



December 3rd, 2022

Hon. Steve Clark
Minister of Municipal Affairs and Housing
777 Bay Street, 17th Floor
Toronto, Ontario M7A 2J3

Proposed Amendments to the Greenbelt Plan (ERO# 019-6216) and Greenbelt Area Boundary Regulation (ERO# 19-6217)

Dear Minister Clark,

Metropolitan Consulting Inc. (Metropolitan) would like to provide this letter in support of the proposed amendments to the Greenbelt Plan in the areas located in the City of Hamilton (City), specifically the area identified as Area 10 in the overview map and Proposed Modifications Map 10. This area is bounded by Whitechurch Road to the north, Ferris Road to the east, Upper James Street to the west, and the westerly projection of Highway 6 to the south.

Metropolitan is a small private consulting firm consisting of urban planners, engineers, and technicians that has been in business for over 30 years. We have extensive knowledge and experience in the various planning and engineering processes as it relates to development and municipal infrastructure, specifically in the Hamilton and Halton geographic areas.

Metropolitan recognizes that there is a severe shortage of housing supply and immediate action is required by all parties in order to accommodate the projected future growth in the province. Our office has reviewed the proposed amendments to the Greenbelt Plan in conjunction with the recently passed Bill 23 (More Homes Built Faster Act, 2022) in order to address the housing crisis. We feel the Province's approach is a step in the right direction. Working alongside with our municipal governments and associated public agencies, this land conversion request will help ease the burden with affordability of homes in the City of Hamilton.

For a variety of reasons explained below, the area in question is specifically beneficial from both a planning and engineering perspective. With your recent decisions on November 4, 2022, to approve Amendment No. 167 to the Urban Hamilton Official Plan and Amendment No. 34 to the Rural Hamilton Official Plan, the proposed urban boundary expansion is located

immediately adjacent to the subject Greenbelt conversion lands (see Map attached prepared by City of Hamilton planning staff). Combined, these two parcels measuring over 400ha in size is well suited for future residential development given the existing and proposed infrastructure upgrades in the vicinity.

The area is well connected to existing transportation corridors. The site is directly connected to Upper James Street which is a major North-South arterial road connecting downtown Hamilton to the Mountain. Highway 6 is within immediate proximity to the subject lands and provides easy access to the Region. Earlier this year, the province announced the expansion of Highway 6 to four lanes between Highway 403 and Upper James Street. This will further boost the connectivity for both the existing and future residents in the area.

The City has undertaken a comprehensive review of the existing transit network, developing what's known as the BLAST rapid transit network (see Map attached). The B-Line is now fully funded with construction expected to be completed within 5-years' time. The second priority of the network is connecting the City's waterfront to the airport. The subject lands are located in close proximity ($\pm 1,400\text{m}$) to the proposed A-Line corridor which would provide the future residents with direct connection to quick and convenient transportation to the rest of the City's amenities.

The proposed Greenbelt conversion area is located within proximity to the John C. Munro International Airport. This airport is of immense importance to the City as it is Canada's third largest cargo airport and also provides substantial passenger flights to both regional destinations as well as abroad. The surrounding airport lands also provides future employment opportunities. The recently approved Airport Employment Growth District (AEGD) which encompasses the airport will function harmoniously with the subject lands. Over 1270 hectares of land has been designated as employment land growth to 2031. The proposed conversion area is well suited to provide additional housing for these future employees. By being located so close to the AEGD area this reduces the distance between home and work.

The lands are properly situated in order to reduce the amount of external servicing required to build homes. Substantial infrastructure upgrades have already occurred due to the nearby Mount Hope and AEGD land development, both existing and future. The subject lands have the potential ability to be serviced in the near-term using capacity in the existing infrastructure with the necessary external upgrades to be built through development charge funds. Local infrastructure upgrades will be entirely funded by proponents.

The proposed conversion lands are immediately adjacent to the existing Mount Hope Neighbourhood which is within the City's Urban Area and is served with full municipal services (sanitary sewers and water). Through the City's secondary plan process, which is a requirement for future development, there is an opportunity for the subject lands to be properly integrated into the existing neighbourhood as well as implement modern day planning

principles to develop a sustainable community. The lands proposed for removal have the necessary characteristics that would enable housing to be built in the near-term.

Based on the above, our office is of the opinion that the subject lands, namely Area 10 contained within the Greenbelt Conversion request limits, are suitable for future residential development and will greatly assist towards the goal of building 1.5 million homes in the Province over the next 10 years.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Kevin Hollingworth', with a stylized, flowing script.

Kevin Hollingworth, P. Eng.
Vice President – Engineering

A handwritten signature in blue ink, appearing to read 'Peter De Iulio', with a stylized, flowing script.

Peter De Iulio, MCIP, RPP
Manager of Planning