viable option for a farm use or farming activity. Any agricultural operation on site presents potential conflicts with abutting residential development as a result of potential odor, pesticide application, and traffic impacts. As such, farming activity has not occurred on the lands in over 12 years.

The land is located in an area identified by the City of Hamilton for future urbanization during the Growth Related Integrated Development Strategy (GRIDS 2) process of the City's Municipal Comprehensive Review. As the property fronts on Barton Street and Fifty Road, it is worth noting that the Stoney Creek Urban Boundary Expansion Transportation Master Plan Study Report prepared by Dillon Consulting identifies Barton Street as a strong candidate for future road expansion. Further, the Report identified the lands fronting Fifty Road, +/- 200 metres north of the site, as the most suitable location for a proposed Inter-regional Multi-modal Transit Terminal to accommodate future GO Rail service in the area. The identification of the lands as an area for future urbanization and the proposed transportation improvements provide further justification that the site be removed from the Greenbelt Plan and redesignated to permit future development.

Furthermore, the surrounding context of the site is intrinsically urban in nature. The existing residential subdivision on the abutting lands to the north and west, along with the resolution passed by the City of Hamilton recognizing the lands as a strategic growth area for future development warrants the redesignation of the land. The site's position is currently contiguous with the City of Hamilton urban boundary and separated from the Greenbelt designated lands by the Fifty Road arterial road. This positioning further cements the subject property as being worthy for consideration for redesignation and subsequent inclusion in the City of Hamilton's urban boundary.

A Concept Plan is contained in Appendix F, showing how the subject property could be built out and seamlessly integrated into the surrounding built form, should the lands be removed from the Greenbelt. The plan illustrates a design which accommodates over 200 townhouse units which would aid the City of Hamilton in achieving the population target of 820,000 people set out in Schedule 3 of the Growth Plan for the Greater Golden Horseshoe. This concept can be easily implemented as the property already has access to municipal infrastructure including; servicing, St. Gabriel Elementary School and Daycare, Grocery stores, QEW access, a nearby GO Transit Station and the potential location of a Multi-modal transit hub as discussed earlier.

As noted above:

- The lands have direct access to full municipal servicing;
- The lands to be developed will exceed more than 10% attainable housing;
- The lands will accommodate over 200 townhouse units.

Recommended Changes to the UHOP

Accordingly, UrbanSolutions recommends the following changes to the Urban Hamilton Official Plan and Rural Hamilton Official Plan:

1. Schedules A – Provincial Plans of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix F.
2. Schedule B – Natural Heritage System of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix G.
3. Schedule B-1 – Detailed NH Features Life Science ANSI of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix H.
4. Schedule B-2 – Detailed NH Features Significant Woodlands of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix I.
5. Schedule B-3 – Detailed NH Features Alvar and Tallgrass Prairie of the RHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix J.
6. Schedule B-4 – Detailed NH Features Wetlands of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix K.

7. Schedule B-5 – Detailed NH Features Lakes and Littoral Zones of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix L.
8. Schedule B-6 – Detailed NH Features Environmentally Significant Areas of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix M.
9. Schedule B-7 – Detailed NH Features Local Natural Area Earth Science ANSI of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix N.
10. Schedule B-8 – Detailed NH Features Streams of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix O.
11. Schedule C – Functional Road Classification of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix P.
12. Schedule G – Local Housing Market Zones of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix Q.
13. Schedule E – Urban Structure of the UHOP is amended to include the subject property and identify it as ‘Neighbourhoods’ as illustrated in Appendix R.
14. Schedule E-1 – Urban Land Use of the UHOP is amended to include the subject property in a ‘Neighbourhoods’ designation as illustrated in Appendix S.
15. Schedule D – Rural Land Use Designations of the RHOP is amended to remove the subject property as illustrated in Appendix T.
16. Map B.7.4-1 Land Use Plan of the Fruitland-Winona Secondary Plan of the UHOP be amended to include the property in the Medium Density Residential 3 designation as illustrated in Appendix U while Map B.7.4-2, B.7.4-3 and B.7.4-4 be amended to bring the lands within the Secondary Plan Boundary.

Timeline Concerns

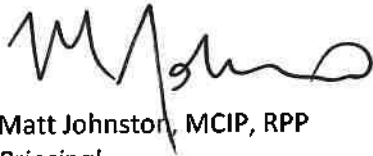
In the Environmental Registry of Ontario posting regarding the proposed Greenbelt Plan amendments, it is stated that the lands removed from the Greenbelt are expected to commence construction no later than 2025. Further, it is noted that should construction not commence on the lands by 2025, they will be returned to the Greenbelt boundary.

Our concern lies in the feasibility of timelines for securing the Planning Act approvals required by 2025. Given the political regime now in place with Hamilton City Council, an Official Plan Amendment application for an Urban Boundary expansion and related changes will not be well received, making a 2025 timeframe very difficult to meet.

To achieve this timeframe, the Province must make these modifications to the Hamilton Official Plan. Doing so will limit the *Planning Act* approvals to a Zoning By-law Amendment application followed by a 12–18-month site plan application, making the 2025 timeframe achievable.

We look forward to working with you and your staff to discuss the outlined request in greater detail and coordinate the implementation of said request. Should you have any questions or require anything further, please do not hesitate to contact the undersigned.

Kind Regards,
UrbanSolutions



Matt Johnston, MCIP, RPP
Principal



Scott Beedie, MCIP, RPP
Planner

- cc. Minister Neil Lumsden, MPP – Hamilton East-Stoney Creek
Hon. Donna Skelly, MPP – Flamborough-Glanbrook
Mr. Ryan Amato, Chief of Staff, Minister's Office, MMAH
Ms. Hannah Evans, Assistant Deputy, Municipal Services Division, MMAH
Mr. Sean Fraser, Assistant Deputy, Planning & Growth Division, MMAH
Mr. Steve Robichaud, Chief Planner, City of Hamilton
Messrs. Sergio Manchia and Anthony DiCenzo, Avatar International & 1800615 Ontario Inc.

Appendix A – City of Hamilton Staff Report PED15078(c)



INFORMATION REPORT

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	January 31, 2017
SUBJECT/REPORT NO:	Coordinated Provincial Plan Review (Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Niagara Escarpment Plan) - Comments on Greenbelt Plan Minor Boundary Changes (PED15078(c))
WARD(S) AFFECTED:	Wards 11, 12, 14 and 15
PREPARED BY:	Joanne Hickey-Evans Manager of Policy Planning and Zoning By-law Reform (905) 546-2424 Ext.1282
SUBMITTED BY:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
SIGNATURE:	

Council Direction:

None

Information:

On January 11, 2017, the Province released, for public comment, proposed minor changes to the Greenbelt Plan boundaries. Revisions to the text of the Plan will be introduced at a later date. The public comment period on the mapping changes concludes on February 27, 2017.

Background

Through the Co-ordinated Provincial Plan Review, the Province is undertaking a review of:

- The Growth Plan for the Greater Golden Horseshoe ("Growth Plan");
- The Greenbelt Plan;
- The Oak Ridges Moraine Conservation Plan; and,
- The Niagara Escarpment Plan.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Coordinated Provincial Plan Review (Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Niagara Escarpment Plan) - Comments on Greenbelt Plan Minor Boundary Changes (PED15078(c)) (Wards 11, 12, 14 and 15) - Page 2 of 4

Throughout the process, consultation has been undertaken with municipalities, Conservation Authorities, and landowners to discuss various aspects of the Plan Review.

One of the components of the Review is the evaluation of the Greenbelt Plan boundaries.

Throughout the course of the review, the City of Hamilton has provided specific comments on potential Greenbelt Plan boundary changes, including both additions and deletions.

- June 2015 (PED15078) and December 2015 (PED15078(a))

City Council made the following recommendations:

- add the lands south of Twenty Mile Creek, east of Miles Road, north of Airport Road, and west of Trinity Church Road (approximately 430 ha) to the Greenbelt Plan (see Appendix "A");
- remove the Lower Stoney Creek lands (104 ha) and the lands north of Parkside Drive, east of Centre Road in Waterdown (28 ha) from the Greenbelt Plan (see Appendix "B"); and,
- add Coldwater Creek as an urban river valley.

In addition, there was a specific recommendation for the Province to work with City staff to review the natural heritage system to reflect the City's Core Areas.

- September 2016 (PED15078(b))

The Province released its draft Greenbelt Plan boundary changes for comment in May 2016, which included the following proposed boundary changes:

- the addition of the Book Road lands (450 ha) and only a portion of the Miles road area (330 ha), not the full 430 ha which had been requested by City Council (see Appendix "A");
- the addition of Fifty Creek as an urban river valley; and,
- removal of a few parcels of land in Lower Stoney Creek (30 ha) in the Fifty Road – Barton Street area that were already in the urban boundary, which is considered a technical amendment (see Appendix "B").

SUBJECT: Coordinated Provincial Plan Review (Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Niagara Escarpment Plan) - Comments on Greenbelt Plan Minor Boundary Changes (PED15078(c)) (Wards 11, 12, 14 and 15) - Page 3 of 4

The removal of the lands in Lower Stoney Creek and Waterdown, as well as the westerly portion of the Miles Road area and Coldwater Creek, as requested by the City, were not included in the May 2016 Greenbelt Plan revisions.

In September, 2016, City Council supported the additions to the Greenbelt Plan for Book Road and the Miles Road Area. However, Council also reiterated their previous positions to:

- (i) remove the Waterdown and Lower Stoney Creek lands from the Greenbelt Plan Area; and,
- (ii) add more lands to the Miles Road/Nebo Road area, as well as the Coldwater Creek urban river valley.

In addition, both City Planning staff and the Niagara Conservation Authority staff met with provincial staff to discuss the natural heritage feature (woodland) in the area of the Airport with the view to deleting it. No other areas were discussed.

- January 2017

Staff reviewed the proposed Greenbelt Plan minor boundary changes which were released on January 11, 2017 and note that there are no additional changes for the Hamilton area from the draft Greenbelt Plan revisions that were released in May 2016.

Summary

In summary the proposed boundary changes to the Greenbelt Plan for the Hamilton area are:

- (i) Additions (Appendix "A"):
 - 1. Book Road area;
 - 2. Portion of the Miles/Nebo Road Area; and,
 - 3. Fifty Mile Creek.
- (ii) Deletions (Appendix "B"):
 - 1. Technical removals of small parcels in Stoney Creek which are already within the urban boundary.

There are no additional changes proposed for the City of Hamilton in the January 11, 2017 release.

SUBJECT: Coordinated Provincial Plan Review (Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Niagara Escarpment Plan) - Comments on Greenbelt Plan Minor Boundary Changes (PED15078(c)) (Wards 11, 12, 14 and 15) - Page 4 of 4

The proposed net addition to the Greenbelt Plan is approximately 750 ha plus the lands of the Fifty Creek Urban River Valley.

The Province has requested comments on the proposed changes to the Greenbelt Plan Area by February 27, 2017. While no changes are proposed for the Greenbelt Plan Area in Hamilton, if City Council wishes, it could reiterate its recommendations on the requested Greenbelt Plan boundary changes from Council's meeting of September 14, 2016.

Appendices:

- Appendix A: Lands Recommended for Addition to Greenbelt Plan by City and Province
- Appendix B: Lands Recommended for Removal from Greenbelt Plan by City and Province

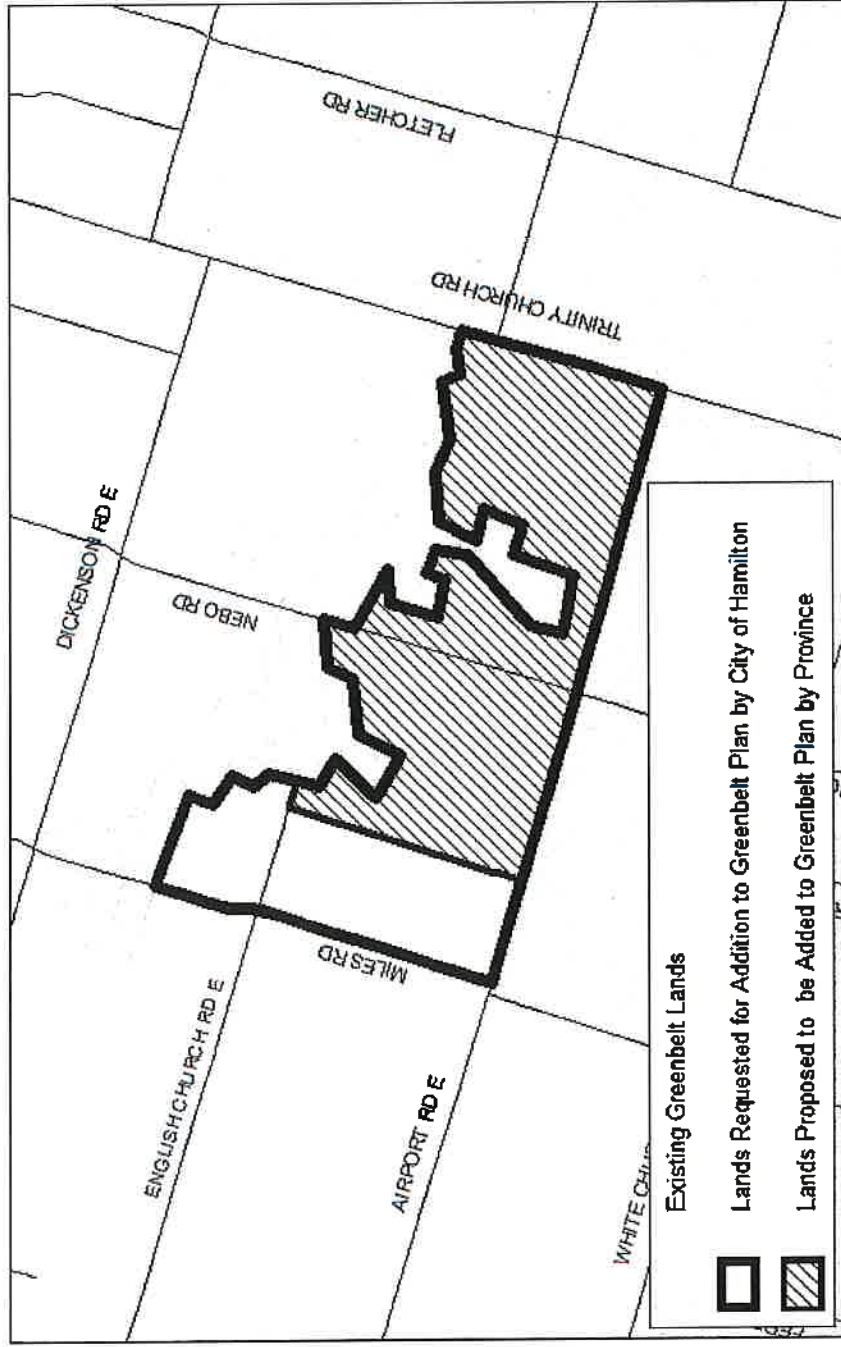
OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

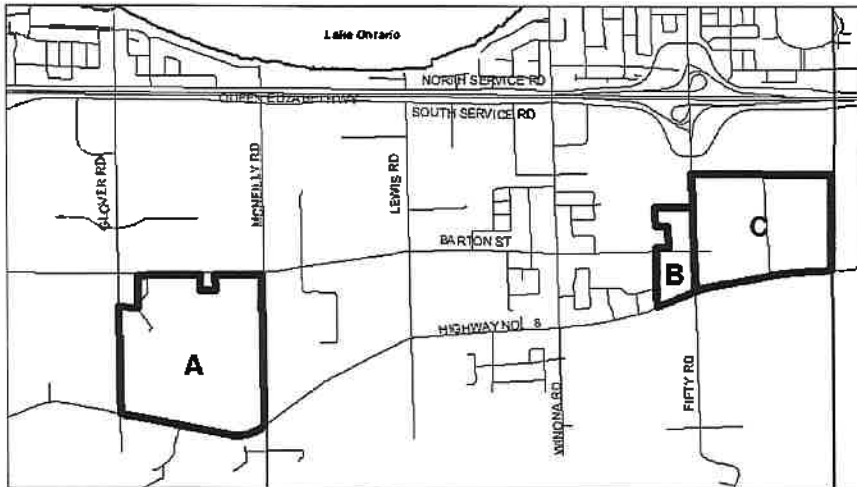
OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

Lands recommended for addition to the Greenbelt Plan:

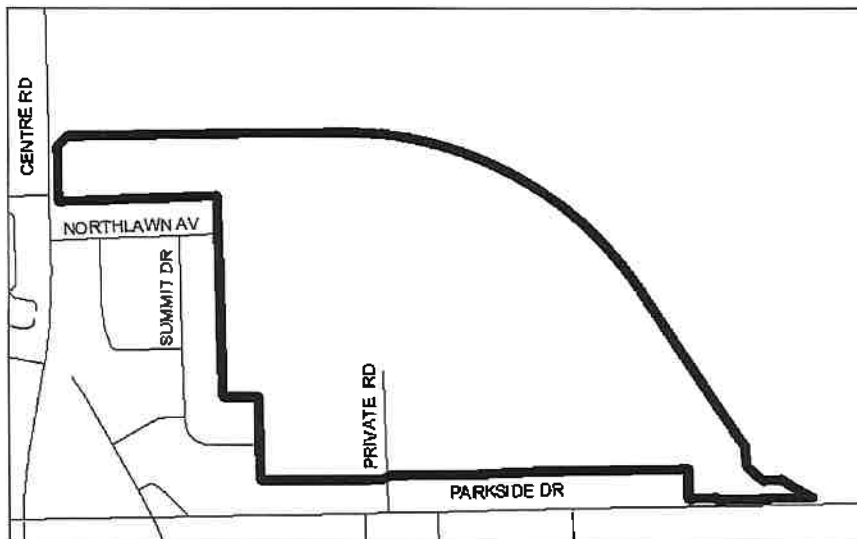
Nebo Road lands (approximately 430 ha requested by City, approximately 330 ha proposed by Province)



Lands recommended for removal from the Greenbelt Plan by the City of Hamilton:



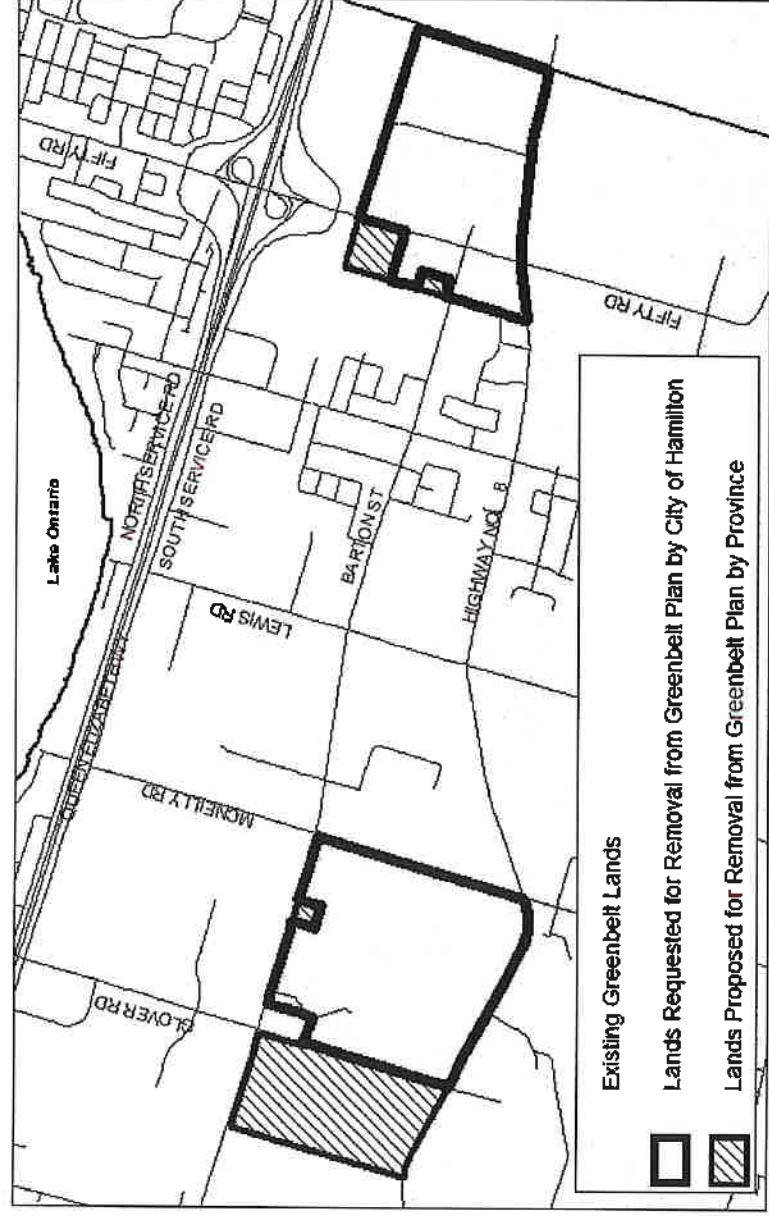
Lower Stoney Creek lands
(approximately 104 ha)



Waterdown lands (north of
Parkside Drive, east of
Centre Road)
(approximately 28 ha)

Lands recommended for removal from the Greenbelt Plan by the Province (as compared to the City's recommendation):

(approximately 30 ha proposed for removal by Province, 104 ha requested for removal by City)





PLANNING COMMITTEE

REPORT 17-002

9:30 a.m.

Tuesday, January 31, 2017

Council Chambers

Hamilton City Hall

71 Main Street West

Present:	Councillors M. Pearson (Chair), A. Johnson (1 st Vice Chair), Councillors C. Collins, D. Conley, M. Green, B. Johnson, D. Skelly, and J. Partridge.
Absent with regrets	Councillor R. Pasuta and J. Farr (2nd Vice Chair), Personal
Also present:	Councillors L. Ferguson and S. Merulla

THE PLANNING COMMITTEE PRESENTS REPORT 17-002 AND RESPECTFULLY RECOMMENDS:

- 1. Coordinated Provincial Plan Review (Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Niagara Escarpment Plan) - Comments on Greenbelt Plan Minor Boundary Changes (PED15078(c)) (City Wide) (Item 5.1)**

That Report PED15078(c) respecting Coordinated Provincial Plan Review (Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Niagara Escarpment Plan) - Comments on Greenbelt Plan Minor Boundary Changes, be received.

- 2. Request for Removal of Certain Lands in the Lower Stoney Creek Area from the Greenbelt Plan**

WHEREAS, certain lands in the Lower Stoney Creek area are within the Greenbelt Plan and are designated as Specialty Crop;

WHEREAS, the Agricultural Assessment prepared by AgPLan (March 2003) concluded that the Lower Stoney Creek lands identified in the Stoney Creek Urban Boundary Expansion study area were not Specialty Crop lands;

WHEREAS, the Province is undertaking the Coordinated Provincial Plan review for the Growth Plan, Greenbelt Plan, Niagara Escarpment Plan and the Oak Ridges Moraine Plan;

WHEREAS, City Council, as part of the public consultation process on the Plans, approved Item 1, as amended, of Planning Committee Report 15-020 on December 9, 2015 requesting the Province to remove the land in the Lower Stoney Creek area (104 ha) from the Greenbelt Plan;

WHEREAS, the lands recommended for removal from the Greenbelt Plan in Lower Stoney Creek are remnant parcels of rural land surrounded to the east, west and north by the lands contained in the Greenbelt Plan and are designated Urban in the Urban Hamilton Official Plan;

WHEREAS, City Council, as part of the second round of public consultations on the Plans, reaffirmed its position requesting the Province to remove Lower Stoney Creek lands from the Greenbelt Plan by approving Item 5 of Planning Committee Report 16-015 on September 14, 2016; and,

WHEREAS, the Province on January 11, 2017, released their proposed changes to the Greenbelt Plan and did not include the removal of the Lower Stoney Creek lands;

THEREFORE BE IT RESOLVED:

- (a) That the Lower Stoney Creek lands are not considered as Specialty Crop, in accordance with the 2003 Agricultural Assessment prepared by AgPLAN for the City of Hamilton;
- (b) That in accordance with the December 9, 2015 and September 14, 2016 Council recommendations to the Province of Ontario that the Province is requested to remove the Lower Stoney Creek lands from the Greenbelt Plan;
- (c) That the Mayor forward a copy of this resolution to the Minister of Municipal Affairs; and
- (d) That the General Manager of the Planning and Economic Development Department and appropriate staff be requested to meet with the Ministry of Municipal Affairs to reiterate City Council's multiple requests to remove the lower Stoney Creek lands from the Greenbelt Plan.

CITY OF HAMILTON

MOTION

COMMITTEE DATE: January 31, 2017

MOVED BY COUNCILLOR M. PEARSON.....

SECONDED BY COUNCILLOR.....

Re: Request for Removal of Certain Lands in the Lower Stoney Creek Area from the Greenbelt Plan

WHEREAS, certain lands in the Lower Stoney Creek area are within the Greenbelt Plan and are designated as Specialty Crop;

WHEREAS, the Agricultural Assessment prepared by AgPlan (March 2003) concluded that the Lower Stoney Creek lands identified in the Stoney Creek Urban Boundary Expansion study area were not Specialty Crop lands;

WHEREAS, the Province is undertaking the Coordinated Provincial Plan review for the Growth Plan, Greenbelt Plan, Niagara Escarpment Plan and the Oak Ridges Moraine Plan;

WHEREAS, City Council, as part of the public consultation process on the Plans, approved Item 1, as amended, of Planning Committee Report 15-020 on December 9, 2015 requesting the Province to remove the land in the Lower Stoney Creek area (104 ha) from the Greenbelt Plan;

WHEREAS, the lands recommended for removal from the Greenbelt Plan in Lower Stoney Creek are remnant parcels of rural land surrounded to the east, west and north by the lands contained in the Greenbelt Plan are designated Urban in the Urban Hamilton Official Plan;

WHEREAS, City Council, as part of the second round of public consultation on the Plans, reaffirmed its position requesting the Province to remove Lower Stoney Creek lands from the Greenbelt Plan by approving Item 5 of Planning Committee Report 16-015 on September 14, 2016; and,

WHEREAS the Province on January 11, 2017, released their proposed changes to the Greenbelt Plan and did not include the removal of the Lower Stoney Creek lands;

THEREFORE BE IT RESOLVED:

- (a) That the Lower Stoney Creek lands are not considered as Specialty Crop, in accordance with the 2003 Agricultural Assessment prepared by AgPLan for the City of Hamilton;
- (b) That in accordance with the December 9, 2015 and September 14, 2016 Council recommendations to the Province of Ontario that the Province is requested to remove the Lower Stoney Creek lands from the Greenbelt Plan;
- (c) That the Mayor forward a copy of this resolution to the Minister of Municipal Affairs;
- (d) That the City Manager, the General Manager of the Planning and Economic Development Department, the Director of Planning and appropriate staff be requested to meet with the Ministry of Municipal Affairs to reiterate City Council's multiple requests to remove the lower Stoney Creek lands from the Greenbelt Plan.

Appendix B – Agricultural Conditions Report



Via email

Avatar International & 1800615 Ontario Inc.
1070 Stone Church Road East,
Hamilton, ON
c/o Mr. Sergio Manchia

March 12, 2017

Mr. Manchia:

**Re: State of Agricultural Conditions
Property at Fifty Road and Barton Street (northwest corner)**

Further to our telephone conversations and email correspondence regarding the state of agricultural conditions at the site located on the northwest corner of Fifty Road and Barton Street in the City of Hamilton, I provide the following information.

The property is a roughly 'L' shaped parcel with a small lot removed, located at the northwest corner of Barton Street and Fifty Road in the City of Hamilton. These lands comprise approximately 4.0 ha (9.8 acres). There are no buildings located on or associated with this parcel. This parcel is henceforth referred to as the Subject Lands. The location and shape of the Subject Lands is illustrated in Figure 1 and Figure 2 (MHBC) in Appendix A.

Introduction

Clearly defined and organized environmental practices are necessary for the conservation of land and resources. The long term protection of quality agricultural lands is a priority of the Province of Ontario and has been addressed in the Provincial Policy Statement (2014). Municipal Governments have similar regard for the protection and preservation of agricultural lands, and address their specific concerns within their respective Official Plans. With this in mind, the *Provincial Policy Statement (2014)*, the *Rural Hamilton Official Plan (April 2014)*, and the *City of Stoney Creek Zoning Bylaw No. 3692-92 (June 2015)* were reviewed.

Further, a review was completed of the AgPlan Limited report titled "Agricultural Assessment for the Lower Stoney Creek in the City of Hamilton", prepared for the City of Hamilton in March 2003.

Additionally, a review of online imagery (Google Earth, City of Hamilton, Birdseye Imagery, Agricultural Information Atlas) was completed for the Subject Lands to determine the extent of agricultural land use and proximity to urban areas. A review of the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) digital soils data for the City of Hamilton (2017), and of the Soils of Wentworth County, (Report No. 32 of the Ontario Soil Survey, 1965) was completed to determine the documented soil resources for this area.

Further, an onsite reconnaissance survey was completed on March 5, 2017 to document the state of agriculture on the Subject Lands and within the surrounding area.

Findings

The Provincial Policy Statement (2014) was enacted to document the Ontario Provincial Government's development and land use planning strategies. The Provincial Policy Statement provides the policy foundation for regulating the development and use of land. Agricultural policies are addressed within Section 2.3 of the Provincial



Policy Statement. Section 2.3.1 states that 'Prime agricultural areas shall be protected for long term use for agriculture.' Prime agricultural areas are defined as Specialty Crop Areas and Classes 1 – 3 lands with the order of preservation being Specialty Crop Areas, Classes 1, 2 and 3 in that order respectively, followed by any associated Class 4 through 7 lands within the prime agricultural area, in this order of priority.

The Provincial Policy Statement (2014) defines a Specialty Crop Area as”

“Specialty crop area: means areas designated using guidelines developed by the Province, as amended from time to time. In these areas, specialty crops are predominantly grown such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil, usually resulting from:

- a) soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both;
- b) farmers skilled in the production of specialty crops; and
- c) a long-term investment of capital in areas such as crops, drainage, infrastructure and related facilities and services to produce, store, or process specialty crops.”

Official Plan policies are prepared under the Ontario Planning Act, as amended. Official Plans generally provide policy comment for land use planning while taking into consideration the economic, social and environmental impacts of land use and development concerns. For the purpose of this report the *Rural Hamilton Official Plan (April 2014)* was reviewed for issues related to agriculture. Schedule D – Rural Land Use Designations illustrates that the Subject Lands about the City of Hamilton Urban Area, and shows that the Subject Lands are at the edge of a block of lands designated as Specialty Crop. Section D3.0 of the *Rural Hamilton Official Plan* provides policy regarding the Specialty Crop Designation. Section 3.1 – Permitted Uses states:

“Uses permitted within the Specialty Crop designation are limited to agricultural uses, agricultural-related uses, and secondary uses, subject to all policies of Section D.2.0, Agricultural Designation of this Plan.”

Further, the *City of Stoney Creek Zoning Bylaw No. 3692-92 (June 2015)* was reviewed to determine the respective zoning for the Subject Lands. The interactive Zoning Map (online City of Hamilton) illustrates the Subject Lands as AS (Agricultural Specialty). Lands immediately to the north and west are identified as RM2-38, RM3-48, RM3-49 and I1, with RM indicating Multiple Residential. Section 5.3 of the *City of Stoney Creek Zoning Bylaw No. 3692-92 (June 2015)* provides commentary on the permitted uses on Agricultural Specialty Crop Zones, including regulations on minimum lot area of 10 ha.

The review of the AgPlan Limited report titled “Agricultural Assessment for the Lower Stoney Creek in the City of Hamilton”, prepared for the City of Hamilton in March 2003, revealed that the Subject Lands are located in an area referred to as Area 6. This area includes the lands within the boundaries of the railway tracks to the north, Fifty Road to the east, Barton Street to the south, and the edge of the existing subdivision to the west. Table 2-5 in the AgPlan Limited report indicates that Area 6 (Street Block 6) comprises 0.0 percent specialty crops, 29.3 percent common field crops and hay, 46.5 percent idle agricultural lands, and 24.2 percent non-agricultural lands.

The AgPlan Limited report also states that the “relative closeness of the urban development increases the probability of conflict over some of the practical necessities associated with farming. Conflicts over dust, noise, traffic, pesticide application and water use are likely to occur over time.”

The findings of the AgPlan Limited report are stated as follows:

- The proposed Lower Stoney Creek urban expansion area currently has a restricted and relatively lower potential for specialty crop production for the Study Area.
- The soil capability of the former Regional Municipality of Hamilton-Wentworth is relatively lower when compared to the average capability of agricultural lands in other Counties or Regions in Central to Southern Ontario.



- While soil capability is relatively lower by comparison to other Counties or Regions, average soil capability is still in the prime category. Therefore, there are no reasonable urban expansion areas alternatives which could avoid prime agricultural soils.
- The need to use the Lower Stoney Creek lands for agricultural purposes is diminished given existing economic conditions for agriculture in Southern Ontario.
- The need for additional land for urban development in Hamilton has already been established and accepted by the Ontario Municipal Board.
- Active agricultural uses including specialty crop production are not predominant within Lower Stoney Creek.
- Significant differences in agricultural activity and agricultural potential are present within the Study Area.
- Full agricultural potential can only be reached after the application of drainage and irrigation.
- The costs of the application of that drainage and irrigation will be relatively high in the context of agricultural gross farm receipts.

A review of the Greenbelt Plan Mapping (online) illustrated that the Subject Lands are located on Map 97, and that the Subject Lands are located on the edge of the Greenbelt area, adjacent to Settlement Areas outside the Greenbelt.

The review of online imagery (City of Hamilton hybrid 2015) suggests that at the time of the construction of the adjacent elementary school (immediately west of the Subject Lands), portions of the Subject Lands were used for stockpiling spoil (mixed subsoil and parent materials) and for access to create a berm along the south side of the nearby railway tracks. Lands on the west side of the elementary school (closer to the existing subdivision) appear to have remnant fruit tree lands. The Subject Lands appear to have been used for common field crop as based on the field pattern in the imagery. It should be noted that the imagery does not provide an indication of yields or quality of any potentially grown crop.

Google Earth (2017) illustrates that portions of the Subject Lands were used for stockpiling materials, and that no portion of the Subject Lands was used for agricultural purposes (Appendix B). A review of the historical imagery on Google Earth suggests that the Subject Lands were fallow (no crop planted) in 2009. The condition of the fields suggests drainage limitations. A review of the 2007 imagery suggests that the Subject Lands were used for forage production as noted by the field pattern and row of large hay bales.

Birdseye imagery provides data similar to the Google Earth 2017 image.

The review of online imagery suggests that the Subject Lands have not been used for specialty crop for at least 8 years (oldest historical image on Google Earth), and that within the past 8 years, the Subject Lands have been used in diminishing capacity and area for the production of common field crop (forage crop).

A review of the OMAFRA digital soils data and the *Soils of Wentworth County*, illustrates that the Subject Lands comprise three soil polygons, representing three soil series (Trafalgar Silty Clay Loam, Morley Silty Clay Loam and Winona Sandy Loam). The approximate shape, size and position of the three soil polygons is illustrated in Figure 1 (DBH Soil Services Inc.) mapping in Appendix A. The digital soils data set includes a Canada Land Inventory (CLI) Rating for each soil type. The Trafalgar Silty Clay Loam soils were rated as CLI class 4D; The Morley Silty Clay Loam were rated as CLI class 4DW; and the Winona Sandy Loam soils were rated as CLI Class 2F.

Basic information about the soils of Ontario is made more useful by providing an interpretation of the agricultural capability of the soil for various crops. The Canada Land Inventory (CLI) system combines attributes of the soil to place the soils into a seven-class system of land use capabilities. The CLI soil capability classification system groups mineral soils according to their potentialities and limitations for agricultural use. The first three classes are considered capable of sustained production of common field crops, the fourth is marginal for sustained agriculture, the fifth is capable for use of permanent pasture and hay, the sixth for wild pasture and the seventh class is for soils



or landforms incapable for use for arable culture or permanent pasture. Organic or Muck soils are not classified under this system. Disturbed Soil Areas are not rated under this system.

With respect to the Canada Land Inventory ratings for the Subject Lands, the OMAFRA document "Classifying Prime and Marginal Agricultural Soils and Landscapes: Guidelines for Application of the Canada Land Inventory in Ontario" was reviewed. This document assumes that the soil capability class represents the potential capability of the land in its improved state. This assumes that land that requires improvements (such as stone removal, or tile drainage) that are feasible and can be done by the individual farmer or landowner is in place. If the improvements have not been done, then the CLI rating is typically lower.

The OMAFRA document states:

"Class 2 - Soils in this class have moderate limitations that reduce the choice of crops, or require moderate conservation practices.

These soils are deep and may not hold moisture and nutrients as well as Class 1 soils. The limitations are moderate and the soils can be managed and cropped with little difficulty. Under good management they are moderately high to high in productivity for a wide range of common field crops.

Class 4 - Soils in this class have severe limitations that restrict the choice of crops, or require special conservation practices and very careful management, or both.

The severe limitations seriously affect one or more of the following practices: timing and ease of tillage; planting and harvesting; choice of crops; and methods of conservation. These soils are low to medium in productivity for a narrow to wide range of common field crops, but may have higher productivity for a specially adapted crop."

Further, the OMAFRA document states:

"Subclass D - Undesirable soil structure and/or low permeability: This subclass is used for soils which are difficult to till, or which absorb or release water very slowly, or in which the depth of rooting zone is restricted by conditions other than a high water table or consolidated bedrock. In Ontario this subclass is based on the existence of critical clay contents in the upper soil profile."

Subclass F - Low natural fertility: This subclass is made up of soils having low fertility that is either correctable with careful management in the use of fertilizers and soil amendments or is difficult to correct in a feasible way. The limitation may be due to a lack of available plant nutrients, high acidity, low exchange capacity, or presence of toxic compounds."

Therefore, the existing soil materials (prior to topsoil removal) on the Subject Lands were predominantly CLI class 4 lands, or lands considered as Non-prime Agricultural land.

A reconnaissance onsite survey was conducted on March 5, 2017. The results of this reconnaissance survey indicate that the Subject Lands are not used for agricultural production. The Subject Lands have been stripped of topsoil and any fence row/hedge row/field edge vegetation has been removed. The Subject Lands surface is lower than the surrounding area, with large areas of shallow standing water observed to the east of the elementary school. It was noted that no artificial subsoil tile drainage (agricultural drainage) appeared to be in place on the Subject Lands.

It was noted that prior to the construction of the elementary school grounds, the City of Hamilton required the addition of fill material to raise the elevation. This difference in the required fill material at the elementary school grounds, as compared to the existing elevation of the Subject Lands is noted in Photo 1 in Appendix B.



The reconnaissance survey also noted that a large ditch has been constructed immediately north of the elementary school, partially on the Subject Lands. A large pile of boulders and concrete was noted on the Subject Lands immediately adjacent to the northeast corner of the elementary school yard. Photographs taken during the onsite reconnaissance survey are found in Appendix B.

The weather conditions precluded an assessment of existing soil conditions to depth (1 metre), due to a layer of frost. Observations of the surficial soil materials suggested that the topsoil had been removed; landforming had been initiated on the adjacent lands to the west and north, and had occurred on portions of the Subject Lands. There did not appear to be any subsurface artificial tile drainage to aid in the removal of excess soil moisture/water. A construction road extended from Fifty Road across the Subject Lands and into the adjacent lands to the west. Due to the existing site conditions, there is limited potential (if any) to use the Subject Lands for any agricultural purpose.

The reconnaissance survey included a review of the surrounding lands. A new elementary school was noted immediately to the west of the Subject Lands (sharing a lot line). Farther west of the elementary school, the lands were used for development, as infilling between the elementary school and the existing subdivision near Winona Road. Lands located to the south of the Subject Lands included parklands and residential areas. Lands to the east (across Fifty Road) comprised open agricultural fields, woodlots, some tree fruit (condition unknown) and residential areas. Lands to the north (north of the train tracks) include areas of development (large diameter pipeline construction was noted along the South Service Road). It is evident from the reconnaissance survey that the Subject Lands are located in an area of active development, immediately abutting more open, rural areas to the east.

Agricultural lands, particularly Specialty Crop lands that are located in areas of active development or adjacent to developed areas are prone to additional risks/challenges including trespassing, vandalism, traffic and complaints concerning common farm practices such as the use of pesticides, fertilizers and manures.

Finally, the Subject Lands are located in the narrow belt of land between Lake Ontario and the Niagara Escarpment, which has a moderating influence from Lake Ontario. The narrow belt extends roughly from the City of Hamilton to the Niagara River and includes urban areas, rural areas, a major highway and rail lines. This belt area has a unique microclimate that allows for the production of certain specialty crops such as tree fruits and grapes.

The AgPlan Limited report provided comment regarding climate in the following statement:

“Climate is advantageous for fruit and vegetable production but there are likely some changes in climate due to urbanization at the micro and meso scale - particularly to cold air drainage within the Study Area.”

Conclusion

It is my opinion that the Subject Lands:

- are immediately abutting an area of active development (new school and subdivision development to the west and north), leading to potential trespass conflicts,
- are immediately adjacent to a major arterial road (Fifty Road) with connection to the QEW Highway, leading to potential traffic conflicts when moving farm equipment,
- do not have artificial tile drainage, leading to lower soil capability,
- do not have irrigation, leading to lower soil capability,
- are comprised of predominantly lower capability lands (Canada Land Inventory Class 4 lands),
- do not have a topsoil layer, leading to lower soil capability,
- are significantly lower (lower elevation) than the surrounding adjacent lands, leading to the potential for the collection of runoff resulting in ponding water and crop loss,
- are separated from the more open lands to the east by Fifty Road (major arterial road), resulting in a non-contiguous agricultural area,



- comprise 4.0 ha of land, well below the 10 ha minimum lot size for Agricultural Specialty Crop Zones as indicated in the *City of Stoney Creek Zoning Bylaw No. 3692-92 (June 2015)*,
- have no potential for agriculture in the existing condition (landforming, no topsoil, boulder piles, creation of ditch);
- have great potential for conflict between any potential agricultural operation at this location and the adjacent developments due to traffic, odors, pesticide/manure/fertilizer application, trespassing and vandalism.

In conclusion, given the aforementioned information, historical use of the lands, and characteristics of the area, the Subject Lands have limited to no potential for future agriculture.

I trust this information is helpful. Should you have any questions or concerns, please feel free to contact me at your earliest convenience at 519-578-9226.

Sincerely

DBH Soil Services Inc.

Dave Hodgson, P. Ag
President

Cc:

Messrs. Jason Thorne, Steve Robichaud & Chris Murray, City of Hamilton
Mr. Allan Buist, DiCenzo & Associates
Messrs. Richard Mahoney & Tim Murphy McMillan, LLP.
Mrs. Dana Anderson, MCIP, RPP, MHBC

APPENDIX A

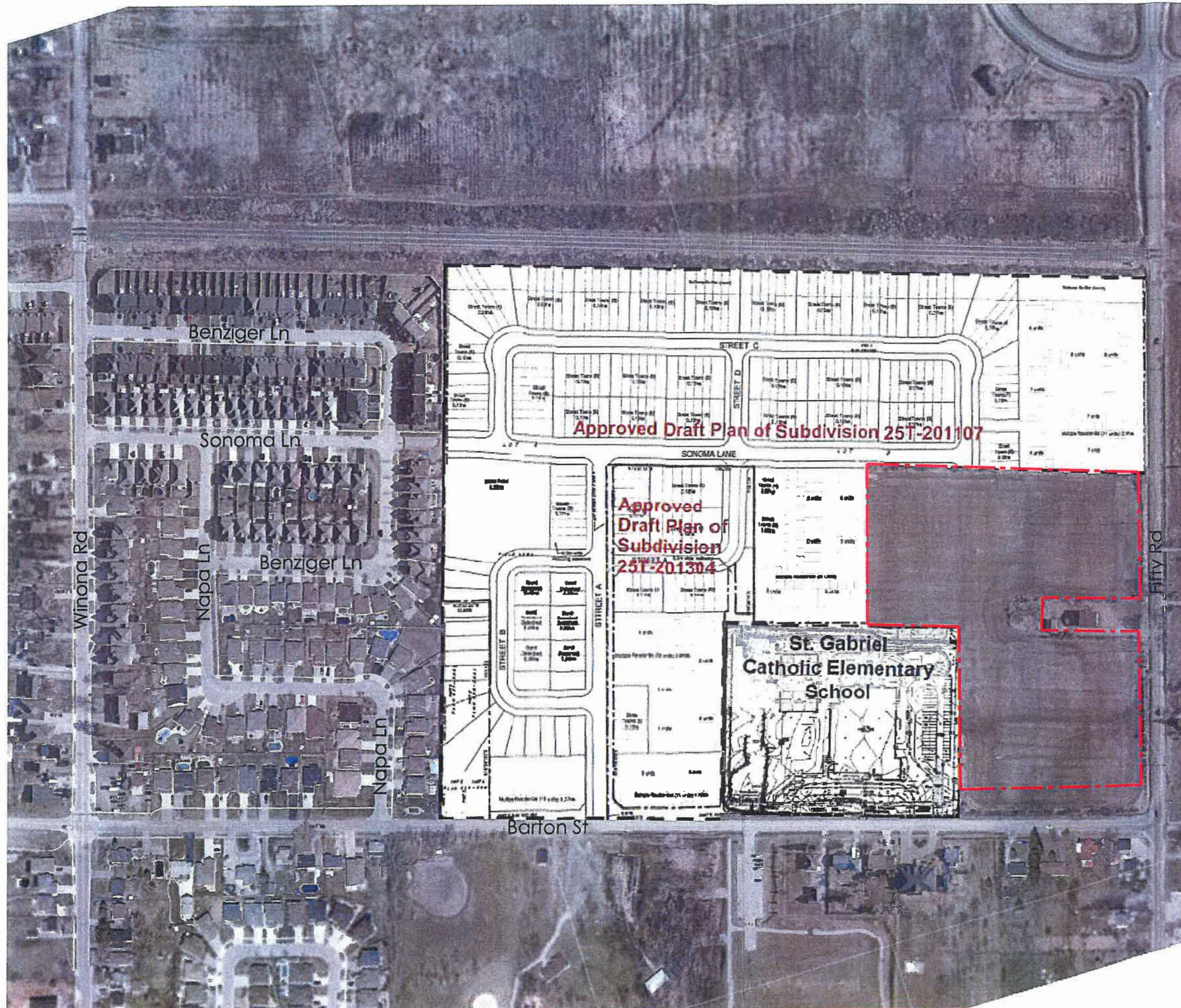
Mapping

Figure 1
Aerial

Barton Street and Fifty Road
City of Hamilton

LEGEND

 Subject Lands



Source: VuMap, 2014

DATE: February 2017

SCALE: 1:1,250

FILE: 1736A

DRAWN: CAC

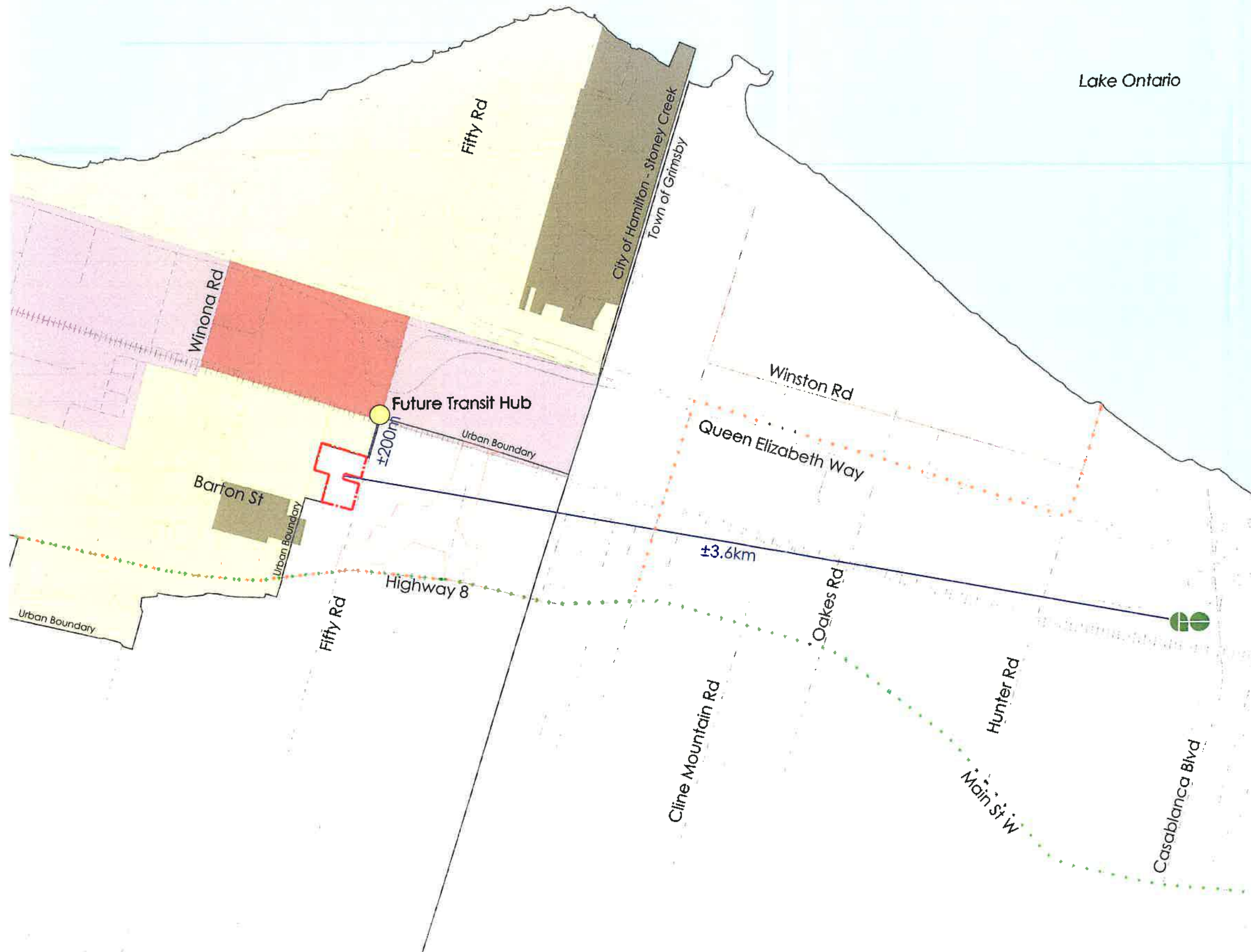


**Figure 2
Location Plan**

Barton Street and Fifty Road
City of Hamilton

LEGEND

- Subject Lands
- Distances
- Niagara Escarpment Plan Boundary
- Greenbelt Protection Plan**
- Limit of Protected Countryside
- Natural Heritage System
- Tender Fruit Grape
- City of Hamilton - Land Use (Urban Official Plan)**
- Neighbourhoods (Residential)
- Open Space
- District Commercial
- Business Park
- ⊕ Casablanca Blvd at QEW Park and Ride



Source: City of Hamilton and Niagara Region - 2016
City of Hamilton - Urban Official Plan, Schedule E-1, Jan. 2017

DATE: February 2017

SCALE: 1:7,500

FILE: 1736A

DRAWN: CAC



K:\1736A\LOCATION.DWG

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

700-540 BINGEMANS CENTRE DR. MITCHELTON, ONT. N7S 3K7
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Legend

- Roads
- Ontario Soil Survey Data (OMAFRA)
- ▨ Subject Lands

Figure 1
**Soils and
Canada Land Inventory (CLI)**

DBH Soil Services Inc
March 8, 2017
201706/Soils and CLI



APPENDIX B

Photographs and Imagery



Photo 1 – Looking north (elementary school on the left)



Photo 2 – looking west toward along back fence of the elementary school



Photo 3 – looking west - large ditch behind elementary school



Photo 4 – looking southeast – landformed subsoil materials



Photo 5 – looking west along Barton Street



Google Earth Image (2017) – Subject Lands in yellow. Note active development areas.

Appendix C – Greenbelt Removal Request Letter



KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

September 17, 2018

Attn:

Mr. Doug Ford, Premier of Ontario
Legislative Building
Queen's Park
Toronto ON M7A 1A1

Honourable Steve Clark, Minister of Municipal Affairs and Housing
c/o Dan Jacobs, Chief of Staff
Ministry of Municipal Affairs and Housing
777 Bay Street, 17th Floor
Toronto, Ontario M5G 2E5
minister.mah@ontario.ca

Dear Messrs. Ford, Clark and Jacobs:

**RE: Request for Removal of Lands from the Greenbelt Plan and Specialty Crop Area
Northwest Corner of Barton Street and Fifty Road, City of Hamilton
OUR FILE 1736A**

We are retained as the planning consultants for Avatar International and 1800615 Ontario Inc. with respect to their lands located at the northwest corner of Barton Street and Fifty Road (the 'subject lands') in the City of Hamilton. These lands are approximately 4 hectares (9.9 acres) in size and are located adjacent to the City of Hamilton Urban Boundary within the City's "Lower Stoney Creek" area (see Figure 1 attached). The lands are currently designated 'Protected Countryside' on Schedule 1 and 'Niagara Peninsula Tender Fruit and Grape Lands' on Schedule 2 of the 2017 Greenbelt Plan. These lands are currently vacant and are surrounded by residential (Foothills of Winona Subdivision) and institutional (St. Gabriel Catholic Elementary School). They are not farmed and cannot be farmed given their physical location and size.

Our client was actively engaged in the Province's Co-ordinated Land Use Planning review process and the Province's Agricultural Land Base Mapping review. Throughout the processes, our client has been seeking the justified removal of the subject lands from the Greenbelt Plan Boundary and the Specialty Crop Area, both of which have been supported, on numerous occasions, by City of Hamilton Planning staff and Council.

As the new Minister for Municipal Affairs and Housing and Member of Provincial Parliament, we are writing to provide you with the detailed information and analysis submitted under the previous

government in support of these requests for your information and consideration as part of any future Provincial Greenbelt and Agricultural Land Base reviews. We have also provided this information to Donna Skelly the new local Member of Provincial Parliament for the Flamborough-Glanbrook riding.

HISTORY OF THE REQUESTS

Our clients were actively engaged in the Provincial Co-ordinated Land Use Planning review process seeking the justified removal of these lands from the Greenbelt Boundary. These requests were supported by City of Hamilton Council, who endorsed the removal of these lands from the Greenbelt Boundary in 2015 and also made separate comments to the Province, through the Co-ordinated Review, that these lands be removed from the Greenbelt Boundary. These requests were based on professional planning opinion, by both the City's Consultant (Dillon Consulting) and MHBC Planning, on behalf of our client; and, ground-truthed scientific evidence provided by both the City's consultant (AgPlan Limited, who conducted a LEAR in 2003) as well as an independent consultant retained by our clients to study their lands (DBH Soil Services Inc.).

Submissions and correspondence on these matters have been provided to the Province, for consideration, throughout the various commenting windows. We have included a detailed chronology of the materials submitted under the previous government, as part of this package. We have also provided an update to this chronology, which includes additional correspondence since the original submission was made, up to and including information from February 2018.

The requests are quite simple:

1. Remove the Subject Lands from the Greenbelt Plan
2. Amend the Agricultural Land Base Map by removing the Specialty Crop Areas designation

ANALYSIS AND JUSTIFICATION FOR REQUEST FOR REMOVAL FROM GREENBELT BOUNDARY AND SPECIALTY CROP DESIGNATION

As noted, above, considerable amount of detailed analysis has been undertaken by qualified professionals and experts in the fields of planning and agrology. Ultimately, the planning analysis undertaken by MHBC and DBH Soil Services and the City of Hamilton's consultants (Dillon and AgPlan) arrived at the same conclusion, being that the Subject Lands do not constitute Specialty Crop and should not be within the Greenbelt Plan Boundary. A summary of the justification provided in these reports is highlighted below:

Planning Opinion (Dillon Consulting)

- Connects residential development planned in neighbouring areas;
- Concerns with retaining viable farms in remnant parcels;
- Potential Rapid Transit Route along Barton Street;
- Adjacent to Highway 8 potential transportation corridor expansion;
- Potential multi-modal hub north of the area;
- Contiguous with existing urban boundary;
- Existing servicing in area;
- LEAR (2005) did not identify these lands as specialty crop;

Planning Opinion (MHBC)

- Small parcel size and fragmentation from agricultural operation renders lands not viable for agricultural use;

- Lands are located in an area identified for future urbanization and are surrounded by urban development;
- Adjacent land uses (school, residential) pose land use compatibility issues for specialty crop production;
- City of Hamilton Council passed a resolution which supports the inclusion of these lands within the urban area and has directed staff to initiate the identification of these lands as a strategic growth area for future development for urban areas through the City's GRIDS 2 process (GRIDS 2 forms part of the City's Municipal Comprehensive Review);
- Lands are comprised primarily of Class 4 soils, in accordance with the Canada Land Inventory, and referred to as 'Non-Prime Agricultural Lands';
- LEAR assessment undertaken for the City identified the area as having low potential for specialty crop production;
- Surrounding context is urban in nature;
- The lands are contiguous to urban land that contributes to forming a complete community;
- Surrounding development has been designed in consideration of the potential future development of the subject lands including the extension of municipal services and roads;

AgPlan Limited Report (2003)

- Relative closeness of the urban development increases the probability of conflict over some of the practical necessities associated with farming;
- The proposed Lower Stoney Creek Expansion area currently has a restricted and relatively lower potential for specialty crop production for the Study Area;
- Soil capability of the former Regional Municipality of Hamilton-Wentworth is relatively lower when compared on the average capability of agricultural lands in other Counties or Regions in Central to Southern Ontario;
- Need to use Lower Stoney Creek lands for agricultural purposes is diminished given existing economic conditions for agriculture in Southern Ontario;
- Significant differences in agricultural activity and agricultural potential are present within the Study Area;

DBH Soil Services Report (2016)

- Subject lands have not been used for specialty crop for at least 8 years and, within the past 8 years, the Subject Lands have been used in diminishing capacity and area for the production of common field crop;
- Existing soil materials on the Subject Lands are predominantly CLI Class 4 lands, or lands considered as Non-prime Agricultural Land;
- The Lands are immediately abutting an area of active development (new school and subdivision to the west and north). Agricultural lands, particularly Specialty Crop lands, that are located in areas of active development or adjacent to developed areas are prone to additional risks/challenges including trespassing, vandalism, traffic and complaints concerning common farm practices such as the use of pesticides, fertilizers and manures;
- Subject Lands lack artificial tile drainage, irrigation or topsoil layer, leading to lower soil capability;
- Adjacency to a major arterial road with connection to the QEW highway leads to potential traffic conflicts when moving farm equipment;
- Comprise 4.0 hectares of land, well below the 10 hectare minimum lot size for Agricultural Specialty Crop Zones as indicated in the City of Stoney Creek By-law No. 3692-92 (June 2015);
- Have no potential for agriculture in the existing condition; and,
- Have great potential for conflict between any potential agricultural operation at this location and the adjacent developments.

These reports have all been made available to various Ministry of Municipal Affairs and Ministry of Agriculture, Food and Rural Affairs staff. In March of 2017, this information was presented by City of Hamilton's General Manager of Planning, Jason Thorne, and Director of Planning, Steve Robichaud, to Sharon Bailey of OMAFRA.

Copies of the Dillon Consulting Report and the DBH Soil Services Inc. report as well as MHBC's previous justification letters are all included in the chronology binder, for your information. Additional supplemental mapping which provides contextual evidence for the above, including the location of existing and future urban development and transportation infrastructure adjacent to and surrounding the Subject Lands was also provided. These are included with this letter for easy reference, in addition to being contained within the chronology binder.

SUMMARY

With surrounding land uses including residential and institutional; and, a major arterial road and planned transit hub in the immediate vicinity, it is very clear that this area is urban in nature, with limited viable farming opportunities. Despite extensive justification and numerous submissions made throughout the various commenting periods by both our client and the City of Hamilton, which include analysis by both professional land use planners and agrologists that provides evidence that these lands are not Specialty Crop and should not be within the Greenbelt Plan Area, these requests were not appropriately considered by the Ministry and what is at the very core a historical mapping error has not been rectified. This effect of this is that these lands have been rendered essentially undevelopable for any type of use until such time as the Plan is reviewed again as urban uses are not permitted and agricultural uses are not viable due to proximity to sensitive uses. Under the current in-force legislation, this would not be permitted to occur until approximately 2027; however, we would appreciate any assistance you may be able to provide to advance the justified removal of these lands in advance of the next Provincial review.

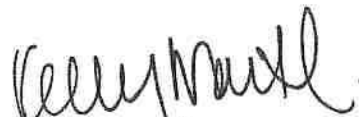
We thank you for the opportunity to bring this matter to your attention and are available to meet with you to present and discuss this information with you and your team if you wish. We would be pleased to discuss this matter with you and provide any further information you may require.

Yours truly,

MHBC



Dana Anderson, FCIP, RPP
Partner



Kelly Martel, M.PI, MCIP, RPP
Planner

cc. *Messrs. Sergio Manchia & Anthony DiCenzo- Avatar International & 1800615 Ontario Inc.*

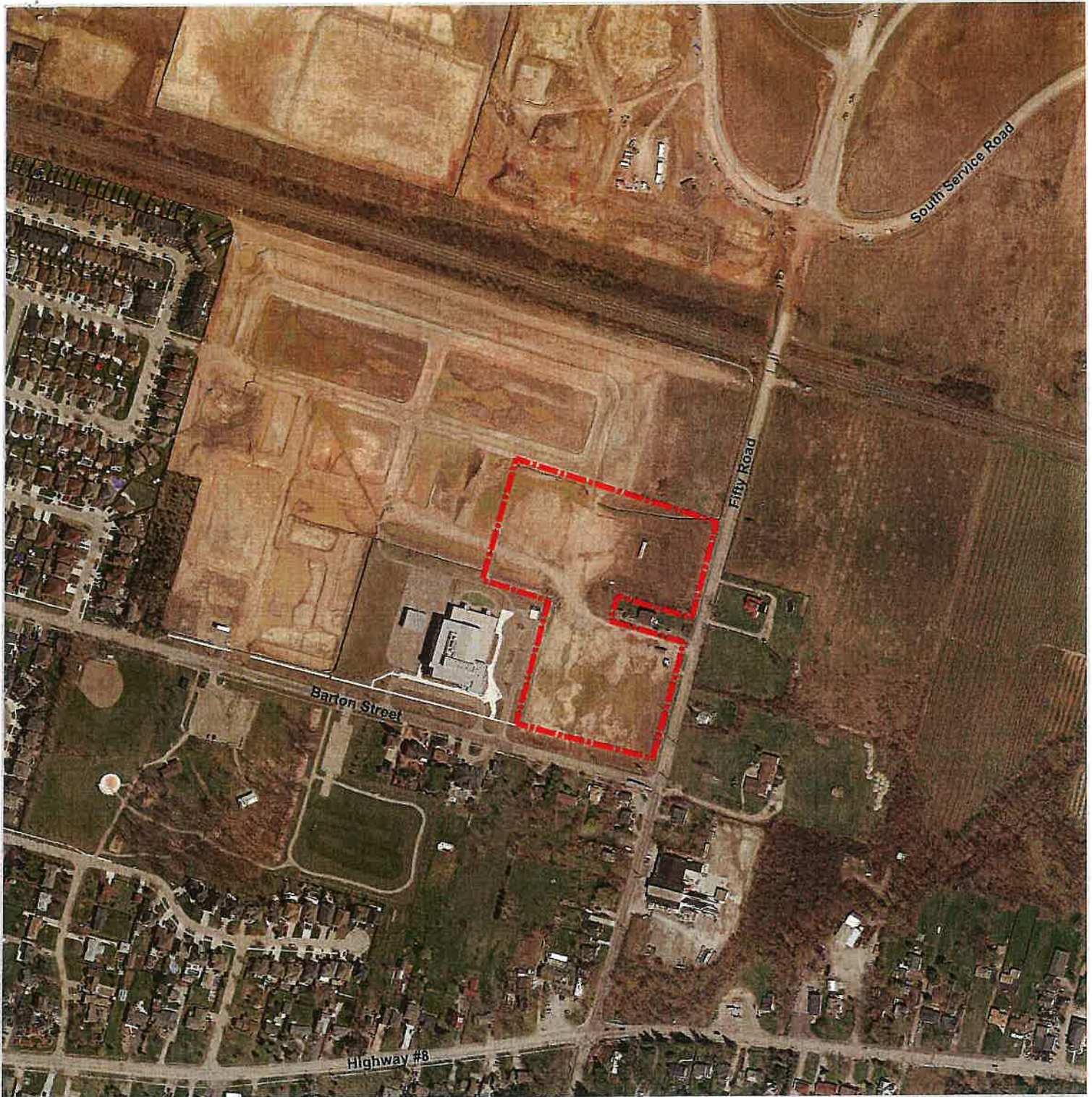


Figure 1
Location Map

LEGEND
 Subject Lands

DATE: September 27, 2017

SCALE: 1:5,000

FILE: 16261C

DRAWN: DGS



K:\16261C-AVATAR AND 1800615 ONTARIO LIMITED-FIFTY ROAD-HAMILTON-PP1-LOCATION MAP.DWG

**Avatar International/
 1800615 Ontario Limited**
 Barton Street and Fifty Road
 City of Hamilton

Base Map Sources:
 City of Hamilton Open data and Google Earth Satellite Imagery (April, 2017)



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 & LANDSCAPE
 ARCHITECTURE**
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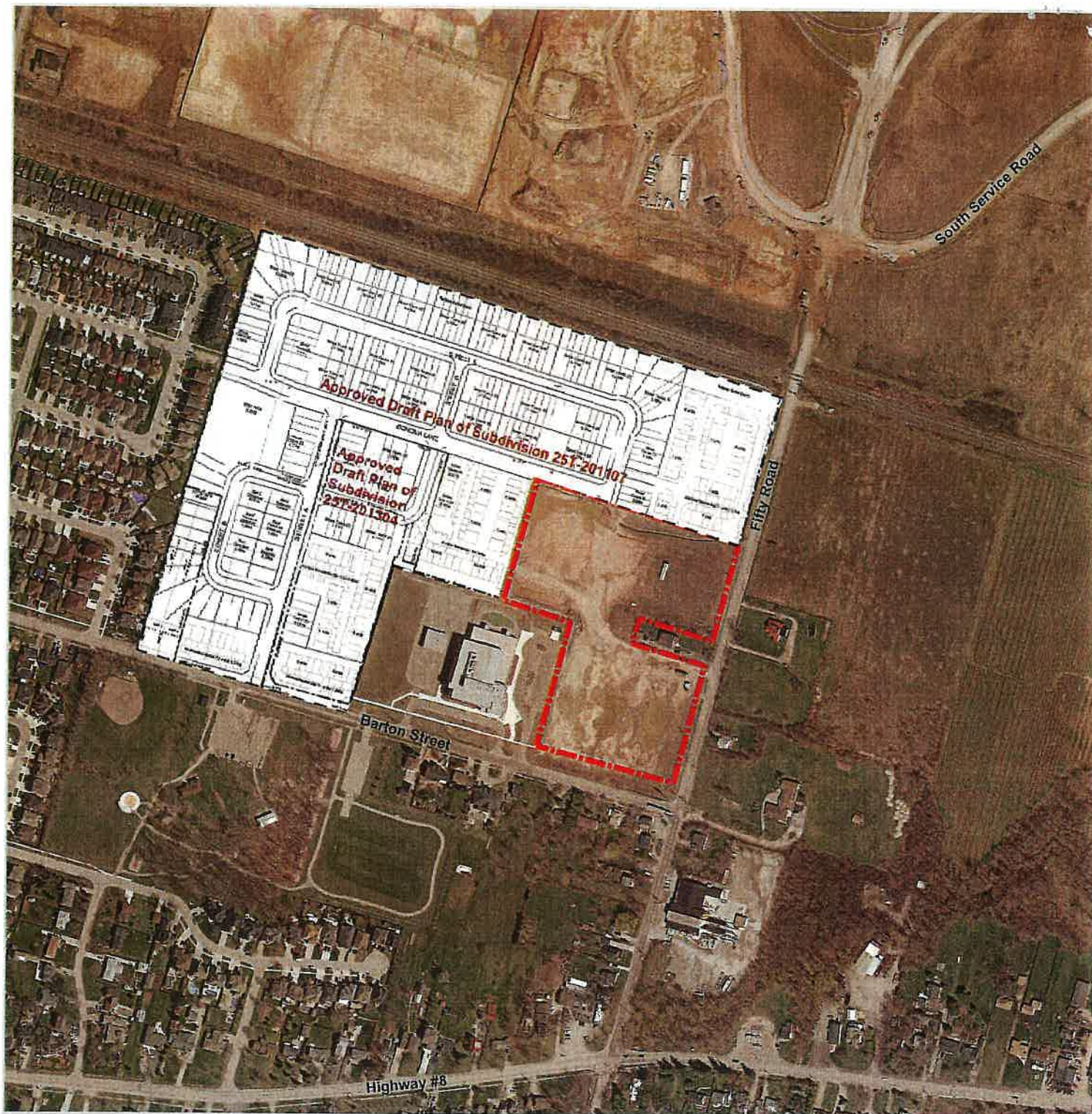



Figure 2
**Surrounding
 Urban Development**

LEGEND

 Subject Lands

DATE: September 27, 2017

SCALE: 1:5,000

FILE: 16261C

DRAWN: DGS

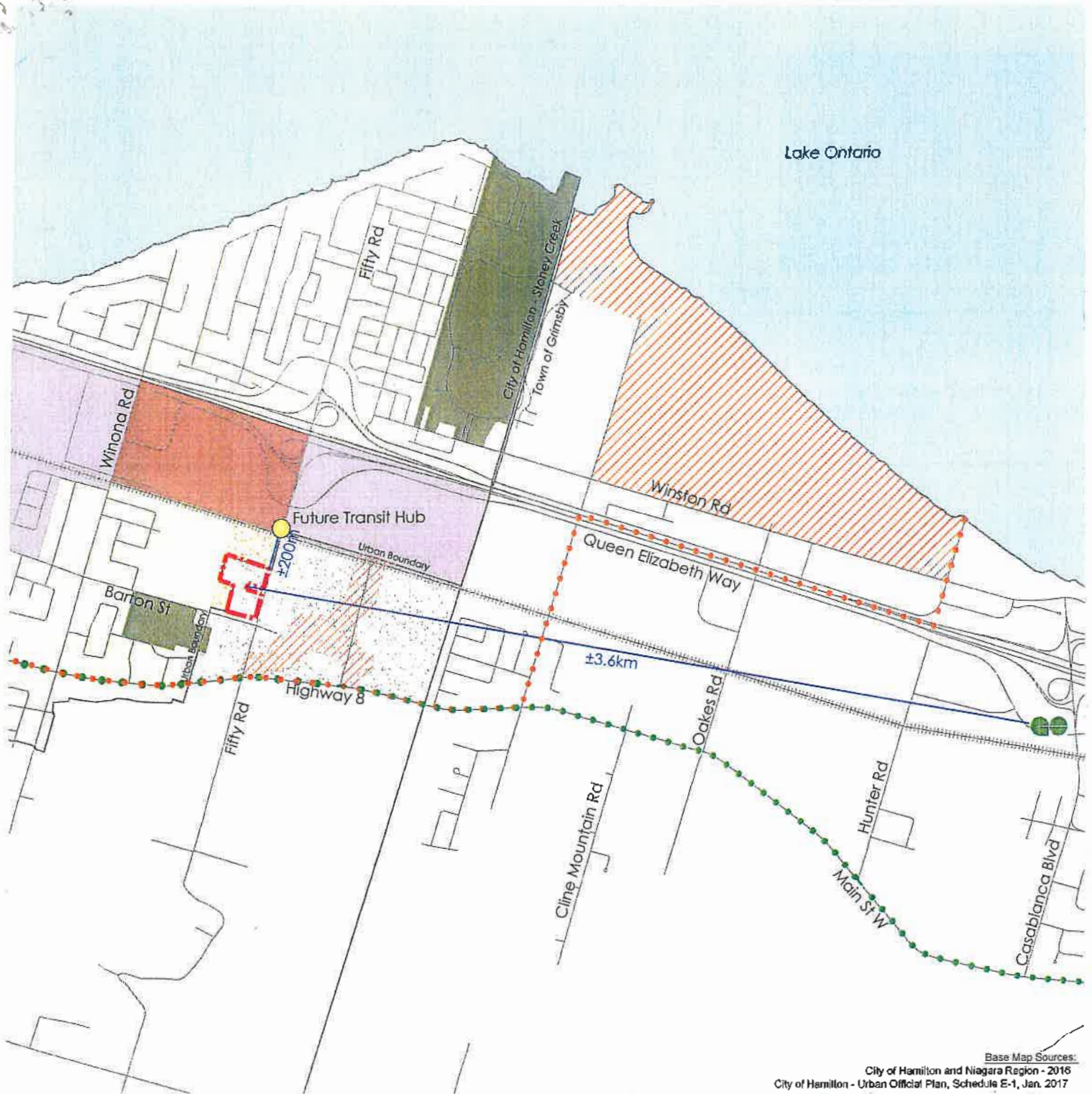


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 URBAN DEVELOPMENT.DWG

**Avatar International/
 1800615 Ontario Limited**
 Barton Street and Fifty Road
 City of Hamilton

Base Map Sources:
 Google Earth Satellite Imagery (April, 2017)

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Lake Ontario

Figure 3
Existing Land Use Designations and Future Transit Infrastructure

- LEGEND**
- Subject Lands
 - Distances
 - Niagara Escarpment Plan Boundary
 - Greenbelt Protection Plan
 - Limit of Protected Countryside
 - Natural Heritage System
 - Tender Fruit Grape
 - City of Hamilton - Land Use (Urban Official Plan)
 - Neighbourhoods (Residential)
 - Open Space
 - Business Park
 - District Commercial
 - Casablanca Blvd at QEW Park and Ride

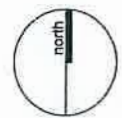
Base Map Sources:
 City of Hamilton and Niagara Region - 2016
 City of Hamilton - Urban Official Plan, Schedule E-1, Jan. 2017

DATE: September 27, 2017

SCALE: NTS

FILE: 16261C

DRAWN: DGS



Avatar International/
 1800615 Ontario Limited
 Barton Street and Fifty Road
 City of Hamilton

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MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
 200-240 BRANTENOMAS CENTRE DR. KITCHENER, ON N2B 3P7
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Appendix D – Mayor of Hamilton Letter of Endorsement



OFFICE OF THE MAYOR
CITY OF HAMILTON

September 3, 2021

Honourable Steve Clark
Minister of Municipal Affairs and Housing
17th Floor, 777 Bay Street
Toronto, ON
M5G 2E5

Dear Minister Clark,

In October 2003, Hamilton City Council adopted Official Plan Amendments to include the lands east of Fruitland Road to the Hamilton municipal boundary between Highway 8 and Barton Street as well as lands north of Barton on the west side of Fifty Road and north of the CNR tracks on the east of Fifty Road in the urban area, referred to as the Stoney Creek Urban Boundary Expansion or "SCUBE". This area provides an excellent opportunity to use the existing infrastructure services - roads, sewers and water mains - more wisely by allowing lower Stoney Creek to develop additional urban land uses. In addition, there are only a few parcels of land that are in active agricultural production. The Ministry of Municipal Affairs took a different viewpoint and appealed the amendments to the Ontario Municipal Board. The Ministry has indicated an intent to protect lands within the urban expansion area for agricultural purposes and, more particularly as "specialty crop" lands.

In October 2004, the Province introduced a draft Greenbelt Plan which identified the City's urban expansion area as "Protected Countryside" and "tender fruit and grape lands". The City moved quickly to argue against this designation. After significant public input, including a strong City presence, the final Greenbelt Plan designations were modified to include only one-third of the lands within "Protected Countryside" and "tender fruit and grape lands" (the lands bounded by Glover Rd, Hwy 8, McNeilly Rd and Barton St).

With the adoption of the Greenbelt Plan, the City and the Province were able to resolve the appeal which allowed for the City to proceed with the preparation and adoption of the Secondary Plan for the SCUBE lands. The Fruitland – Winona Secondary Plan was approved by Council in July, 2013 and again in May, 2014 as a result of the Urban Hamilton Official Plan coming into force and effect.

In 2017, the Chief Manager, the General Manager of Planning and Economic Development and the City's Chief Planner met with Provincial staff to review the SCUBE lands and to review the agricultural and soil capability reports prepared by qualified agricultural experts. If you require copies of these reports, please do not hesitate to contact me and I can arrange to have copies of these reports provided to your office.

The City of Hamilton supports the Greenbelt Plan and in fact in 2015 the City recommended lands to be added to the Greenbelt Plan area. These lands (referred to as the Twenty Mile Creek lands) were approximately 430 ha in area and are highly productive agricultural lands. These lands have been subsequently added to the Greenbelt.

Since the adoption of the Greenbelt Plan, Council has reiterated their position that all of the SCUBE lands should be removed from the Greenbelt Plan Area. I have attached a copy of the 2015 and 2016 Council adopted recommendations regarding both Growing the Greenbelt and recommendations for minor boundary adjustments.

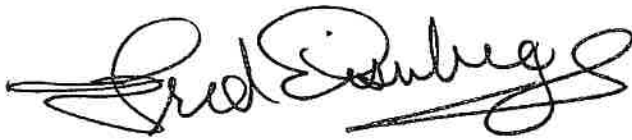
The one specific area in the SCUBE lands that I wish to draw your attention to are the lands at the north-west intersection of Fifty Road and Barton Street. These lands are approximately 4.0 ha (9.3 acres) in size. These lands are known as 938, 954 and 986 Barton St. ("Barton St" lands)

The Fifty Road lands were originally included in the 2013 Council adopted SCUBE Official Plan Amendment. During the negotiations and discussions with the Province to resolve the OMB appeal, the City requested the landowners in the two areas that were agreed to be removed from the Greenbelt Plan Area to provide the Parcel Identification Numbers (PINs) and Legal Descriptions to ensure that the correct lands were included in the mapping and subsequent OMB order. City staff relied on the landowner to provide the correct and accurate information. It is my understanding that as a result of an administrative oversight by the landowner of the Barton St lands, some but not all of the required property information was provided as it was incorrectly assumed that the properties had merged in title and were under the same PIN. This resulted in the Barton St lands remaining in the Greenbelt Plan area.

The land use planning benefits of the Barton Street lands being essentially an infill situation that will contribute to a complete community in terms of providing additional housing opportunities utilizing existing infrastructure (both hard and soft given the proximity to both a recently constructed elementary school and the existing community park) and complete streets by allowing for connectivity and urbanization to occur have been previously presented to Provincial staff. Removal of these lands from the Greenbelt Plan would allow for these lands to be included in the City's Municipal Comprehensive Review work and evaluated through that process for inclusion in the urban area.

As such, given the administrative error that has resulted in the unintended inclusion of the Barton St lands in the Greenbelt, whereas the original intent was that these lands develop in accordance with the SCUBE / Fruitland-Winona Secondary Planning process, and City Council's previous requests to the Province to remove these lands from the Greenbelt Plan area, I am writing to request that consideration be given to correct this matter as a technical amendment to the Greenbelt Plan. This could be achieved by either removing these lands from the Greenbelt Plan or to designate the Winona Urban Community s a "Town and Village" which would allow for the City to consider a maximum 10 ha boundary expansion to the Winona Urban Community in accordance with the applicable policies of the Greenbelt Plan

Sincerely,

A handwritten signature in black ink, appearing to read "Fred Eisenberger". The signature is stylized with a large, sweeping initial "F" and a long, horizontal flourish at the end.

Fred Eisenberger
Mayor

c. Sergio Manchia, MCIP, RPP, Principal, Urban Solutions

Attachment – History of Greenbelt Plan Reviews and Planning Committee Recommendations.

History of Greenbelt Plan Boundary reviews - Background reports and Planning Report recommendations

- June 2015 (PED15078)

The City hired Dillon Consulting to assist with several public open houses, the purpose of which was to get feedback on potential changes to the Growth Plan for the Greater Golden Horseshoe, the Niagara Escarpment Plan (NEP) and the Greenbelt Plan prior to submitting comments to the Province.

Staff explained in this Report that as part of the review of the Provincial Plans, staff have begun to look at potential changes to the Greenbelt boundaries. A number of recommendations for changes to the boundaries were also brought forward by members of the public at the City's public consultation sessions. To help inform this boundary review process, Dillon Consulting has been retained to undertake a preliminary review of the long term land needs in the City to accommodate future growth. Based on this concern, the following recommendation was included in Report PED15078.

"(e) That City staff consult with the Province, the public, and the development community on options for any changes to the Greenbelt boundaries that are necessary to ensure Hamilton has sufficient land to accommodate future growth, while at the same time ensuring there is no net decrease in the size of the Greenbelt in Hamilton, and ensuring that the Greenbelt's goals related to protecting agricultural lands and natural heritage are achieved; and that these options be brought forward for Council's approval, prior to submitting them to the Province for its consideration.

Planning Committee approved the recommendation but the Report PED15078 was sent back to Planning Committee for a further review of the Greenbelt Plan boundaries.

- December 2015 (PED15078(a))

Public events were held to solicit input on changes to the Greenbelt Plan Plan boundaries. Five options were identified for potential changes to these boundaries. The recommendation in the report were two-fold:

(b) That the City of Hamilton requests the Province:

(ii) to defer any decisions on potential changes to the Greenbelt Plan boundaries in the City of Hamilton to allow the City to complete a municipal comprehensive review which will include a full assessment of the opportunities and constraints:

- (1) to determine the amount and location of land (both non-employment and employment) required to meet the 2031 to 2041 Growth Plan forecasts;
 - (2) to identify appropriate lands to add to the Whitebelt area, in the event that additional land is required for an urban boundary expansion to meet targets and based on the principles of cost effective, complete and healthy communities; and,
 - (3) to identify appropriate lands to be added to the Greenbelt Plan area;
- (c) That upon completion of the municipal comprehensive review, City Council request the Province to revise the Greenbelt Plan boundaries prior to the City adopting the Official Plan Amendment relating to Growth Plan conformity and implementation of the Municipal Comprehensive Review.
- (d) That notwithstanding Recommendations (b) and (c), as part of the current Coordinated Provincial Plan Review, the City of Hamilton requests the Province to give consideration to the following modifications to Greenbelt Plan Protected Countryside area as follows:
- (i) remove the Lower Stoney Creek lands (104 ha) and the lands north of Parkside Drive, east of Centre Road in Waterdown (28 ha) from the Greenbelt Plan, as shown on Appendix "B", identified in *Greenbelt Plan Boundary Review Report* prepared by Dillon Consulting, and attached as Appendix "C"; and,
 - ~~(ii) add the lands between Twenty Mile Creek and Airport Road, west and east of Nebo Road (231 ha) to the Greenbelt Plan, as shown on Appendix "B", identified in *Greenbelt Plan Boundary Review Report* prepared by Dillon Consulting, and attached as Appendix "C";~~
 - (ii) add the lands south of Twenty Mile Creek, east of Miles Road, north of Airport Road, and west of Trinity Church Road (approximately 430 ha) to the Greenbelt Plan;**
- (l) That staff be directed to include Coldwater Creek as an addition into the Greenbelt, as part of the City of Hamilton's submission of comments to the Coordinated Provincial Plan Review on the Greenbelt Plan and the Niagara Escarpment Plan Boundary Review.**

Staff's recommendations were modified as identified in the bold text, and supported by Planning Committee and City Council.

- September 2016 (PED15078(b))

The Province released its draft Greenbelt Plan boundary changes for comment in May 2016, which included the following proposed boundary changes:

- (i) the addition of the Book Road lands (450 ha) and only a portion of the Miles road area (330 ha), not the full 430 ha which had been requested (see Appendix "A");
- (ii) the addition of Fifty Creek as an urban river valley; and,
- (iii) removal of a few parcels of land in Lower Stoney Creek (30 ha) that were already in the urban boundary, which is considered a technical amendment only (see Appendix "B").

The removal of the lands in Lower Stoney Creek and Waterdown, as well as the westerly portion of the Miles Road area and Coldwater Creek, as requested by the City, were not included in the May 2016 Greenbelt Plan revisions.

In September, City Council supported the additions to the Greenbelt Plan for Book Road and the Miles Road Area. However, they also reiterated their previous positions to:

- (i) remove the Waterdown and Lower Stoney Creek lands;
- (ii) add more lands to the Miles Road/Nebo Road area, as well as the Coldwater Creek urban river valley.

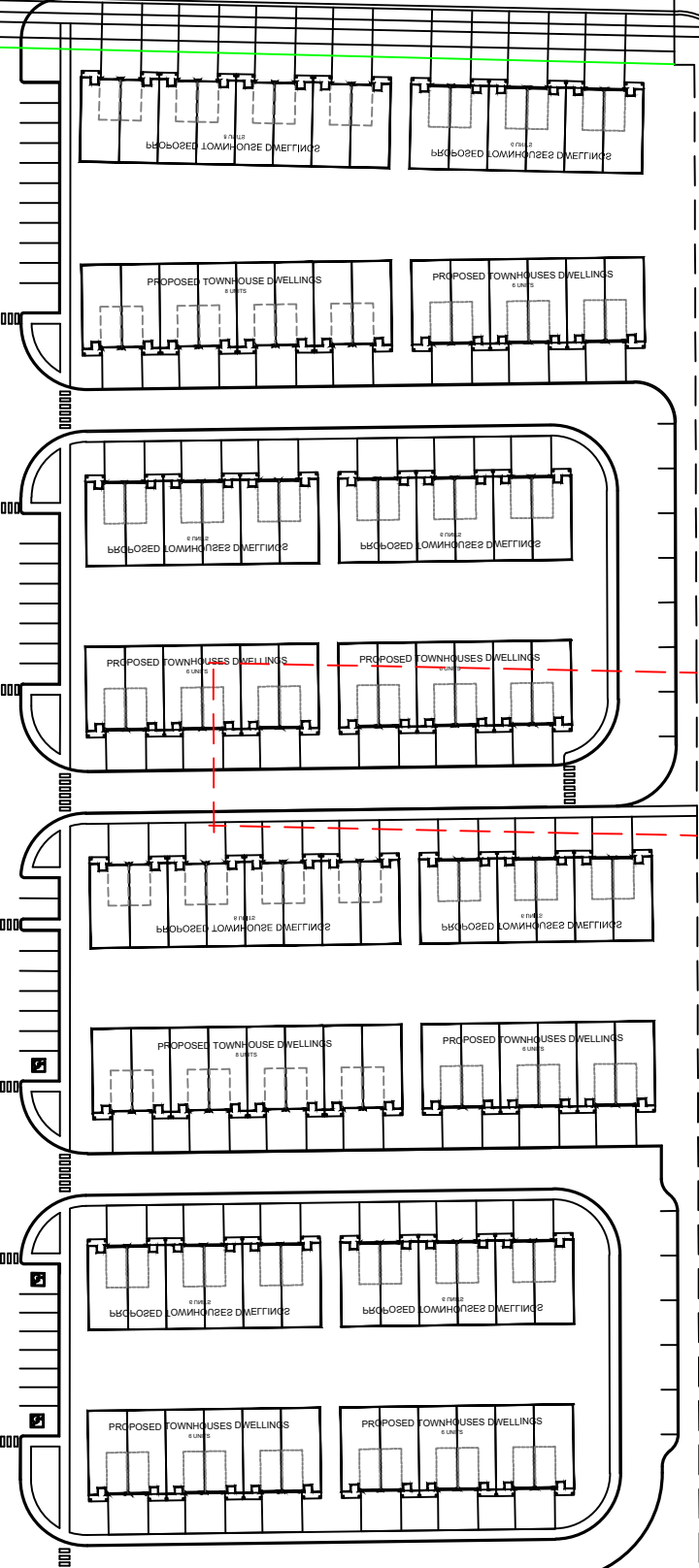
Appendix E – Concept Plan

MA LANE

EL DRIVE

FIFTY ROAD

BARTON STREET



ST. GABRIEL ELEMENTARY SCHOOL

No. of Units

58 Back to Back Units
 135 Townhouses
 Total = 193 units

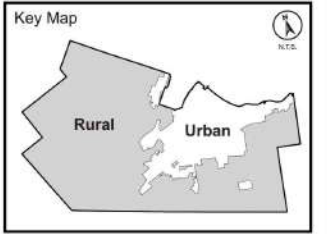
Parking

67 visitor parking spaces
 0.34 spaces per unit

Appendix F – Proposed Amendment to Schedule A of UHOP

APPENDIX F

LANDS TO BE ADDED TO BOUNDARY OF SCHEDULE A PROVINCIAL PLANS



Note: For Rural Provincial Plans Designations, refer to Schedule A of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal – see illustration on Schedules E and E-1, Volume 1

Legend

- Parkway Belt West Plan Area
 - Niagara Escarpment Plan Designations**
 - Natural Area
 - Protection Area
 - Urban Area
 - Minor Urban Centres
 - Other Features**
 - Rural Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary
- * Note: Refer to the appropriate Provincial Plan for detailed mapping

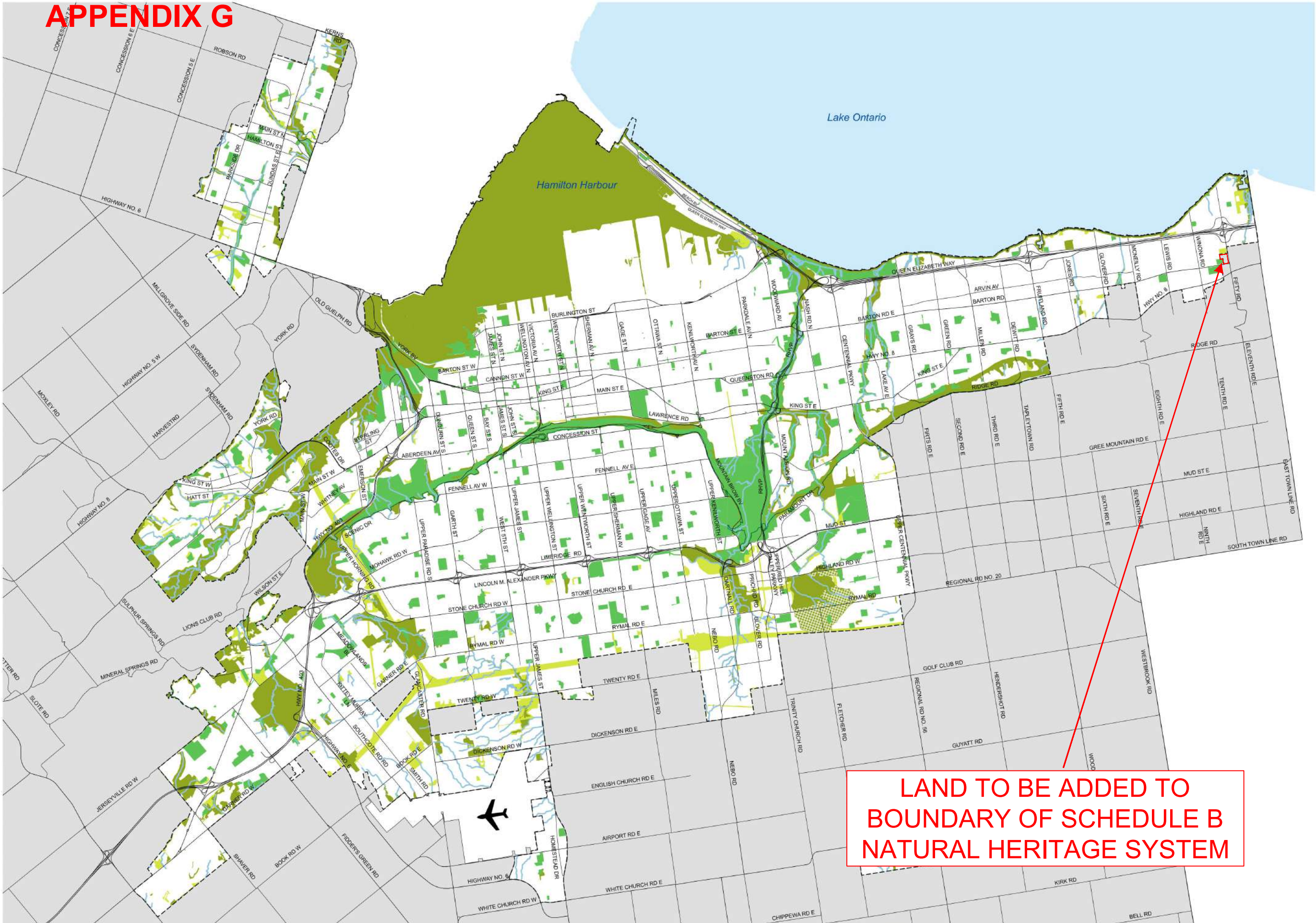
Council Adoption: July 9, 2009
 Ministerial Approval: March 16, 2011
 Effective Date: August 16, 2013

Urban Hamilton Official Plan Schedule A Provincial Plans

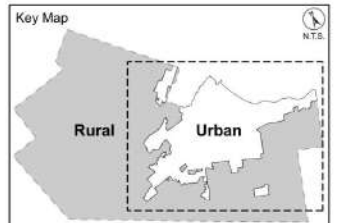


Appendix G – Proposed Amendment to Schedule B of UHOP

APPENDIX G



**LAND TO BE ADDED TO
BOUNDARY OF SCHEDULE B
NATURAL HERITAGE SYSTEM**



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-1 of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal - see illustration on Schedules E and E-1, Volume 1.

★ Lands Under Appeal

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

- Legend**
- Core Areas
 - Area Specific Policy USC-1 and USC-2 in Volume 3
 - Parks & General Open Space (Excluding Parkettes)
 - Linkages
 - Key Hydrologic Feature Streams
- Other Features**
- Rural Area
 - ✈ John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary

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

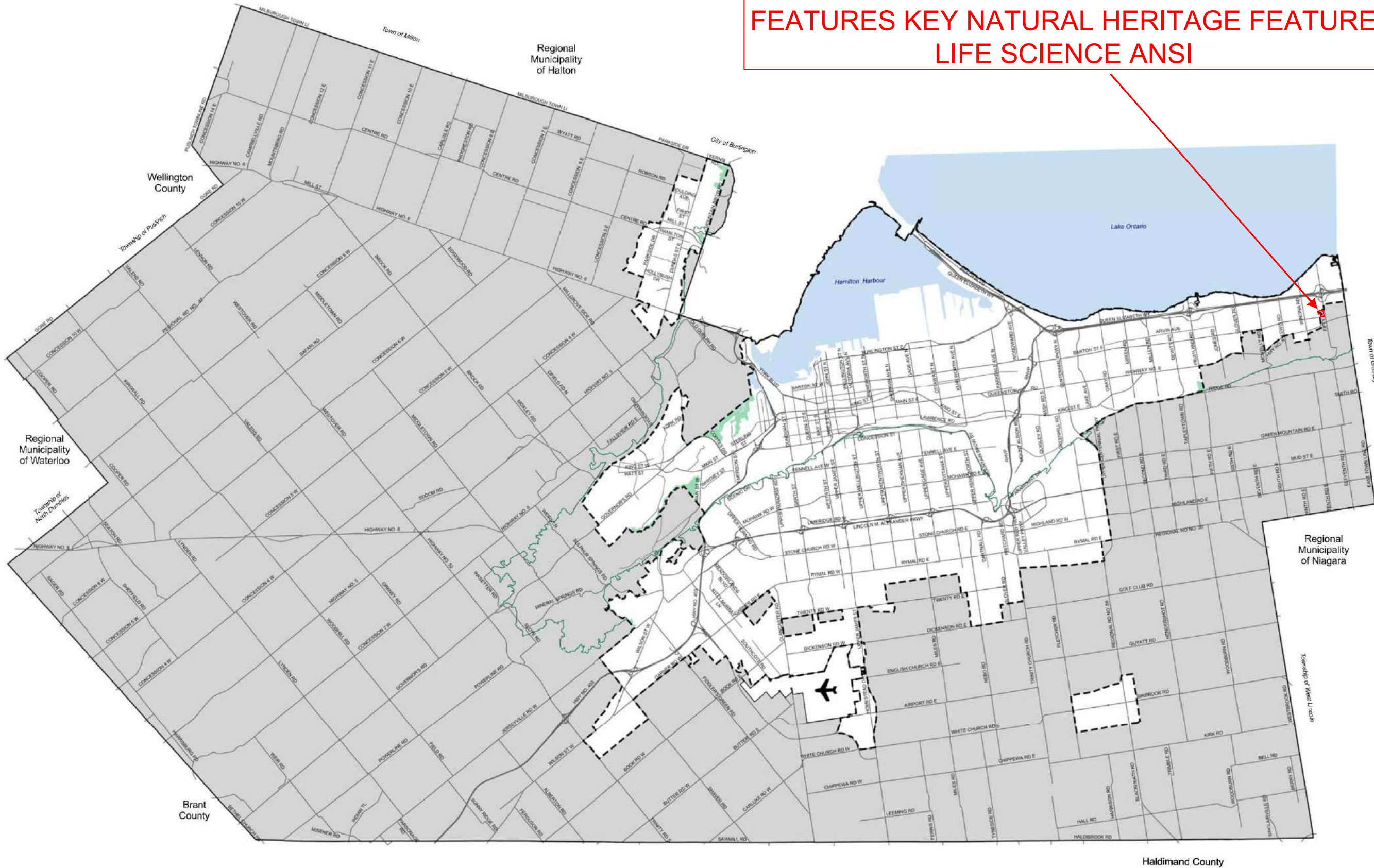
Urban Hamilton Official Plan Schedule B Natural Heritage System



Appendix H – Proposed Amendment to Schedule B-1 of UHOP

APPENDIX H

LANDS TO BE ADDED TO BOUNDARY OF SCHEDULE B-1 DETAILED NATURAL HERITAGE FEATURES KEY NATURAL HERITAGE FEATURE LIFE SCIENCE ANSI



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-1 of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal - see illustration on Schedules E and E-1, Volume 1.

Legend

- Key Natural Heritage Feature Life Science ANSI
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

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

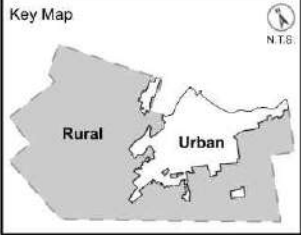
Urban Hamilton Official Plan
Schedule B-1
 Detailed Natural Heritage Features
 Key Natural Heritage Feature
 Life Science ANSI



Appendix I – Proposed Amendment to Schedule B-2 of UHOP

APPENDIX I

LANDS TO BE ADDED TO BOUNDARY OF SCHEDULE B-2 DETAILED NATURAL HERITAGE FEATURES KEY NATURAL HERITAGE FEATURE SIGNIFICANT WOODLANDS



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

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal - see illustration on Schedules E and E-1, Volume 1.

★ Lands Under Appeal

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

Legend

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

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

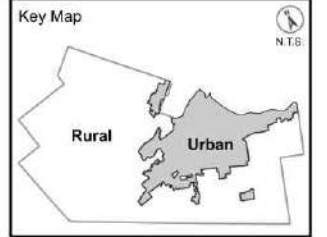
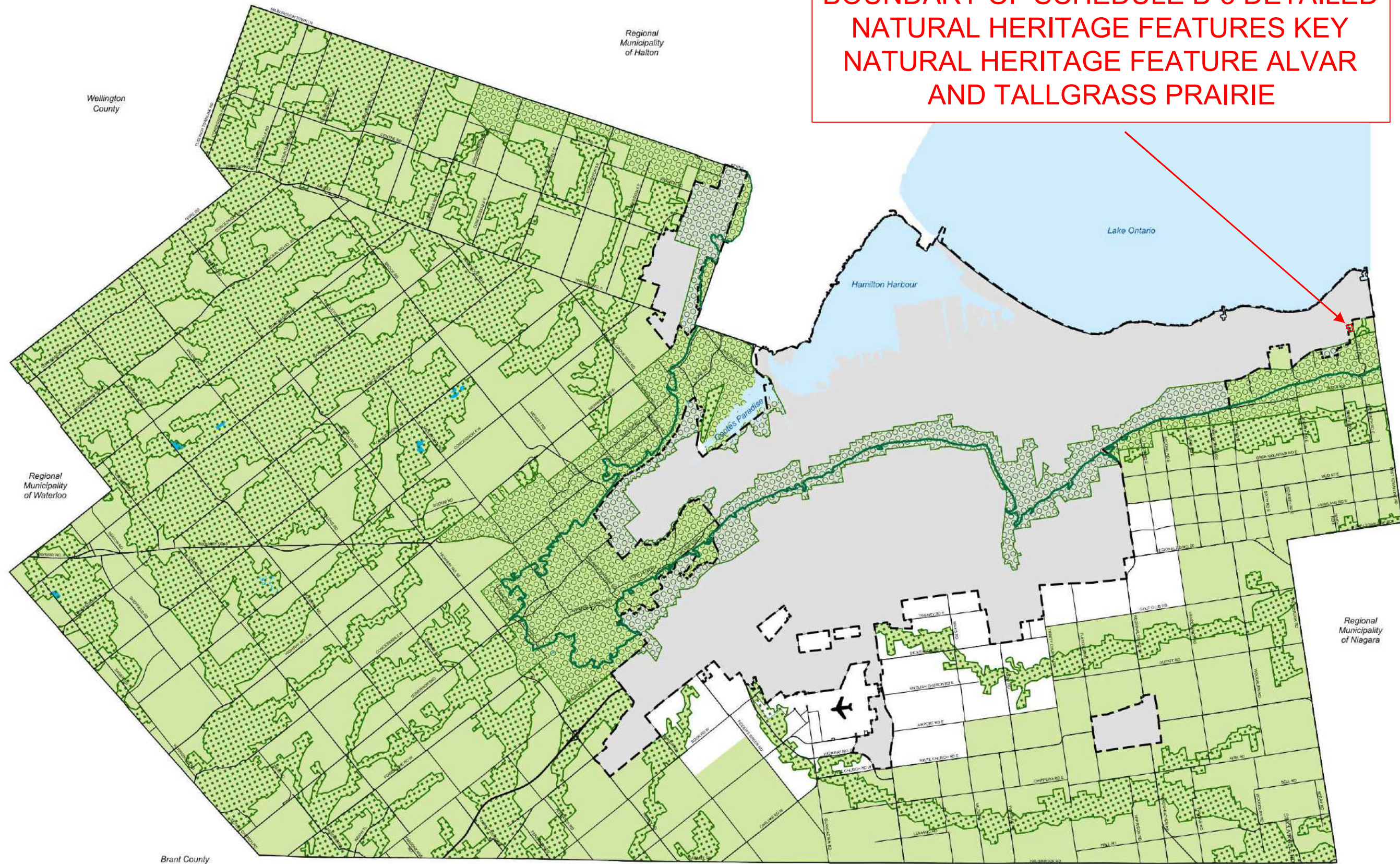
Urban Hamilton Official Plan Schedule B-2 Detailed Natural Heritage Features Key Natural Heritage Feature Significant Woodlands



Appendix J – Proposed Amendment to Schedule B-3 of RHOP

APPENDIX J

LANDS TO BE REMOVED FROM BOUNDARY OF SCHEDULE B-3 DETAILED NATURAL HERITAGE FEATURES KEY NATURAL HERITAGE FEATURE ALVAR AND TALLGRASS PRAIRIE



Note: For Urban Detailed Natural Heritage Features refer to Schedule B-3 of the Urban Hamilton Official Plan.

- Legend**
- Key Natural Heritage Feature Alvar and Tallgrass Prairie
 - Greenbelt Protected Countryside
 - Greenbelt Natural Heritage System

- Other Features**
- Urban Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary

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

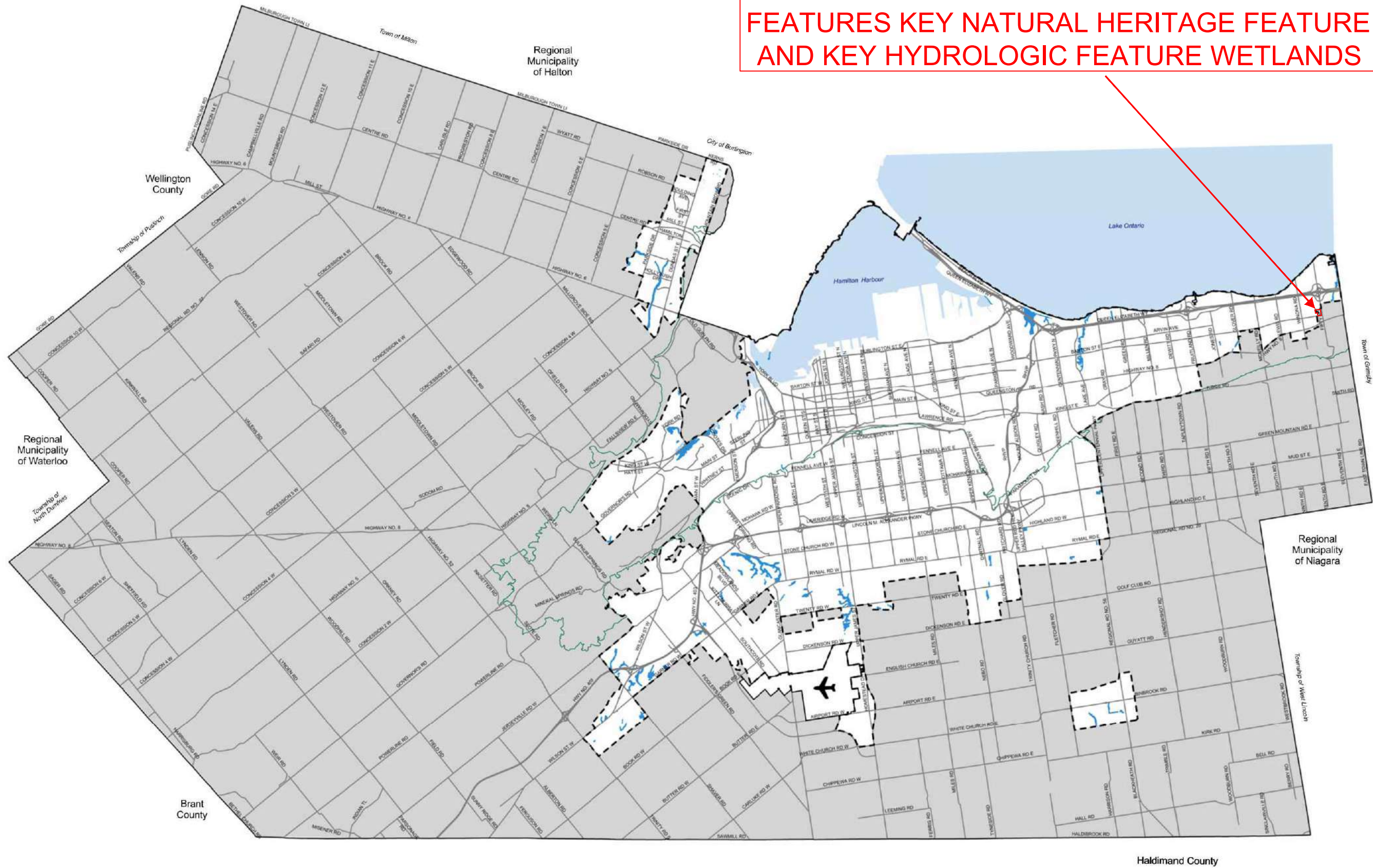
**Rural Hamilton Official Plan
Schedule B-3
Detailed Natural Heritage Features
Key Natural Heritage Feature
Alvar and Tallgrass Prairie**



Appendix K – Proposed Amendment to Schedule B-4 of UHOP

APPENDIX K

LANDS TO BE ADDED TO BOUNDARY OF SCHEDULE B-4 DETAILED NATURAL HERITAGE FEATURES KEY NATURAL HERITAGE FEATURE AND KEY HYDROLOGIC FEATURE WETLANDS



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

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal - see illustration on Schedules E and E-1, Volume 1.

- Legend**
- Key Natural Heritage and Key Hydrologic Feature Wetlands
 - Other Features
 - Rural Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary

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

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

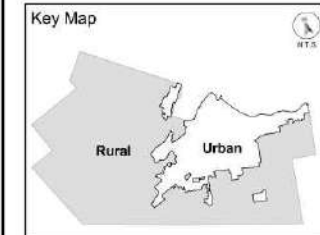
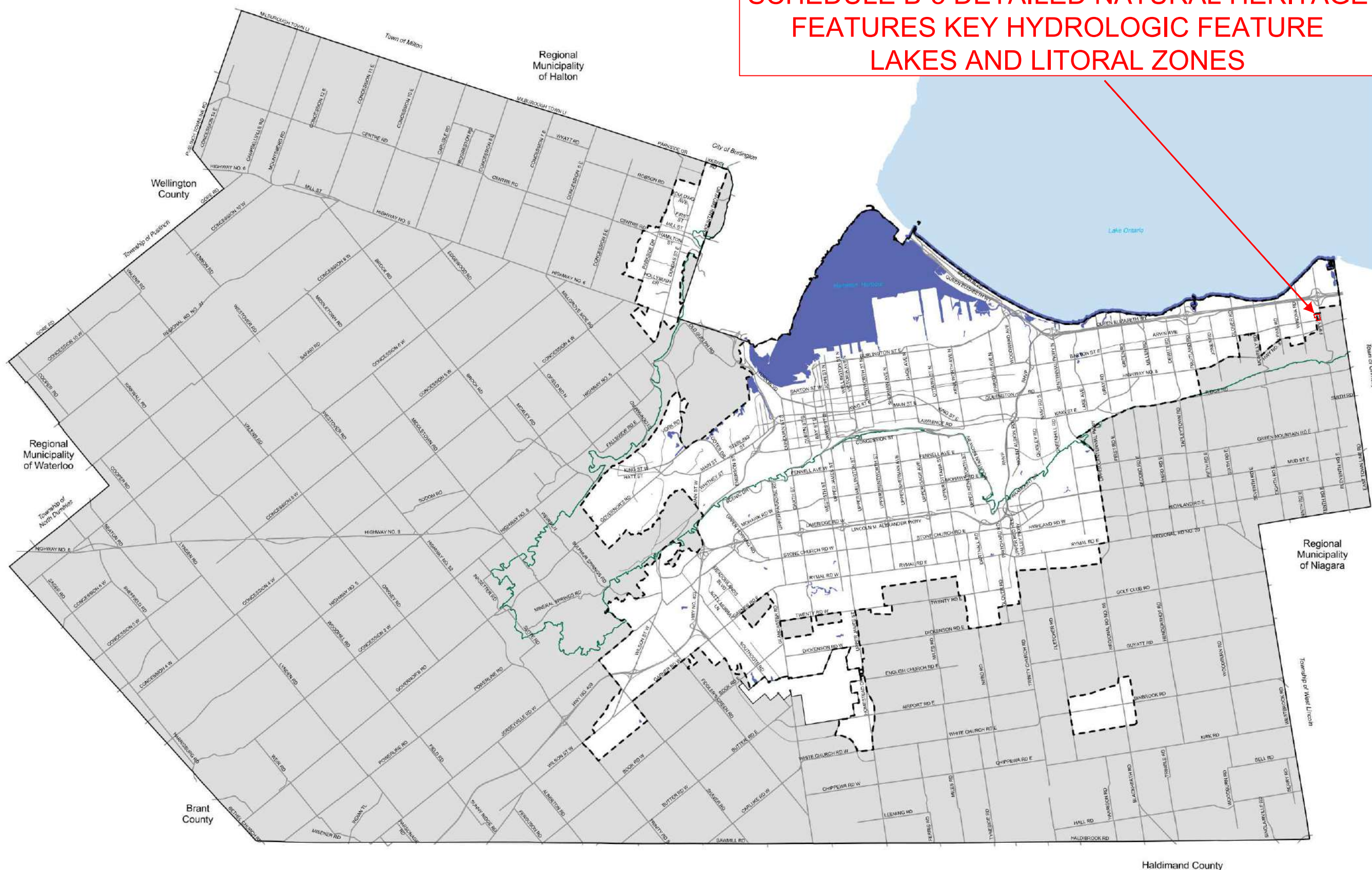


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Appendix L – Proposed Amendment to Schedule B-5 of UHOP

APPENDIX L

LANDS TO BE ADDED TO BOUNDARY OF SCHEDULE B-5 DETAILED NATURAL HERITAGE FEATURES KEY HYDROLOGIC FEATURE LAKES AND LITORAL ZONES



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

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal - see illustration on Schedules E and E-1, Volume 1.

Legend

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

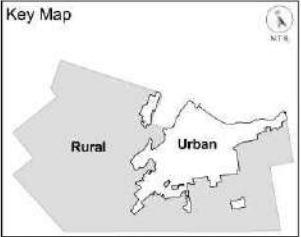
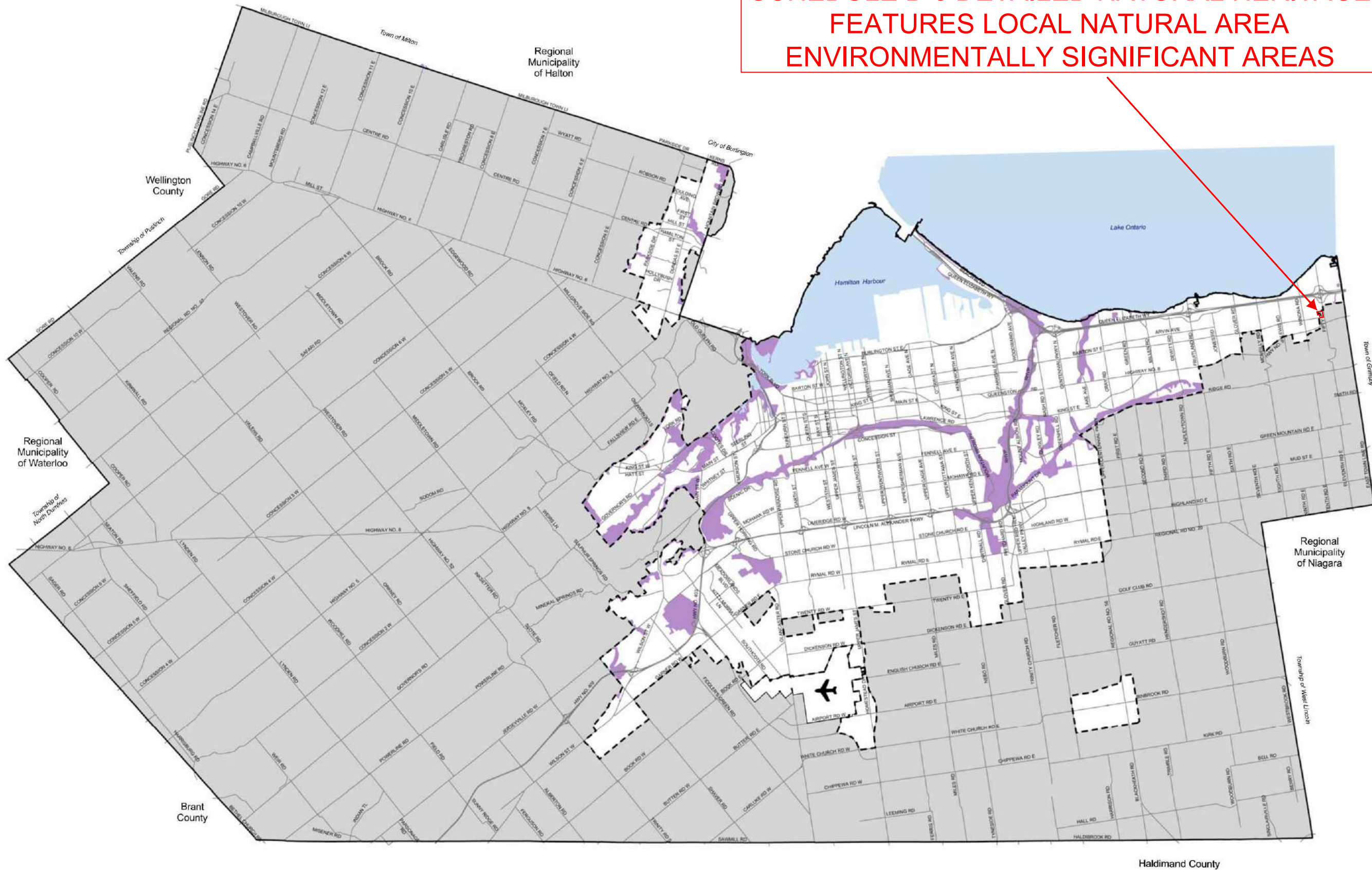
Council Adopted: July 9, 2009
 Ministerial Approval: March 16, 2011
 Effective Date: August 16, 2013

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

Appendix M – Proposed Amendment to Schedule B-6 of UHOP

APPENDIX M

LANDS TO BE ADDED TO BOUNDARY OF SCHEDULE B-6 DETAILED NATURAL HERITAGE FEATURES LOCAL NATURAL AREA ENVIRONMENTALLY SIGNIFICANT AREAS



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-6 of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal - see illustration on Schedules E and E-1, Volume 1.

Legend

- Local Natural Area Environmentally Significant Area
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

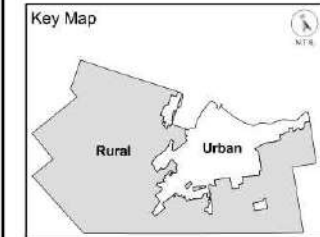
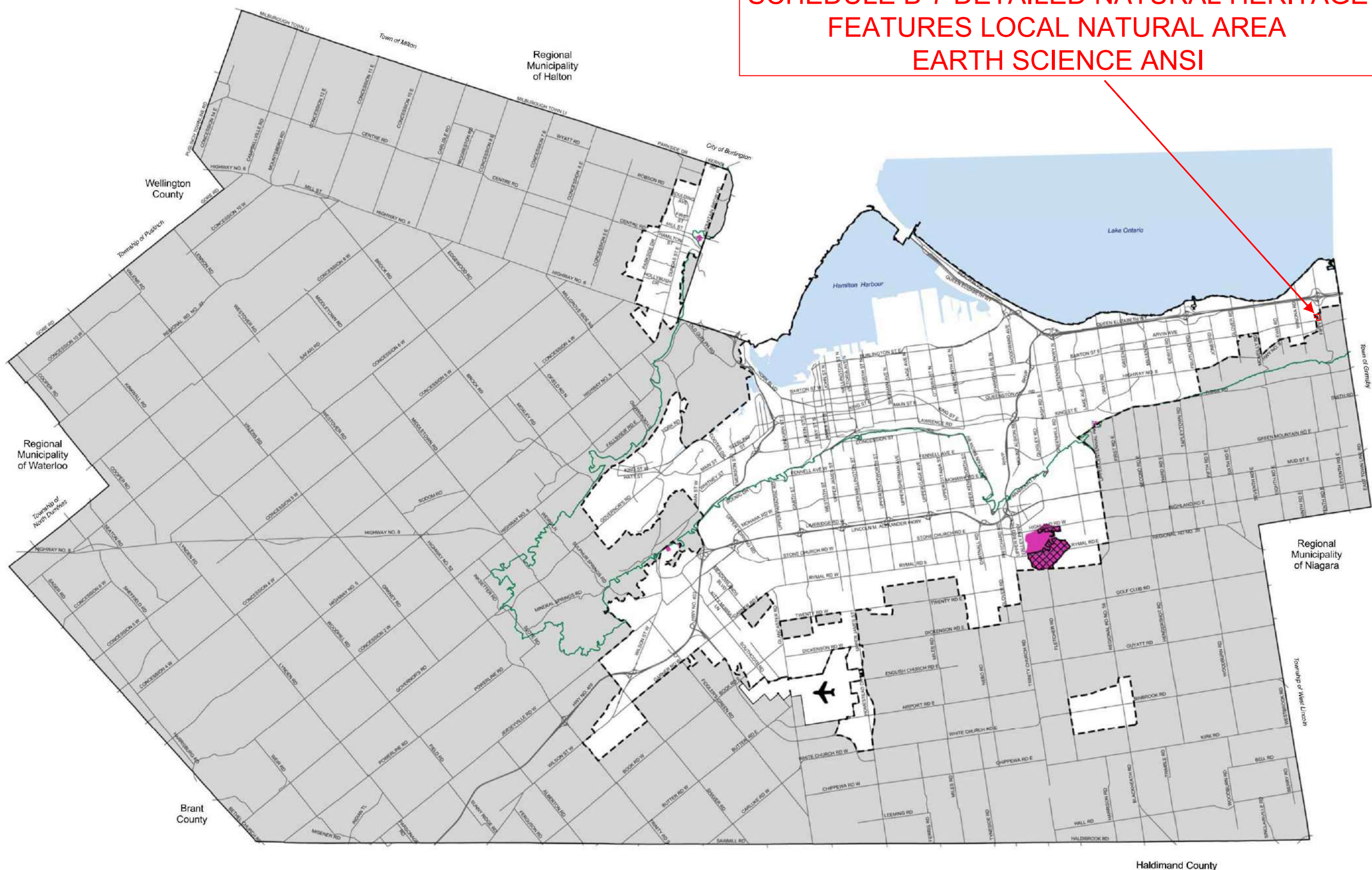
Council Adopted: July 9, 2009
 Ministerial Approval: March 16, 2011
 Effective Date: August 16, 2013

Urban Hamilton Official Plan
Schedule B-6
 Detailed Natural Heritage Features
 Local Natural Area
 Environmentally Significant Areas

Appendix N – Proposed Amendment to Schedule B-7 of UHOP

APPENDIX N

LANDS TO BE ADDED TO BOUNDARY OF SCHEDULE B-7 DETAILED NATURAL HERITAGE FEATURES LOCAL NATURAL AREA EARTH SCIENCE ANSI



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-7 of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal - see illustration on Schedules E and E-1, Volume 1.

Legend

- Local Natural Area Earth Science ANSI
- Area Specific Policy - USC-1 and USC-2 in Volume 3
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

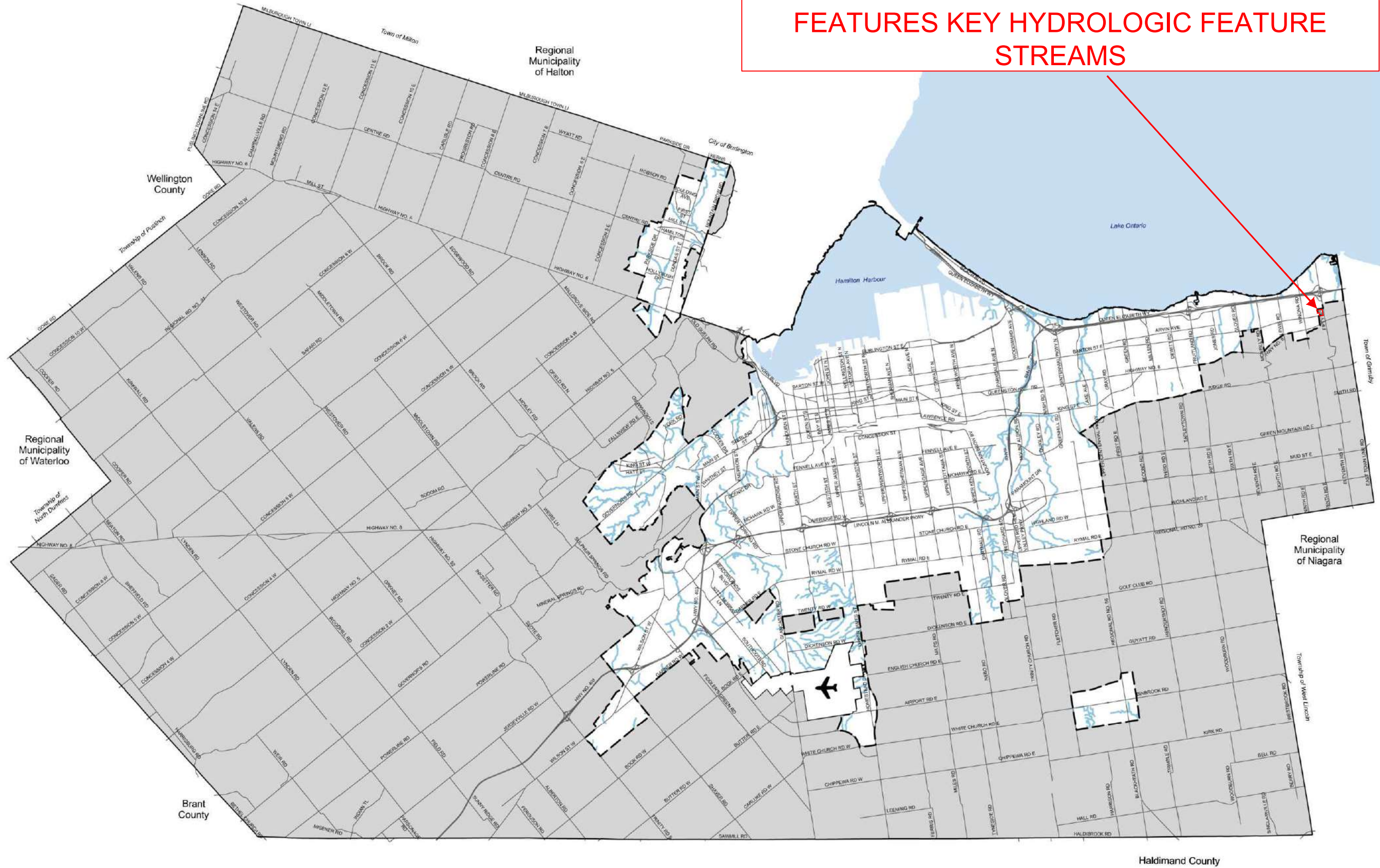
Council Adopted: July 9, 2009
 Ministerial Approval: March 16, 2011
 Effective Date: August 16, 2013

Urban Hamilton Official Plan
Schedule B-7
 Detailed Natural Heritage Features
 Local Natural Area
 Earth Science ANSI

Appendix O – Proposed Amendment to Schedule B-8 of UHOP

APPENDIX O

LANDS TO BE ADDED TO BOUNDARY OF SCHEDULE B-8 DETAILED NATURAL HERITAGE FEATURES KEY HYDROLOGIC FEATURE STREAMS



Note: For Rural Detailed Natural Heritage Features refer Schedule B-8 of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal - see illustration on Schedules E and E-1, Volume 1.

- ### Legend
- Key Hydrologic Feature Streams
 - Other Features**
 - Rural Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary

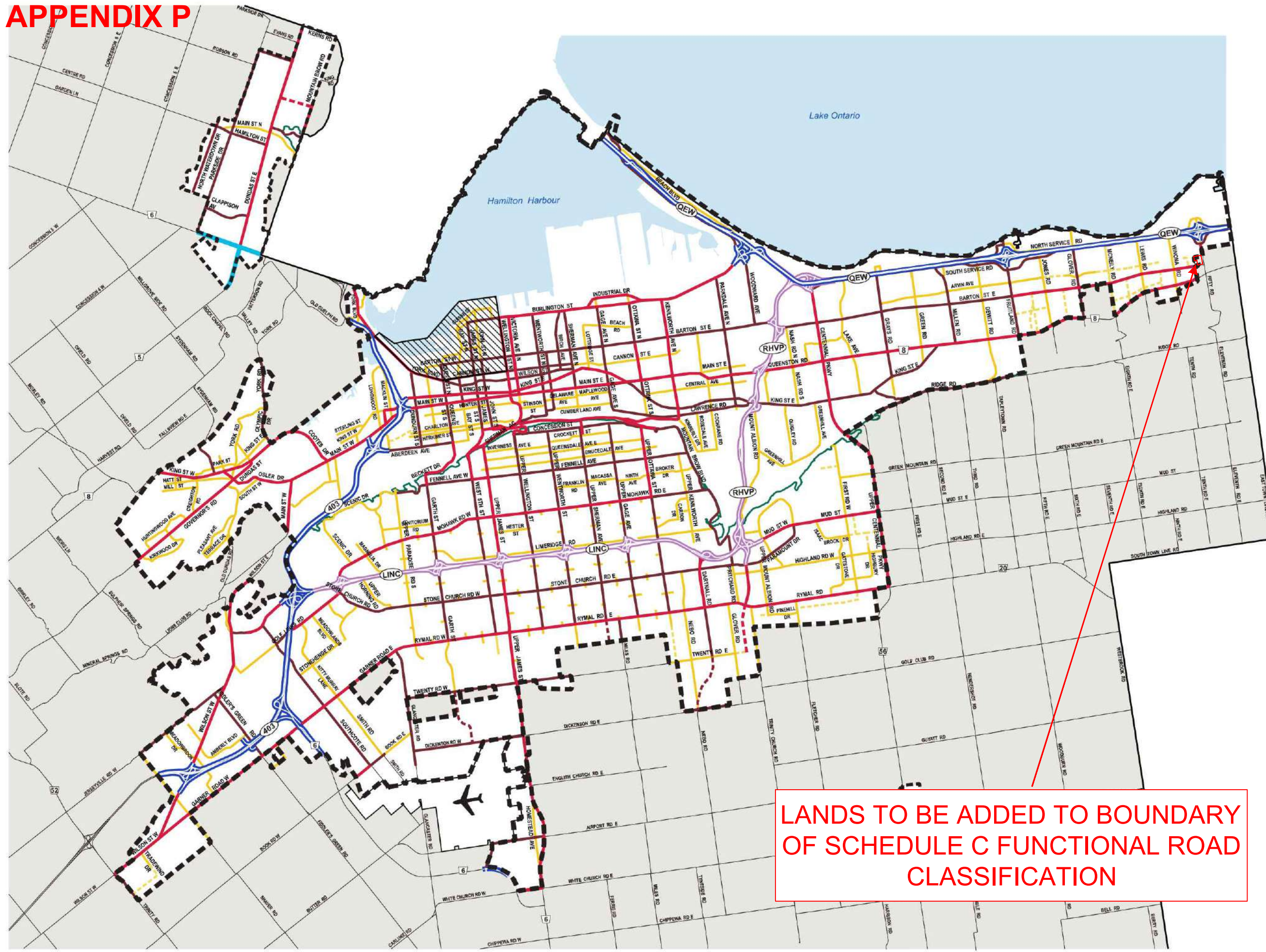
Council Adopted: July 9, 2009
 Ministerial Approval: March 16, 2011
 Effective Date: August 16, 2013

Urban Hamilton Official Plan Schedule B-8 Detailed Natural Heritage Features Key Hydrologic Feature Streams

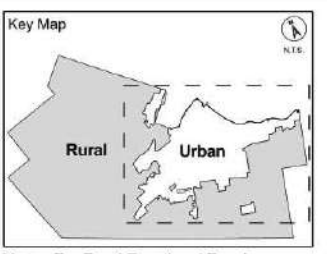


Appendix P – Proposed Amendment to Schedule C of UHOP

APPENDIX P



LANDS TO BE ADDED TO BOUNDARY OF SCHEDULE C FUNCTIONAL ROAD CLASSIFICATION



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

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal – see illustration on Schedules E and E-1, Volume 1

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

- Proposed Roads**
- - - Major Arterial
 - - - Minor Arterial
 - - - Collector

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

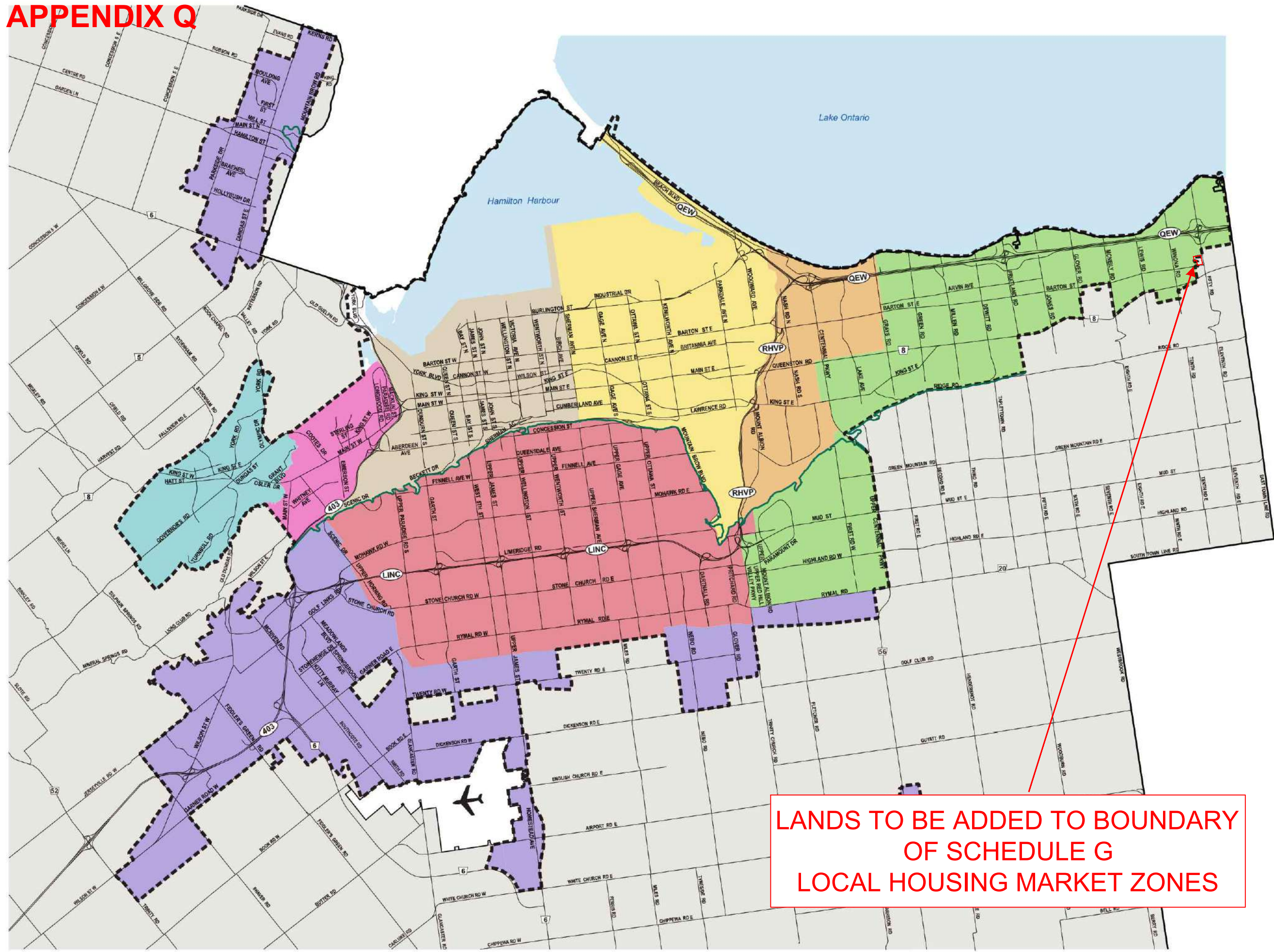
Council Adoption: July 9, 2009
 Ministerial Approval: March 16, 2011
 Effective Date: August 16, 2013

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



Appendix Q – Proposed Amendment to Schedule G of UHOP

APPENDIX Q



APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal – see illustration on Schedules E and E-1, Volume 1

Legend

- Central Hamilton
- Central East Hamilton
- East Hamilton
- West Hamilton
- Hamilton Mountain
- Stoney Creek
- Dundas
- Ancaster, Glanbrook & Flamborough

Other Features

- Rural Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary
- Note: Applies to Residential uses only*

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

Urban Hamilton Official Plan Schedule G Local Housing Market Zones

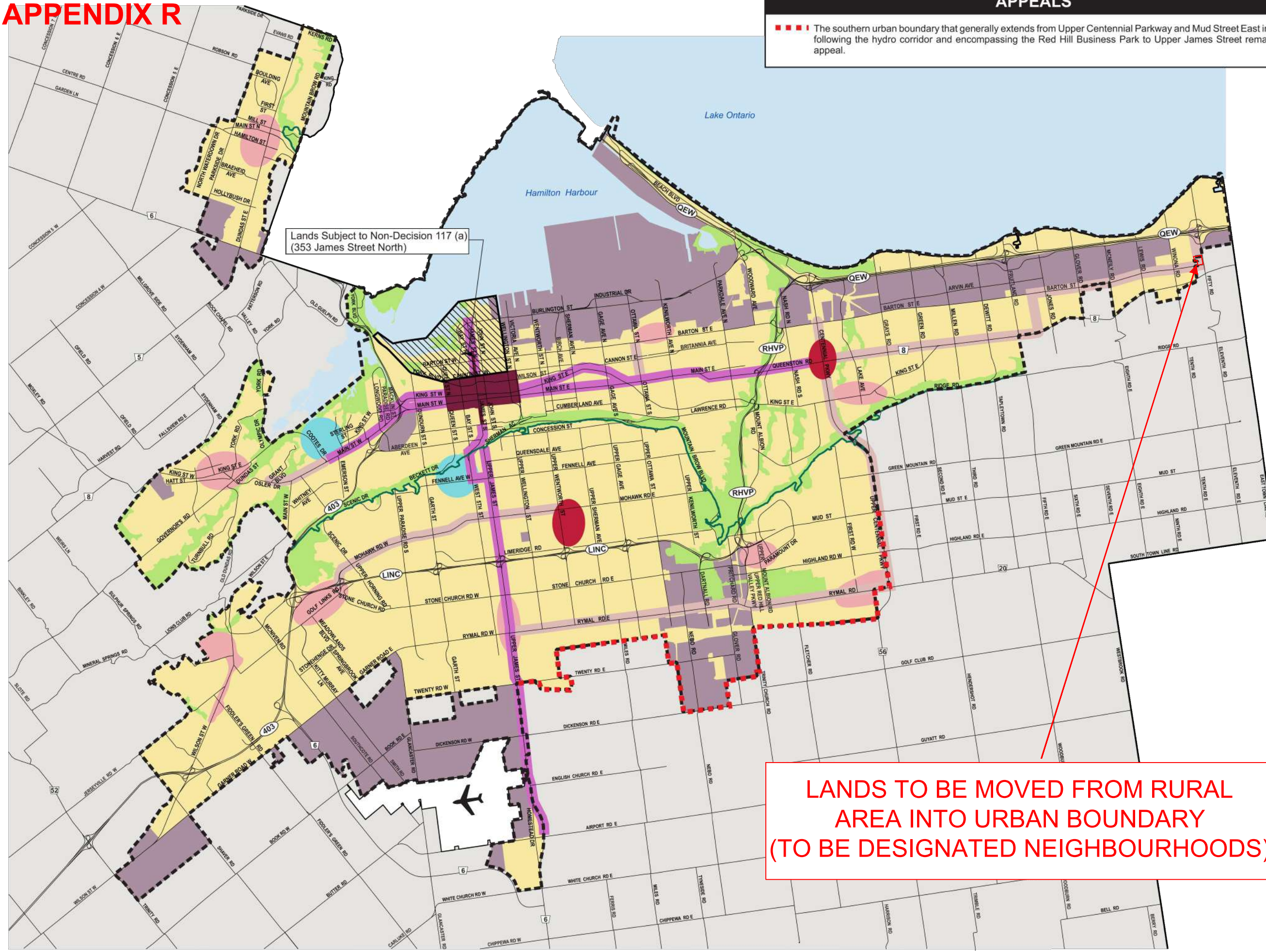
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 Date: Sept. 2019
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Appendix R – Proposed Amendment to Schedule E of UHOP

APPENDIX R

APPEALS

■■■■ The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal.



Lands Subject to Non-Decision 117 (a)
(353 James Street North)

**LANDS TO BE MOVED FROM RURAL
AREA INTO URBAN BOUNDARY
(TO BE DESIGNATED NEIGHBOURHOODS)**

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

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

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

Not To Scale

Date: February 2021

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

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Appendix S – Proposed Amendment to Schedule E-1 of UHOP

APPENDIX S

APPEALS

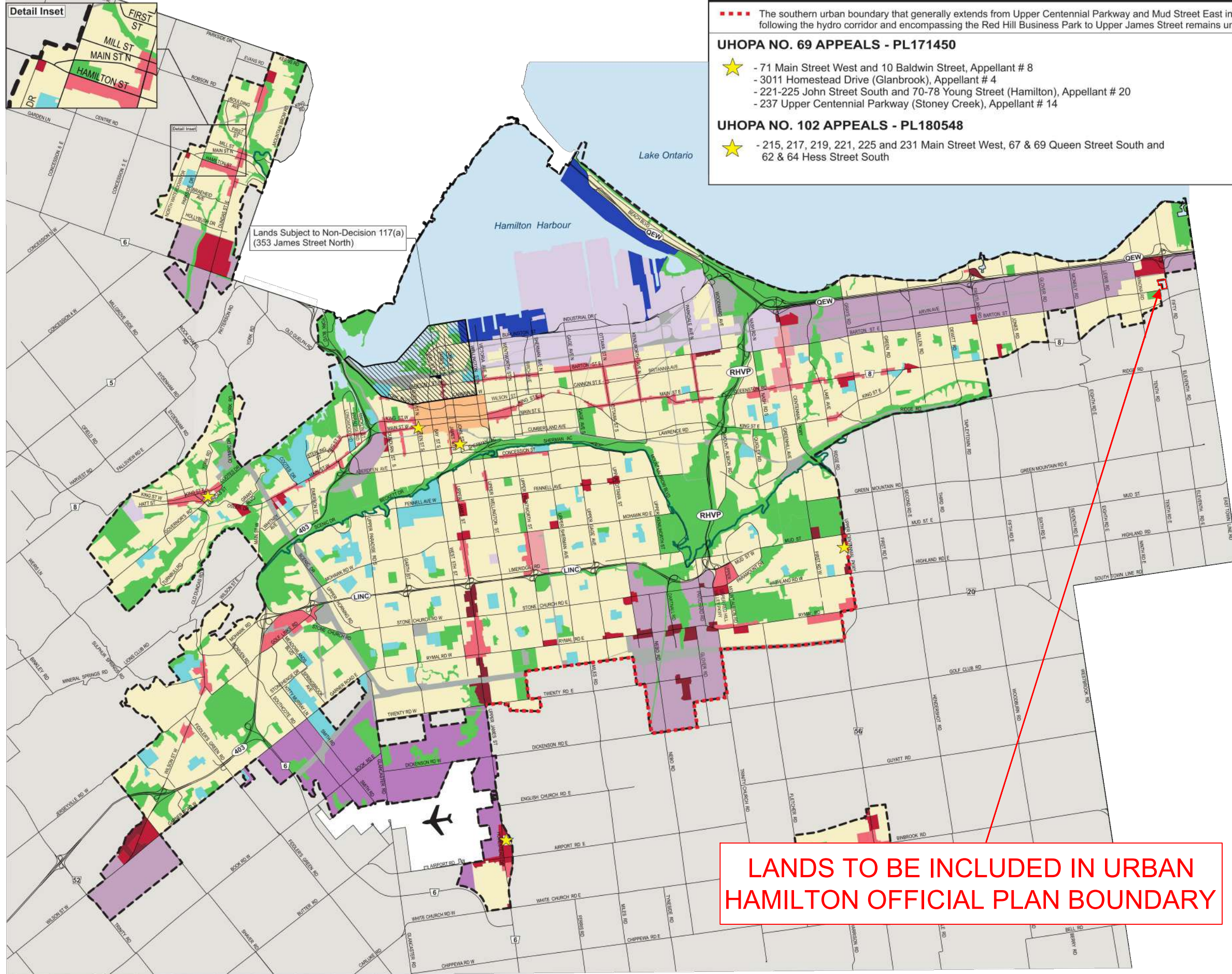
--- The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal.

UHOPA NO. 69 APPEALS - PL171450

- ★ - 71 Main Street West and 10 Baldwin Street, Appellant # 8
- 3011 Homestead Drive (Glanbrook), Appellant # 4
- 221-225 John Street South and 70-78 Young Street (Hamilton), Appellant # 20
- 237 Upper Centennial Parkway (Stoney Creek), Appellant # 14

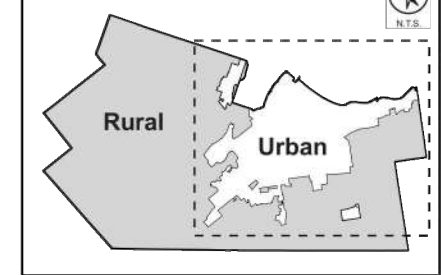
UHOPA NO. 102 APPEALS - PL180548

- ★ - 215, 217, 219, 221, 225 and 231 Main Street West, 67 & 69 Queen Street South and 62 & 64 Hess Street South



LANDS TO BE INCLUDED IN URBAN HAMILTON OFFICIAL PLAN BOUNDARY

Key Map



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

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

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

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



Date: May 2022



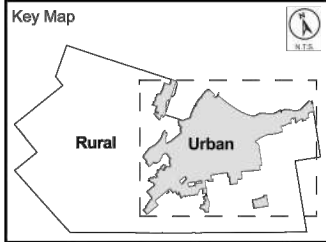
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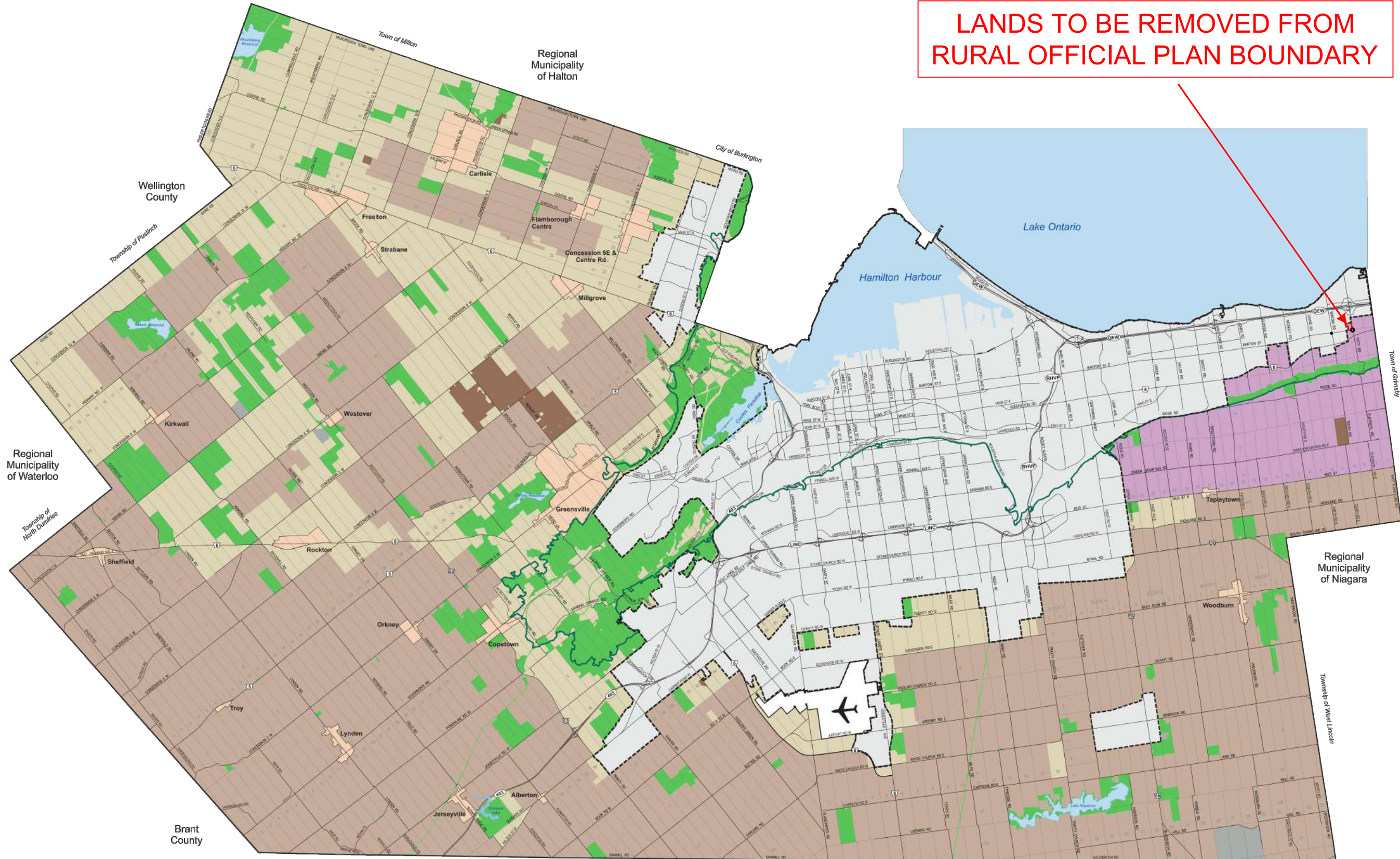
Appendix T – Proposed Amendment to Schedule D of RHOP

APPENDIX T

LANDS TO BE REMOVED FROM RURAL OFFICIAL PLAN BOUNDARY



Note: For Urban Land Use Designations, refer to Schedule E-1 of the Urban Hamilton Official Plan.



Legend

- Rural Settlement Areas
- Rural Land Use Designations**
- Agriculture
- Specialty Crop
- Rural
- Mineral Aggregate Resource Extraction Areas
- Open Space
- Utility
- Other Features**
- Urban Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adoption: September 27, 2006
 Ministerial Approval: December 24, 2008
 Effective Date: March 7, 2012

Rural Hamilton Official Plan Schedule D Rural Land Use Designations

Not To Scale
 Date: Sept. 2021

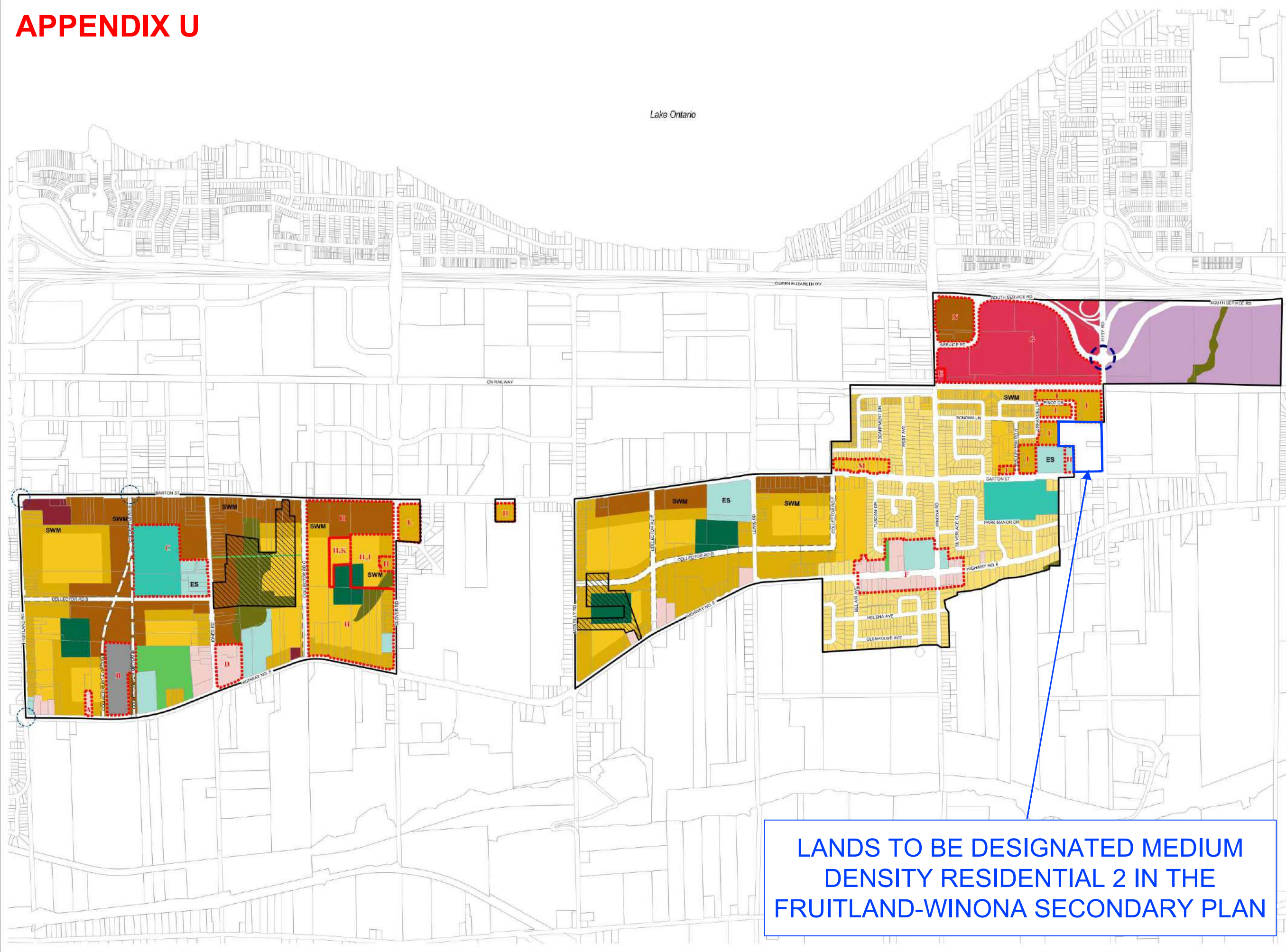


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Appendix U – Proposed Amendment to Map B7.4-1 of
the Fruitland-Winona Secondary Plan

APPENDIX U

Lake Ontario



APPEALS

- Lands Under Appeal
 - 238, 252 Jones Road
 - 820, 822 Barton Street East
 - 228, 244 McNeilly Road
 - 1069 Highway No. 8

Legend

Residential Designations

- Low Density Residential 1
- Low Density Residential 2
- Low Density Residential 3
- Medium Density Residential 2

Commercial and Mixed Use Designations

- Local Commercial
- District Commercial
- Arterial Commercial

Parks and Open Space Designations

- Neighbourhood Park
- Community Park
- General Open Space
- Natural Open Space

Other Designations

- Employment Area - Business Park
- Institutional
- Elementary School
- Utility
- Storm Water Management

Other Features

- Area or Site Specific Policy
- Major Gateway
- Minor Gateway
- Proposed Roads
- Secondary Plan Boundary

LANDS TO BE DESIGNATED MEDIUM DENSITY RESIDENTIAL 2 IN THE FRUITLAND-WINONA SECONDARY PLAN