



**City of Hamilton**  
**GENERAL ISSUES COMMITTEE**  
**ADDENDUM**

**Meeting #:** 21-012  
**Date:** June 2, 2021  
**Time:** 9:30 a.m.  
**Location:** Due to the COVID-19 and the Closure of City Hall (CC)

All electronic meetings can be viewed at:

City's Website:  
<https://www.hamilton.ca/council-committee/council-committee-meetings/meetings-and-agendas>

City's YouTube Channel:  
<https://www.youtube.com/user/InsideCityofHamilton> or Cable 14

Stephanie Paparella, Legislative Coordinator (905) 546-2424 ext. 3993

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**5. COMMUNICATIONS**

- \*5.1. Correspondence from Kate Manson-Smith, Deputy Minister, Ministry of Municipal Affairs and Housing, respecting the Three-Step Roadmap to Safely Reopen the Province of Ontario

and Amendment to Orders under the *Reopening Ontario (A Flexible Response to COVID-19) Act* (ROA)

Recommendation: Be received.

- \*5.2. Correspondence respecting the LRT Matter

Recommendation: Be received.

\*5.2.a. Gabriel Nicholson

\*5.2.b. Lynda M. Lukasik, PhD, Executive Director, Environment Hamilton

\*5.2.c. Maria Antelo, Hamilton Community Legal Clinic

- \*5.2.d. Tom Cooper, Director, Hamilton Roundtable for Poverty Reduction
- \*5.2.e. Hamilton's Anchor Institution Leadership
- \*5.2.f. Kojo Dampsey, Executive Director, Hamilton Centre for Civic Inclusion
- \*5.2.g. Correspondence from Denise Christopherson, CEO, YWCA Hamilton
- \*5.2.h. Correspondence from Keanin Loomis, President & CEO, Hamilton Chamber of Commerce
- \*5.2.i. Correspondence from the Hamilton Chamber of Commerce and LiUNA
- \*5.2.j. Kim Martin, Executive Director, Social Planning and Research Council of Hamilton

## **6. DELEGATION REQUESTS**

- \*6.1. Delegation Requests respecting the LRT Matter
  - \*6.1.a. WITHDRAWN - Mike Collins-Williams, WestEnd Homebuilders' Association
  - \*6.1.b. WITHDRAWN - Keanin Loomis, President and CEO; and, Paul Szachlewicz, Policy and Government Relations Advisor, Hamilton Chamber of Commerce
  - \*6.1.c. WITHDRAWN - Alex Bishop, Concierge Group
  - \*6.1.d. Karl Andrus, Hamilton Community Benefits Network

## **13. GENERAL INFORMATION / OTHER BUSINESS**

- 13.1. Amendments to the Outstanding Business List
  - \*13.1.b. Farmers' Market – Rent Relief and Governance Comparators
    - Current Due Date: June 2, 2021
    - Proposed New Due Date: August 9, 2021

## **14. PRIVATE AND CONFIDENTIAL**

**Ministry of Municipal  
Affairs and Housing**

**Ministère des Affaires  
Municipales et du Logement**

Office of the Deputy Minister

Bureau du sous-ministre

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**May 27, 2021**

**MEMORANDUM TO: Municipal Chief Administrative Officers and Clerks**

**SUBJECT: Three-Step Roadmap to Safely Reopen the Province of Ontario and Amendment to Orders under the *Reopening Ontario (A Flexible Response to COVID-19) Act (ROA)***

As you heard on May 20, 2021, from the Premier of Ontario, the government has released its Roadmap to Reopen, a three-step plan to safely and cautiously reopen the province and gradually lift public health measures.

As our municipal partners in the continued efforts to keep communities safe and healthy, I am writing today to make sure that you stay informed about the roadmap and the corresponding changes to orders under the *Reopening Ontario (A Flexible Response to COVID-19) Act (ROA)*.

It is important to note that the provincewide Stay-At-Home order under the Emergency Management and Civil Protection Act (EMCPA) remains in effect until June 2, 2021. However, the government has made changes to some of the existing orders under ROA that take effect prior to the end of the Stay-At-Home order.

### **Roadmap to Reopen**

The Roadmap to Reopen is based on the provincewide vaccination rate and improvements in key public health and health care indicators. In summary:

- Step 1 is intended to focus on resuming outdoor activities with smaller crowds where the risk of transmission is lower and permitting retail with restrictions.
- Step 2 further expands outdoor activities and resumes limited indoor services with small number of people and with face coverings being worn.
- Step 3 expands access to indoor settings, with restrictions, including where there are larger numbers of people and where face coverings can't always be worn.

The government has indicated that the province will remain in each step for at least 21 days to evaluate any impacts on key public health and health system indicators. Vaccination thresholds will need to be met, along with positive trends in other key public health and health system indicators, in order to enter each respective step of the Roadmap.

To find out full details on the roadmap and its implementation, please review the [Roadmap to Reopen](#) on the Ontario government website.

Until the province moves to Step 1 of the roadmap, the rules and public health measures under the provincewide emergency brake must continue to be followed, subject to the following changes announced on May 20, 2021.

### **Outdoor Recreational Amenities**

Several outdoor recreational amenities are permitted to open as of May 22, 2021 at 12:01 a.m. For a full list of these outdoor recreational amenities, please review [Ontario Regulation 344/21](#), and [Ontario Regulation 374/21](#), amendments to [Ontario Regulation 82/20](#) (Rules for Areas in Stage 1).

These outdoor recreational amenities may be open so long as:

- physical distancing of at least 2 metres is maintained; however, this physical distancing requirement does not apply to members of the same household, or a person who lives alone and has gathered with the household, or a caregiver for any member of the household;
- no team sports, or any other sports that are not compatible with physical distancing requirements, are practiced or played within the amenity, with limited exceptions; and,
- any locker rooms, changerooms, showers, clubhouses, restaurants, pools, meeting rooms, fitness centres or other recreational facilities on the premises remain closed, except to the extent they provide access to take-out or delivery services, equipment storage, a washroom or a portion of the amenity that is used to provide first aid.

In addition, any person responsible for a boat or watercraft shall ensure that, if it is used by a group for recreational purposes, it is only used by members of the same household, or a person who lives alone and has gathered with the household, or a caregiver for any member of the household.

Marinas, boating clubs and other organizations that maintain docking facilities for members or patrons may open provided that any clubhouse, restaurant, pool, communal steam room, sauna or whirlpool, meeting room, fitness centre or other recreational facility on the premises is closed to the public. Any portion of an area that must be closed that is used to provide first aid, used to provide take-out or delivery services, or contains a washroom may be open.

Lastly, social gatherings and organized public events of no more than five people that are held outdoors are permitted. The gathering limit does not apply to members of the same household, a gathering of a household plus one person who lives alone, or a gathering that includes a caregiver for any of those persons. All other public health and workplace safety measures under the Stay-at-Home order will remain in effect.

### **Overnight Camps**

The government has made amendments to regulations pertaining to Rules for Areas in [Stage 1](#), [Stage 2](#) and [Stage 3](#) to permit the operation of overnight camps in Ontario. The amending regulations are as follows:

[Ontario Regulation 345/21 \(Rules for Areas in Stage 1\)](#)

[Ontario Regulation 347/21 \(Rules for Areas in Stage 2\)](#)

[Ontario Regulation 346/21 \(Rules for Areas in Stage 3\)](#)

### **Instructional Program in Post-Secondary Institutions**

[Ontario Regulation 348/21](#) updates the permitted fields/occupations where instructional programs may continue to operate in post-secondary institutions.

### **Enforcement of Orders**

As a reminder, for offences under the ROA and EMCPA, police and other provincial offences officers, including First Nation Constables, special constables, and municipal by-law officers, have discretion to either issue tickets to individuals for set fine amounts or issue a summons under Part I of the Provincial Offences Act (POA) or to proceed under Part III of the POA by laying an information.

Police and other provincial offences officers, including by-law officers, have the authority to disperse gatherings or organized public events that are not complying with gathering/event limits; and all provincial offences officers, including by-law officers, can temporarily close premises where prohibited gatherings are occurring and require individuals to vacate.

As the province prepares to reopen, the ministry recognizes that collaboration amongst municipalities, public health units, police, local enforcement partners and our multi-ministry teams is important to ensure coordinated compliance and enforcement activities in an effort to continue the recent progress on reducing the presence of COVID-19 in our communities.

Yours truly,

A handwritten signature in black ink that reads "K. Manson-Smith". The signature is written in a cursive, flowing style.

Kate Manson-Smith  
Deputy Minister

# LRT, really?

“They have one, why can't I?”

# TOC

Years old data.

The LRT canard

With the canard comes numbers

“What a great deal”

The Transit Corridor

Current HSR Operations

The Swap

Public transit should be accessible within 400m

No one knows LRT + HSR interaction

Costs for Profit

Only 50% increase in a couple of years

2 Lane King is a disaster for Mountain buses

2 Lane King is a Disaster for GO Buses

It's the only place to park

No more revenue ridership

The dream never reflected reality

To save something, trees must be murdered

Closing International Village to cars doesn't magically disappear them.

The population growth required isn't what people think it is.

LRT just compounded Housing Unaffordability

The sounds of steel wheels on a curved steel rail

Who's excited for Fare Enforcement Officers?

If it was good, it would be funded.

Not the first time we've been electioneered

Today occupies all the thought

NEXT STEPS

Topics We Missed

Notes

## Years old data.

Elsewhere, if the underlying numbers for an expansion project were manipulated to achieve a preferred result and that project was pitched at a cost of \$100,000 to implement, then 5 years pass and it is brought back to the decision maker except now at a cost of \$340,000 with unknown yearly costs and no understanding of how it would interact with the current processes:

Everywhere else would be ordering a new cost benefit analysis, especially in light of the auditor general findings that all the projects were not considered equally.



## The LRT canard

The current canard goes like this “The Transit Corridor (this is 1-King, 5-Delaware iterations, 10-Blaine and the seasonal 51-University) is the city’s busiest transit corridor—a corridor that carried more riders pre-pandemic, daily. So the city will still get to keep the fares from the corridor, LRT will cost less than the current buses on the line, freeing them up for service elsewhere in the city. A sleek and shiny LRT doesn’t have the same low-class connotations that the bus has and a new multi-billion dollar system might help people overcome their class bias against transit enough for them to park their car and give it a try.[1]”

## With the canard comes numbers

To justify the as yet unknown operating and maintenance costs the city of Hamilton will be responsible for paying to for profit, private corporations, supporters trot out the numbers[2] (albeit from 2015)

<b>Route</b>	<b>Gross Cost</b>	<b>Revenue</b>	<b>Net Cost</b>
<b>01-King</b>	\$9.7 million	\$5.6 million	\$4.1 million
<b>05-Delaware</b>	\$13.7 million	\$5.5 million	\$8.2 million
<b>51-University</b>	\$4.4 million	\$2.2 million	\$2.2 million
<b>10-B-Line</b>	<b>\$5.7 million</b>	<b>\$2.1 million</b>	<b>\$3.6 million</b>
<b>Total</b>	<b>\$33.5 million</b>	<b>\$15.3 million</b>	<b>\$18.2 million</b>

## “What a great deal”

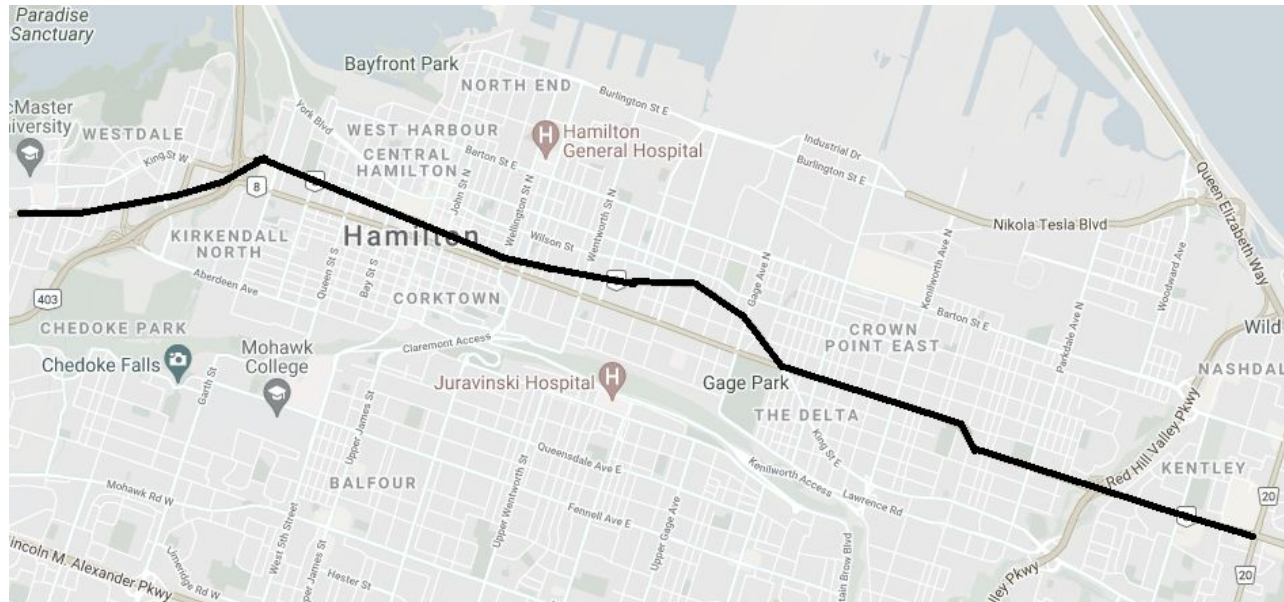
“If the current corridor buses cost \$33.5 million(2015) and generated \$15.3 million in revenue, then swappity swap look at that we can have LRT!”

This belies a major fact about the transit corridor - for the most part, the ridership does not start and end in the transit corridor. It may start, but not end; or it may end but it did not start. Anything less than starting and ending requires HSR to pay for buses for the ridership needs outside the corridor.

The worst thing Metrolinx did was cost benefit analyse using the population within 800 m, but who wants to walk everyday 800m for transit?

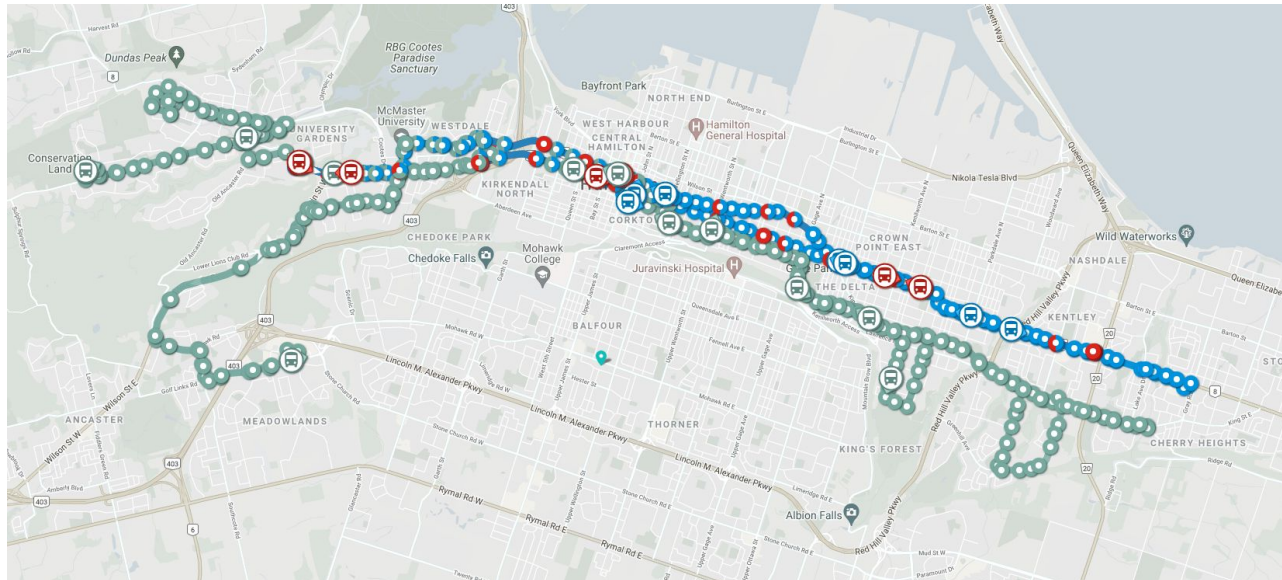
# The Transit Corridor

The corridor is considered Main St. W. at McMaster then over the 403 and King St at Dundurn to Gage Park and back on Main St. E, then Queenston to Eastgate Square at Centennial Parkway



# Current HSR Operations

Routes that use the transit corridor primarily are the 1 (blue), 5 (light green), 10 (red) and 51 (not shown), yet the coverage area of these far outweigh the tiny piece that is the transit corridor. [3]



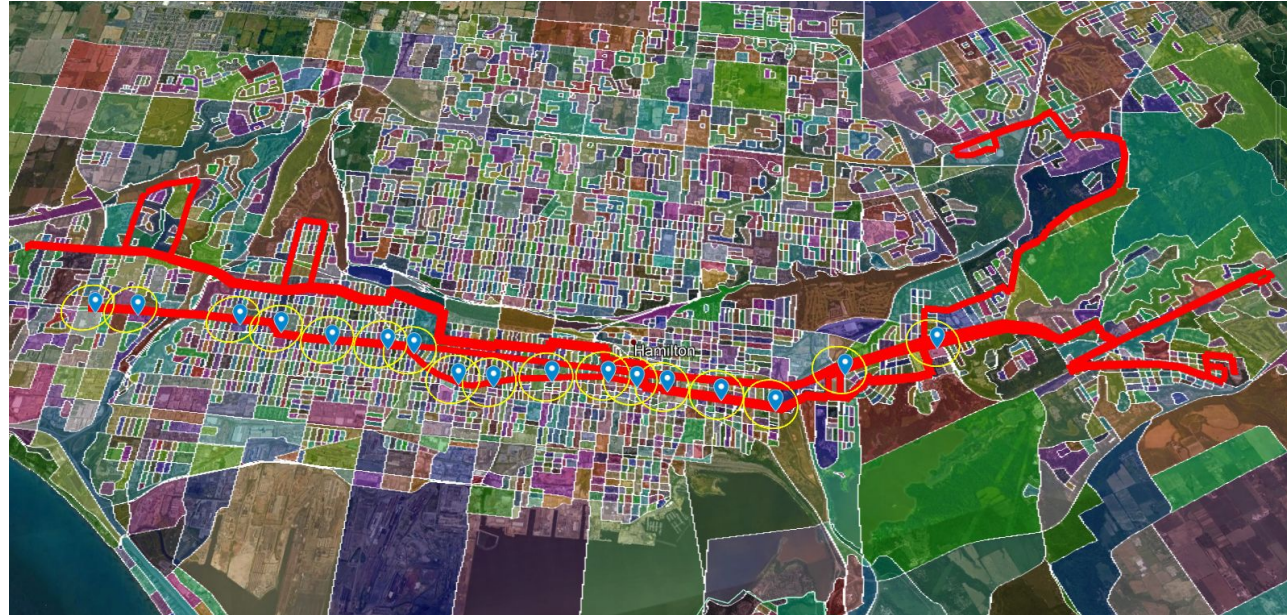
# The Swap

When talk is of taking the current operating costs of the transit corridor buses (\$33.5 million(2015)) and offsetting the revenue from them (\$15.3 million), essentially the argument is being made that ridership in these areas don't deserve transit:

Bond, Head, and Governor's in Dundas, Whitney, Main W, Wilson, Mohawk, Golf Links into Ancaster, Stinson, Delaware, Maplewood, Gage, Lawrence, Rosedale, Greenhill, Cochrane, Quigley, or King St E into Stoney Creek. Or Westdale. Or express bus service to University Plaza or at Main and Sherman.

# Public transit should be accessible within 400m

Hamilton, south viewing, overlaid census tracts, red lines are 1, 5, and 10 bus routes. Blue pins approx LRT stop and yellow circle is approx 400m radius.



It's such a tiny percent of the system.

# No one knows LRT + HSR interaction

Re-Imagine HSR was supposed to address this but never did. Unlike other systems, Hamilton has a functioning spiderlike east west lower city transit system. In Mississauga, the Hurontario replaces 2 bus routes (essentially the same line) and 1 express route. It's very like for like.

That is not the case in Hamilton. A private for profit operator running 6 min headways is going to demand buses flowing to stops to ensure some level of ridership. How will these buses run? Scrap east/west and go north/south?

No one knows. It could be more to run HSR operations to interact with LRT than it currently costs!



# Costs for Profit

People like to talk about Waterloo and how their system is, except they always use the old data.

Waterloo ION was projected back around 2015 to cost \$8.5 million yearly in operations and maintenance, and all-in \$30 million to cover the costs of the system they own as part of the DBFOM model they signed on to.

In December 2019, the Regional Planning and Works chair stated:

"I think people probably have noticed the Ion at a \$43-million a year cost to the local taxpayers. It's pretty hard to suggest we're cutting back."

Galloway said he will "find a way" to get the (bus) expansion fully funded "somehow or another."<sup>[4]</sup>

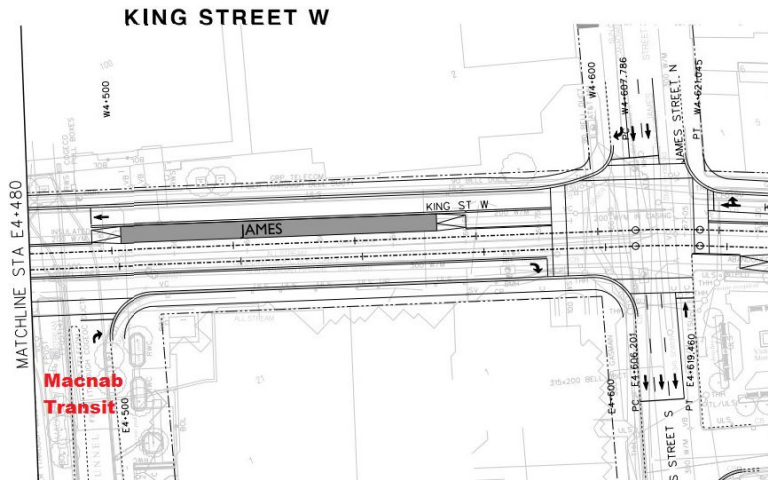
# Only 50% increase in a couple of years

And the worst part is the impact it has on the Region of Waterloo planned bus expansions.

## 2 Lane King is a disaster for Mountain buses

Almost 10 Mountain routes descend John St turning left on King St and then left into the Macnab Transit Terminal.

Traffic congestion created by LRT will ensure backups. Originally the plan called for a single lane at James. Car traffic + 10 buses is chaos.



A lane has since been added to westbound King but it will still cause bus delays, similar to the delays that caused headaches for riders thru the International Village when the bus lane was installed.

# 2 Lane King is a Disaster for GO Buses

## 7.4 20.01.08 McMaster Bus Terminal

The proposed bus terminal is located within McMaster University campus area, east of Cootes Drive and adjacent to McMaster LRT stop. The bus terminal will be built on ground level which allows passenger interchange between HSR & GO Bus services.

The proposed bus terminal also integrates with 3 stories parking structure which can accommodate more than 513 parking spaces with 107 spaces with electrical vehicle chargers. The scope includes:

- Site development such as site servicing, pavement, curbs and sidewalks;
- Existing site and road demolition and modification;

Turner & Townsend

**CONFIDENTIAL** 13

## Infrastructure Ontario

Hamilton LRT Class D Estimate

## FINAL

- Curtain wall and perforated metal assemblies and sidings on the ground floor;
- Exterior glazing system, mechanical and electrical systems which is able to comfort passenger waiting area;
- Other related IT, communication and security scopes such as Public Alarm System, CCTV system, etc.

## 7.5 20.01.09 McMaster Parking Structure

The proposed parking structure is located within McMaster University campus area, east of Cootes Drive and adjacent to McMaster LRT stop. The parking structure will be built in 3 levels of structural steel and precast structures which allow passenger "parks and rides" choose variety of transit services, in LRT, HSR & GO Bus services. The scope includes

- Composite Wall Panels and Perforated Metal Assemblies;
- Other related IT, communication and security scopes such as Public Alarm System, CCTV system, etc.

With the adoption of LRT, the death certificate for downtown GO buses is being signed with the eventual move to McMaster Transit Terminal, with plenty of parking and easy highway access. [5]

## It's the only place to park

With 500 parking spaces being added at McMaster (sure the students will love all that added parking) how do you ensure that HSR riders have options available? What if 500 GO riders decide they want to park and ride?

Remember, “a new multi-billion dollar system might help people overcome their class bias against transit enough for them to park their car and give it a try.”

Calgary offers their riders almost 14,000 parking spots at LRT stations across the city. Hamilton is offering 1 location, spaces to be fought over and no guarantee it will even be cost effective.

# No more revenue ridership

If McMaster riders push the ridership up to the ‘aha what did we tell you!’ levels, the problem is the UPass that every student pays for each year, at a cost of approx 25% for 8 months what everyday Hamiltonians pay.

There is no more revenue there, even if each one of the 27,000 Presto passes uses the LRT.

If the UPass is increased to reflect the real cost of LRT, there is a possibility the Student Union votes no to continuing the program and then HSR loses that revenue, with no guarantee individual riders will make up the difference.

# The dream never reflected reality

What was sold

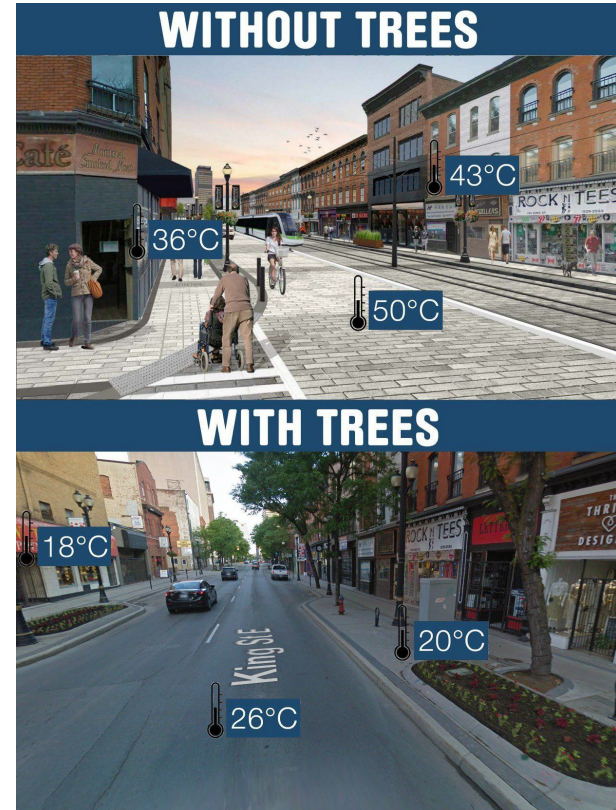


Design Plates Disappear Downtown Hamilton Arch.



# To save something, trees must be murdered

An estimated 600 trees will be culled along the transit corridor to accommodate LRT and not replaced in the transit corridor. International Village will become a soulless dreck of society. (take note of that sidewalk, it's literally 2m - buildings on one side and tracks on another)





# Closing International Village to cars doesn't magically disappear them

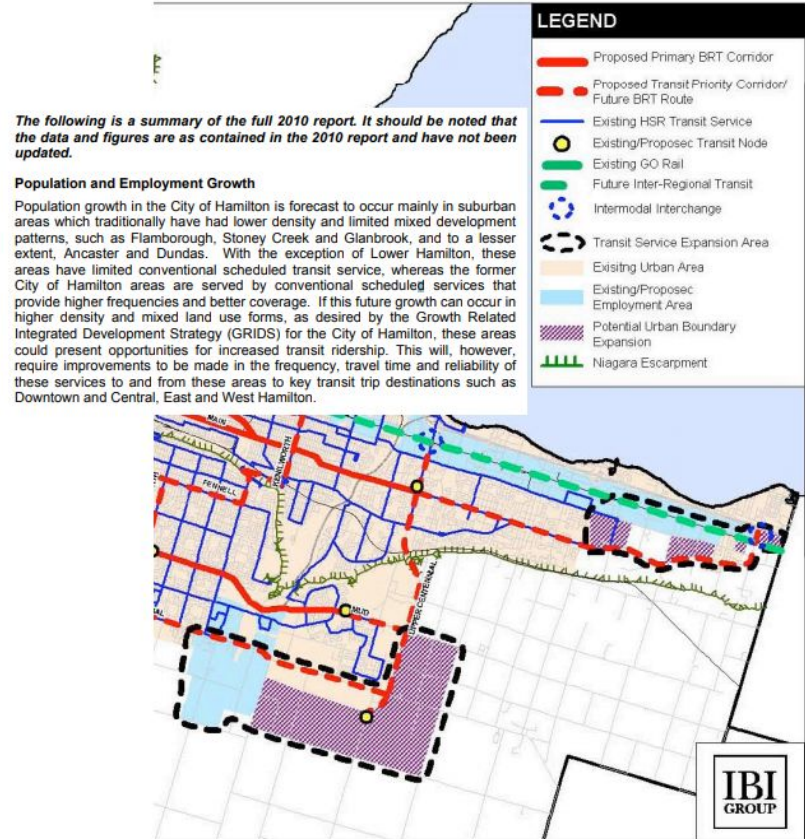
No one ever claimed that LRT was a solution for congestion, but once King St. Westbound traffic is closed down, now drivers (some of them may not live on the corridor and aren't interested in getting on a bus to get to the LRT and then vice versa on the way home) will find alternate routes; probably Hunter/Charlton/Aberdeen/Dundurn in the south and Cannon (home of the bike lane)/Barton on the north side.

We're creating congestion.

# The population growth required isn't what people think it is

Population growth has always been #1 for 'why we need LRT' yet we've known since 2010, also reported in 2012 Rapid Ready, that the growth would occur in mainly lower density, including the boundary expansion; that supporters conveniently forget and somehow today it's a 'current proposal'. The Planning General Manager is on record in 2015 stating the corridor is only slated for approx. 5000 new units.

People who live in houses really shouldn't be arguing everyone else can live in apartments.



# LRT just compounded Housing Unaffordability

People can't be told for 10 years "But we'll make so much money on increased valuations it will pay for itself" and not expect capital to flow into our city waiting for the payday.

Confirmation of LRT will just ensure that affordability is a misunderstood word. Lower than 125% of CHMC Market Rental Average is still a lot more than some Hamiltonians can afford and if the Hamilton median income is \$75,000, housing prices are 50% higher than what most people can afford.

We took the Bronze in Canadian Unaffordable Cities!

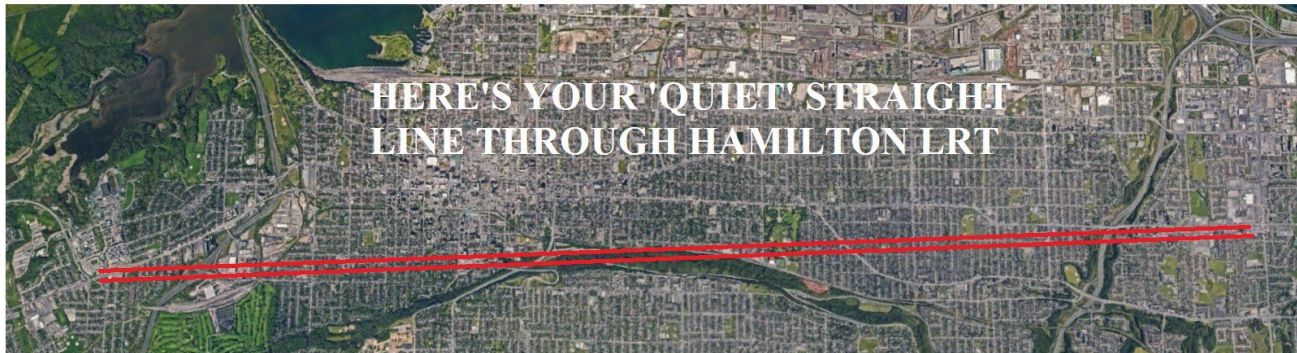
It will just create an enclave of people who can afford to live on the line, vs everyone else who cannot (and take buses to get to the dream)

# The sounds of steel wheels on a curved steel rail

Perhaps an engineer can elaborate on what the pitch sounds like. A quiet LRT requires a straight line, or a very slow speed. Yet a slow speed would bottom out the cost benefit analysis...

**THIS IS A STRAIGHT LINE.**

**'QUIET' LIGHT RAIL TRANSIT REQUIRES A STRAIGHT LINE**



# Who's excited for Fare Enforcement Officers?

They have them in Waterloo and every other city that has LRT. No private for profit corporation is signing to run a system for their profit to let people ride for free.

If anything will create 1000's hours of work, it's Fare Enforcement Officers.

If it was good, it would be funded.

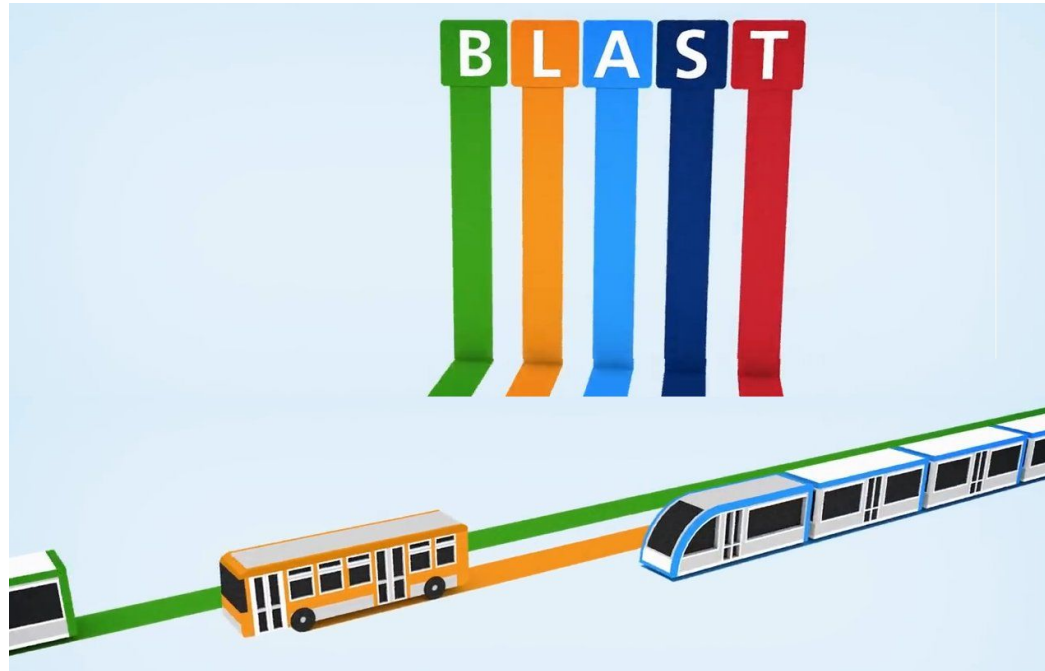
The hometown Federal Infrastructure Minister, potentially in an election year, extorts the Provincial government to fund a project at an additional cost of \$700 million dollars or

LOSE OUT ON \$10 BILLION DOLLARS IN FUNDING IN TORONTO.

Any guesses why they said yes?

# Not the first time we've been electioneered

Hamilton was promised 2 fully funded LRT lines, in another cynical election ploy.



# Today occupies all the thought

According to another Federal minister, Hamilton is currently planning future expansions for more LRT lines. We'll build the B, and then rip up parts of it in the future to install the necessary cross pieces for the other additional lines staff are working on...

City officials also have future plans, she said, to expand the LRT throughout the city, including providing transit options to the Hamilton airport, the waterfront and maybe even to Dundas, where Tassi lives.

“I would love to see it go to Dundas,” she said.



# NEXT STEPS

A new cost benefit analysis should be undertaken, with the cooperation of HSR providing expected interaction costs; and considering not only B Line LRT, also A Line LRT and A + B Line BRT. (the original cost benefit analysis, that was lower than the BRT, was costed at \$1 Billion capital cost; and it cannot be juxtaposed to a \$3.4 Billion capital cost.)

Options should go to referendum where the 2014 promise of “I’ll accept the recommendation whether it’s BRT, LRT or nothing at all” can be fulfilled finally.

# Topics We Missed

Increased Height Limits on buildings built in the urban boundary to accommodate growth plan requirements.

The myth of the 'infrastructure benefit'. City staff are on record - the underground infrastructure is in fine condition and expected to last a long time. The value derived from replacement is only 15-20% of the estimated \$130-\$160 million valuation of this infrastructure. We don't need 2 out of 3 bridges. The Area Rated Special Capital Re-investment levy will cover the cost of the third bridge.

People are using the Site Specific section in the Turner and Townsend report of almost \$700 million dollars and believing that is the benefit we will get.

"BRT is the better performing system" This was according to staff in 2010.

Dec 2018 - Metrolinx should have studied BRT more before Hamilton LRT pledge (CBC Headline)

Destroying Dundurn St. front yards and removing the bike lanes to make space for an extra lane

Rapid transit on King St (picked over Main because it 'runs thru downtown')

# Notes

[1] The canard is a mashup of statements from LRT supporters Sean Hurley, Ryan McGreal and Margaret Shkimba.

[2]The numbers were posted to Ryan McGreal's website and posted to social media by Karl Andrus

[3]Image taken from HSRNOW website <https://hsrnnow.hamilton.ca/#/app/tripplanning>

[4] Dec 2019 CBC website - "GRT expansion could be scaled back as Region of Waterloo looks to trim costs"  
<https://www.cbc.ca/news/canada/kitchener-waterloo/bus-region-of-waterloo-budget-transportation-master-plan-1.5378045>

[5] Turner and Townsend Hamilton LRT report -  
<https://www.documentcloud.org/documents/7031240-Turner-and-Townsend-Hamilton-LRT-Report-Password.html>

**From:** Gabriel Nicholson

**Sent:** May 30, 2021 9:30 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** For GIC June 2nd - LRT Topics that should be known

Hello General Issues Committee,

As June 2nd is the day Metrolinx and the MTO will be on hand to delegate (after more than 4 years?), please find attached as a pdf (pasted same in the email) comments regarding a potential rapid transit project in Hamilton.

The cost benefit analysis that this project relies on is years old, wasn't even number 1, had to be manipulated and costed at \$1 billion.

We cannot juxtapose figures that jump 340% in five years.

A new cost benefit analysis should be conducted, adding as per the Auditor General findings proper consideration of LRT vs BRT, and expanding that to A Line LRT and also B + A line BRT.

Then the options should go to a referendum where the answer to "And I'll live by that recommendation; whether it's BRT, LRT or nothing at all" can finally be answered.

Thank You  
Gabriel Nicholson



June 1, 2021

Dear Mayor Eisenberger & Members of Hamilton City Council,

The B-Line light-rail transit system (LRT) will unlock profoundly important opportunities to build a sustainable, climate resilient, inclusive Hamilton into the future. This is essential as the city transitions into a post-pandemic world. The project will bring much-needed local employment during construction and, as a fixed, higher order transit line, it will facilitate development opportunities along its entire length.

In order to get us to that sustainable, climate resilient, inclusive city of the future, we must ensure that the LRT project proceeds with a solid community benefits agreement in place. It is important to note that, prior to the cancellation of the LRT project, the Hamilton Community Benefits Network (HCBN) was engaged in dialogue with Metrolinx on the creation of a 'made-in-Hamilton' Community Benefits Agreement (CBA). The recent federal and provincial funding announcements that will enable LRT to proceed have included a call for community benefits, and especially for more affordable housing for Hamilton. We recognize and support the urgent call from residents and stakeholder organizations for more affordable housing units in our city to address the massive housing crisis we are currently grappling with.

We also see incredible opportunity with this initiative to develop a Community Benefits Agreement (CBA) that realizes the synergies that are possible when integrating efforts to build a Hamilton that is climate resilient and inclusive. Imagine the creation of new affordable housing units in our city right along the new LRT corridor using methods like passive house construction. This will provide more desperately needed housing built in a manner that is financially affordable into the future and designed to ensure tenants are more comfortable in extreme heat and cold, and everything in between. Building these units along the higher order transit line will also ensure easy access to quality public transit – helping to address mobility justice issues in our city. This is but one example of the potential synergies that are possible and that we need to enshrine in a CBA that is committed to a climate resilient, inclusive Hamilton. There is also incredible potential, through the CBA, to consider greening options at LRT stations, along the public corridor, and as an integral part of new development along the line. Green roofs, bio-swales, planting a corridor of native trees along the route – all of these efforts to implement green standards will bring benefits to local biodiversity, and will enhance the health and well-being of residents living along or near the LRT line.

Finally, we recognize that a CBA helps to ensure that a skilled workforce is ready and available for the completion of an infrastructure project like LRT by tapping into the capacity of Hamilton's diverse communities. A CBA contributes to the establishment of a shared framework for workforce development that ties together community-based organizations, governments, colleges, training agencies, local unions, professional societies and subcontractors involved in the trades, professions, and ancillary industries. By contributing to the capacity of the training and workforce development system to better coordinate and collaborate today, a CBA will foster a long-term commitment to workforce development through existing training delivery agencies and union training programs.

As the LRT project resumes, we commit, as a member of the Hamilton Community Benefits Network, to

actively engaging in meaningful dialogue with other HCBN stakeholders and residents, and to sharing our collective vision for a made-in-Hamilton Community Benefits Agreement with the City of Hamilton, Metrolinx, and the provincial and federal governments. We look forward to working to maximize the potential of the LRT project to realize Hamilton's potential to become a truly climate resilient, inclusive community!

Yours truly,

A handwritten signature in black ink, appearing to read "L. M. Lukasik". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

Lynda M. Lukasik, PhD  
Executive Director

Environment Hamilton  
TEL: (905) 549-0900  
EMAIL: [llukasik@environmenthamilton.org](mailto:llukasik@environmenthamilton.org)

# Hamilton Roundtable for Poverty Reduction

June 1, 2021

Dear Mayor Eisenberger and Members of Council:

For several years, the Hamilton Roundtable for Poverty Reduction has followed the progress of the Hamilton Light Rail Transit discussions. The recent joint announcement of \$3.4 Billion in investment from the Federal and Provincial Governments provides a unique opportunity to develop a modern, environmentally responsible public transportation corridor in Hamilton for the twenty-first century.

While the project also has the potential to enhance and repair infrastructure, spur new housing development and create jobs, these priorities must be undertaken with clear outcomes for those who live, work and indeed struggle in our community.

***A locally driven community benefits agreement needs to be the foundation upon which the Hamilton Light Rail Transit Project moves forward.***

Community Benefit Agreements (CBAs) provide a simple tenet: If large-scale mega-projects are to be built in the community, then the community must benefit from that investment. Yet, in the past, the importance of that priority has not always been the driving force behind large-scale projects.

New infrastructure projects across North America, are starting to incorporate CBAs in their plans and have resulted in significant improvements for local communities, from affordable housing to green infrastructure while also helping local residents to obtain jobs and build skills.

Hamilton is in the midst of an unprecedented affordable housing crisis. Too many families are being forced out of their homes a result of skyrocketing rents and aggressive development. Income inequality is deepening as a result of the pandemic. If we are moving forward with LRT, a locally-driven community benefits agreement must address these priorities and be undertaken in collaboration with Hamilton's Community Benefits Network – a group that is established and has already been involved for months in important consultations in the community about the potential of this project. They are ready to work with Council, as we are through Just Recovery Hamilton, to support this critical community-building opportunity.

Sincerely,



Tom Cooper  
Director  
Hamilton Roundtable for Poverty Reduction  
[www.hamiltonpoverty.ca](http://www.hamiltonpoverty.ca) / [tom@hamiltonpoverty.ca](mailto:tom@hamiltonpoverty.ca)

# Anchor Institutions Welcome \$3.4B Investment to Advance B-Line LRT

## A Letter from Hamilton's Anchor Institution Leadership (HAIL)

Dear Mayor Eisenberger and Members of Hamilton City Council,



















We, the anchor institutions of Hamilton, thank the Government of Canada and the Government of Ontario for their historic investment in rapid transit in Hamilton. A robust transit system is important for the health and prosperity of our city. The B-Line LRT will improve mobility and quality of life in our community, reduce traffic congestion on our roads, improve our underground infrastructure, promote urban intensification and economic development, and unlock new investment in Hamilton that will generate revenue for other important city-building projects. The sooner construction of the B-line LRT begins, the sooner we will achieve these benefits for our citizens.

The commitments announced this week by Ministers McKenna and Mulroney emphasized the importance of shovel-ready projects to stimulate the post-pandemic economy. With this clarity and our full support for the completion of this project, we urge:

- the City of Hamilton and Metrolinx to re-start the LRT Joint Project Team to continue with the implementation of the B-Line LRT as part of the BLAST transit network;
- Metrolinx and Infrastructure Ontario to initiate the procurement process needed to get shovels in the ground as soon as possible, and;
- Hamilton City Council to make the prompt approval of the B-Line LRT operating agreement a top priority.

We gratefully acknowledge and value these critical funding contributions for a generational investment in rapid transit in Hamilton.

Faithfully,

 <b>ArcelorMittal</b> <small>DOFASCO   HAMILTON</small>  <b>Sean Donnelly</b> <small>President &amp; CEO, ArcelorMittal Dofasco</small>	 <b>Hamilton Health Sciences</b>  <b>Rob MacIsaac</b> <small>President &amp; CEO, Hamilton Health Sciences</small>	 <b>McMaster University</b>  <b>David Farrar</b> <small>President &amp; Vice Chancellor, McMaster University</small>
 <b>hamilton</b> <small>chamber of commerce</small> <small>your voice in business</small>  <b>Keenan Loomis</b> <small>President &amp; CEO, Hamilton Chamber of Commerce</small>	 <b>Hamilton Roundtable for Poverty Reduction</b>  <b>Howard Elliot</b> <small>Chair, Hamilton Roundtable for Poverty Reduction</small>	 <b>MOHAWK</b> <small>COLLEGE</small>  <b>Ron J. McKerlie</b> <small>President, Mohawk College</small>
 <b>HAMILTON COMMUNITY FOUNDATION</b>  <b>Terry Cooke</b> <small>President &amp; CEO, Hamilton Community Foundation</small>	 <b>HWDSB</b>  <b>Manny Figueroa</b> <small>Director of Education, Hamilton-Wentworth District School Board</small>	 <b>St. Joseph's Healthcare Hamilton</b>  <b>Melissa Farrell</b> <small>President, St. Joseph's Healthcare Hamilton</small>





Dear Mayor & City Councillors,

**Letter of Support for LRT – Community Benefits**

The development of a local light-rail transit system (LRT) has been a controversial topic in Hamilton and has already had a lasting impact on businesses and residents along the proposed LRT route. Prior to the cancellation of the project the Hamilton Community Benefit Network was engaged in working with Metrolinx on a made-in-Hamilton community benefits agreement.

When the Federal and Provincial governments announced a 3.4-billion-dollar commitment to resume the project they emphasized that job creation, Covid-19 recovery and Community Benefits including affordable housing were key priorities for the resumption of the project. This once in a generation infrastructure project will bring rapid transit to the city's busiest transit corridor, provide employment, local procurement opportunities, and infrastructure renewal. We must work together to maximize the benefits for the city of Hamilton by implementing a firm Community Benefits Agreement that benefits all Wards across the city.

We at the Hamilton Centre for Civic Inclusion envision Hamilton as an inclusive, thriving city in which all residents have equitable opportunities to contribute to building healthy communities and a prospering economy. Community Benefit Agreements (CBAs) are a proven approach to achieve this vision.

A CBA will help ensure that a skilled workforce is ready and available for the completion of infrastructure projects by tapping into the capacity of Hamilton's diverse communities. A CBA will contribute to the establishment of a shared framework for workforce development that ties together community-based organizations, governments, colleges, training agencies, local unions, professional societies and subcontractors involved in the trades, professions, and ancillary industries. By contributing to the capacity of the training and workforce development system to work in a coordinated and collaborative manner today, CBA(s) will also foster a long-term commitment to workforce development through existing training delivery agencies and union training programs.

In early community conversations with residents we heard that Community Benefits around the development of an LRT system should mean that Hamiltonians would have a direct say station Designs, green roofs, a 5-1 tree replacement and LEEDS standard construction. Some of the land procured for the project should be set aside for community use, including a Community HUB, parkland and community spaces along the corridor and in the Storage and Maintenance facility. **The most important demand we heard from residents for a Community Benefit from the Hamilton LRT was the replacement of the lost affordable, and construction of new housing along the corridor.**

If the City of Hamilton resumes construction on this \$3.4-billion-dollar investment into our local community and transit system, we commit to once again engaging in meaningful engagement with residents, stakeholders, members of the Hamilton Community Benefits Network and bringing those requests to the City of Hamilton, Metrolinx and both levels of government. A made-in-Hamilton Community Benefits agreement must be resident driven, community based, and address as much inequality in the city as possible.

We eagerly await the opportunity to return to the table to work with Metrolinx, city staff, and both levels of government to develop our city's Community Benefits Agreement.

Kojo Dampety  
Executive Director-Hamilton Centre for Civic Inclusion

A handwritten signature in blue ink, appearing to read "Kojo Dampety".

Submitted on Tuesday, June 1, 2021 - 11:26am Submitted by anonymous user:  
108.162.241.45 Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Denise Christopherson

Name of Organization: YWCA Hamilton

Contact Number: 905 522 9922, ext 101

Email Address: [dchristopherson@ywcahamilton.org](mailto:dchristopherson@ywcahamilton.org)

Mailing Address:

YWCA Hamilton

75 MacNab Street South

Hamilton, ON

L8P 3C1

Reason(s) for delegation request:

Good morning,

**YWCA Hamilton is providing a letter of support for LRT, not requesting to speak to Council.** Letter follows:

We at the YWCA Hamilton envision Hamilton as an inclusive, thriving city in which all residents have equitable opportunities to contribute to building healthy communities and a prospering economy. Community Benefit Agreements (CBAs) are a proven approach to achieve this vision.

The development of a local light-rail transit system (LRT) has been a controversial topic in Hamilton and has already had a lasting impact on businesses and residents along the proposed LRT route. Prior to the cancellation of the project the Hamilton Community Benefit Network was engaged in working with Metrolinx on a made-in-Hamilton community benefits agreement. When the Federal and Provincial governments announced a 3.4 billion dollar commitment to resume the project they emphasized that job creation, COVID-19 recovery and Community Benefits including affordable housing were key priorities for the resumption of the project. This once in a generation infrastructure project will bring rapid transit to the city's busiest transit corridor, provide employment, local procurement opportunities, and infrastructure renewal. All of these opportunities enrich our community and benefit women, girls and families. We must work together to maximize the benefits for the city of Hamilton by implementing a firm Community Benefits Agreement.

A CBA will help ensure that a skilled workforce is ready and available for the completion of infrastructure projects by tapping into the capacity of Hamilton's diverse communities. A CBA will contribute to the establishment of a shared framework for workforce development that ties together community-based organizations, governments, colleges, training agencies, local unions, professional societies and subcontractors involved in the trades, professions, and ancillary industries. By contributing to the capacity of the training and workforce development system to work in a coordinated and collaborative manner today, CBA(s) will also foster a long-term commitment to workforce development through existing training delivery agencies and union training programs.

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As the City of Hamilton resumes construction on this \$3.4 billion dollar investment into our local community and transit system, we commit to once again engaging in meaningful engagement with residents, stakeholders, members of the Hamilton Community Benefits Network and bringing those requests to the City of Hamilton, Metrolinx and both levels of government. A made-in-Hamilton Community Benefits agreement must be resident driven, community based, and address as much inequality in the city as possible.

We eagerly await the opportunity to return to the table to work with Metrolinx, city staff, and both levels of government to develop our city's Community Benefits Agreement.

Denise Christopherson (she/her)  
CEO  
YWCA Hamilton



**June 1, 2021**

Dear Members of the General Issues Committee,

The development of a local light-rail transit system (LRT) has been a controversial topic in Hamilton and has already had a lasting impact on businesses and residents along the proposed LRT route. Prior to the cancellation of the project the Hamilton Community Benefit Network was engaged in working with Metrolinx on a made-in-Hamilton community benefits agreement.

When the Federal and Provincial governments announced a 3.4 billion dollar commitment to resume the project they emphasized that job creation, Covid-19 recovery and Community Benefits including affordable housing were key priorities for the resumption of the project. This once in a generation infrastructure project will bring rapid transit to the city's busiest transit corridor, provide employment, local procurement opportunities, and infrastructure renewal. We must work together to maximize the benefits for the city of Hamilton by implementing a firm Community Benefits Agreement.

We at the Hamilton Chamber of Commerce envision Hamilton as an inclusive, thriving city in which all residents have equitable opportunities to contribute to building healthy communities and a prospering economy. Community Benefit Agreements (CBAs) are a proven approach to achieve this vision.

A CBA will help ensure that a skilled workforce is ready and available for the completion of infrastructure projects by tapping into the capacity of Hamilton's diverse communities. A CBA will contribute to the establishment of a shared framework for workforce development that ties together community-based organizations, governments, colleges, training agencies, local unions, professional societies and subcontractors involved in the trades, professions, and ancillary industries. By contributing to the capacity of the training and workforce development system to work in a coordinated and collaborative manner today, CBA(s) will also foster a long-term commitment to workforce development through existing training delivery agencies and union training programs.

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As the City of Hamilton resumes construction on this \$3.4 billion dollar investment into our local community and transit system, we commit to once again engaging in meaningful engagement with residents, stakeholders, members of the Hamilton Community Benefits Network and bringing those requests to the City of Hamilton, Metrolinx and both levels of government. A made-in-Hamilton Community Benefits agreement must be resident driven, community based, and address as much inequality in the city as possible.

We eagerly await the opportunity to return to the table to work with Metrolinx, city staff, and both levels of government to develop our city's Community Benefits Agreement.

Sincerely,

A handwritten signature in black ink, appearing to read "Keanin Loomis". The signature is stylized and cursive.

Keanin Loomis  
President & CEO  
Hamilton Chamber of Commerce

## Take-It or Leave-It: LRT is Hamilton's \$3.4B Opportunity

### **Submitted by:**

**Joseph Mancinelli** is the International Vice President and Regional Manager for Central and Eastern Canada of the Laborers' International Union of North America

**Keanin Loomis** is the President and CEO of the Hamilton Chamber of Commerce

It is not often you see a labour union and a chamber of commerce standing together in steadfast support, but it's the obvious course of action when your community gets a once-in-a-lifetime opportunity that will create an influx of jobs and upgrade aged infrastructure that will unlock billions of dollars in additional growth through development.

Hamilton has spent 10 years and nearly \$200 million in planning for the B-Line LRT. Now, with a direct capital investment of \$3.4 billion from the federal and provincial government through a historic deal, we have the opportunity to finally get past the dithering and to dramatically alter the future of this great Canadian city.

Putting aside what has already been invested in getting to this point, current councillors are right to ensure that there will be a limited impact to the municipal taxpayer. But when you consider what contribution, if any, is required from you, the taxpayer, to support the ongoing operations and maintenance of this state-of-the-art transit corridor, it is important to contemplate what we'll get in return.

First and foremost, B-Line LRT is the first step in a Council-approved five-line, 25-year transit vision called BLAST that will see efficient transit reaching all corners of the city. The B-Line will be the spine of Hamilton's future transit system, improving local transit options and modalities, and reduce congestion. It will run on track segregated from automobiles to ensure transit times across the corridor remain consistent, even during rush hour.

Second, and of great importance in the post-COVID world, is the impact of job creation. The transformative potential of this major infrastructure investment provides 7,000 jobs for Hamilton and neighbouring municipalities, that will in turn boost our economic recovery.

Furthermore, the Hamilton LRT will completely modernize all Hamilton taxpayer-owned underground infrastructure along an important, and ancient, 14-km swath of the city. Usually out-of-sight, out-of-mind, we were reminded not too long ago just how important underground infrastructure is to the foundation and functionality of our city.

This project will also catalyze the intensification of the lower city at a time when future population projections are forcing us to contemplate expanding our urban boundary. Hamilton's Lower City can easily accommodate much of the anticipated 236,000 new residents we'll see move to this city by 2051, but we can't do so until the underground infrastructure is improved.

Finally, this is about bringing more tax revenue into the City's coffers. The growth we've already seen in the Lower City is primarily based on the promise of LRT. And it's just the start. We don't have to look much further than Kitchener-Waterloo to see the development that this type of transit unlocks. In fact, the province estimates that one dollar of investment in LRT generates seven dollars in return. Over the course of a 40-year lifespan, that's not at all unrealistic for Hamilton.

With the vast benefits provided by the LRT, it is no wonder why over the past decade there has been an overwhelming demonstration of support, not just from the Hamilton Chamber Commerce and LiUNA, but from a broad coalition of businesses, labour unions, public health professionals, environmental groups, educational institutions and many others who have the foresight to understand the impact that this higher-order, modern transportation system will have for the city, for the province and for our country.

After more than a decade of planning and politics, we are now at a very simple moment. We heard loudly and clearly from provincial Transportation Minister Caroline Mulroney and federal Infrastructure Minister Catherine McKenna that their \$3.4 billion investment deal is for the only shovel ready project that exists in Hamilton: B-Line LRT. In other words, Hamilton, this is take-it-or-leave it. There are many other communities lining up for this money.

It is time to turn the page on this conversation, get shovels in the ground and start a new chapter in realizing the community benefits of such a transformative investment.



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General Issues Committee  
Hamilton City Council  
71 Main Street West  
Hamilton, Ontario  
L8P 4Y5

June 1, 2021

RE: Support for LRT - Community Benefits

The development of a local light-rail transit system (LRT) has been a controversial topic in Hamilton and has already had a lasting impact on businesses and residents along the proposed LRT route. Prior to the cancellation of the project the Hamilton Community Benefit Network was engaged in working with Metrolinx on a made-in-Hamilton community benefits agreement.

When the Federal and Provincial governments announced a 3.4-billion-dollar commitment to resume the project they emphasized that job creation, Covid-19 recovery and Community Benefits including affordable housing were key priorities for the resumption of the project. This once in a generation infrastructure project will bring rapid transit to the city's busiest transit corridor, provide employment, local procurement opportunities, and infrastructure renewal. We must work together to maximize the benefits for the city of Hamilton by implementing a firm Community Benefits Agreement.

We at the Social Planning and Research Council of Hamilton envision Hamilton as an inclusive, thriving city in which all residents have equitable opportunities to contribute to building healthy communities and a prospering economy. Community Benefit Agreements (CBAs) are a proven approach to achieve this vision.

A CBA will help ensure that a skilled workforce is ready and available for the completion of infrastructure projects by tapping into the capacity of Hamilton's diverse communities. A CBA will contribute to the establishment of a shared framework for workforce development that ties together community-based organizations, governments, colleges, training agencies, local unions, professional societies and subcontractors involved in the trades, professions, and ancillary industries. By contributing to the capacity of the training and workforce development system to work in a coordinated and collaborative manner today, CBA(s) will also foster a long-term

*Through our research and social planning services, the Social Planning and Research Council of Hamilton is committed to ensuring that Hamilton is the best community it can be for all who live here and that no one is left out of the benefits and opportunities that Hamilton has to offer.*



United Way Supported Agency





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Hamilton, ON L8N 3Y3

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commitment to workforce development through existing training delivery agencies and union training programs.

In early community conversations with residents we heard that Community Benefits around the development of an LRT system should mean that Hamiltonians would have a direct say with respect to station designs, green roofs, a 5-1 tree replacement and LEEDS standard construction. Some of the land procured for the project should be set aside for community use, including a Community HUB, parkland and community spaces along the corridor and in the Storage and Maintenance facility. **The most important requirement we heard from residents for a Community Benefit from the Hamilton LRT, was the replacement of the lost affordable housing, and the need to construct new housing along the corridor.**

As the City of Hamilton resumes construction on this \$3.4-billion-dollar investment into our local community and transit system, we commit to once again engaging in meaningful engagement with residents, stakeholders and members of the Hamilton Community Benefits Network, and we look forward to bringing those requests to the City of Hamilton, Metrolinx and both levels of government.

A made-in-Hamilton Community Benefits agreement must be resident driven, community based, and embrace an equitable approach to development.

We eagerly await the opportunity to return to the table to work with Metrolinx, city staff, and both levels of government to help develop our city's Community Benefits Agreement.

A handwritten signature in black ink, appearing to read 'Kim Martin'.

Kim Martin  
Executive Director  
The Social Planning and Research Council of Hamilton

*Through our research and social planning services, the Social Planning and Research Council of Hamilton is committed to ensuring that Hamilton is the best community it can be for all who live here and that no one is left out of the benefits and opportunities that Hamilton has to offer.*



United Way Supported Agency

Submitted on Tuesday, June 1, 2021 - 9:04am Submitted by anonymous user:  
172.70.100.72 Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Karl Andrus

Name of Organization: Hamilton Community Benefits Network

Contact Number: 2892147636

Email Address: [karlandrus@hcbn.ca](mailto:karlandrus@hcbn.ca)

Mailing Address: 342 James St N

Reason(s) for delegation request:

To speak about the Hamilton LRT project and Community Benefits

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Dear Hamilton Council,

Please accept the below delegation on behalf of the 40+ members of the Community Benefits Network.

The development of a local light-rail transit system (LRT) has been a controversial topic in Hamilton and has already had a lasting impact on businesses and residents along the proposed LRT route. Prior to the cancellation of the project the Hamilton Community Benefit Network was engaged in working with Metrolinx on a made-in-Hamilton community benefits agreement. When the Federal and Provincial governments announced a 3.4 billion dollar commitment to resume the project they emphasized that job creation, Covid-19 recovery and Community Benefits including affordable housing were key priorities for the resumption of the project. This once in a generation infrastructure project will bring rapid transit to the city's busiest transit corridor, provide employment, local procurement opportunities, and infrastructure renewal. We must work together to maximize the benefits for the city of Hamilton by implementing a firm Community Benefits Agreement.

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As the City of Hamilton resumes construction on this \$3.4 billion dollar investment into our local community and transit system, we commit to once again engaging in meaningful engagement with residents, stakeholders, our members and bringing those requests to the City of Hamilton, Metrolinx and both levels of government. A made-in-Hamilton Community Benefits agreement must be resident driven, community based, and address as much inequality in the city as possible.

We eagerly await the opportunity to return to the table to work with Metrolinx, city staff, and both levels of government to develop our city's Community Benefits Agreement.