



City of Hamilton

LIGHT RAIL TRANSIT SUB-COMMITTEE REVISED

Meeting #: 22-001
Date: May 16, 2022
Time: 10:30 a.m.
Location: YouTube Channel Streaming for Virtual Meetings (due to COVID)
 Due to the COVID-19 and the Closure of City Hall
 All electronic meetings can be viewed at:
 City's YouTube Channel:
<https://www.youtube.com/user/InsideCityofHamilton>

Carrie McIntosh, Legislative Coordinator (905) 546-2424 ext. 2729

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Hamilton

Light Rail Transit Sub-Committee Minutes 17-002

1:30 p.m.

**Tuesday, September 12, 2017
Council Chambers, City Hall
71 Main Street West**

Present: Councillor A. Johnson (Chair)
Councillor J. Farr (Vice Chair)
Councillors S. Merulla and L. Ferguson

**Absent
with regrets:** Mayor F. Eisenberger – City Business
Councillors M. Green and T. Whitehead - Personal

Advisors Present: S. Bertolo (McMaster Students Union)
S. Braithwaite (International Village BIA)
K. Jarvi (Downtown BIA)
P. Hall (Stoney Creek Chamber of Commerce)
K. Loomis (Hamilton Chamber of Commerce)
S. Mammel (Hamilton-Halton Homebuilders Association)

THE FOLLOWING ITEMS WERE REPORTED TO THE GENERAL ISSUES COMMITTEE FOR CONSIDERATION:

1. Indigenous art at Hamilton LRT Stops (Added Item 10.1)

(A. Johnson/Ferguson)

WHEREAS, the City of Hamilton and the Province of Ontario recognize the Truth and Reconciliation Commission and the Charter of Rights and Freedoms; and,

WHEREAS, the City of Hamilton believes it is important to acknowledge and honour Indigenous cultures and contributions in Hamilton and, more broadly, Canada,

THEREFORE BE IT RESOLVED:

- (a) That staff be directed to communicate with Metrolinx, the broader Province, and the federal government on the idea of, and the need for, the inclusion and display of Indigenous art at the Hamilton LRT stops;
- (b) That the communication include the following:
 - (i) Communication with Hamilton's Aboriginal Advisory Committee for its feedback;
 - (ii) Consultation with, and involvement of, Indigenous community members as part of the process;
 - (iii) Communication with the Ministry of Indigenous Relations and Reconciliation and Northern Affairs Canada on the possibility of borrowing Indigenous art for display at LRT stops from provincial and/or federal collections;
 - (iv) Communication with the federal and provincial governments on the possibility of funding for the commissioning of new Indigenous art for display at LRT stops;
 - (v) Consideration of how Indigenous artefacts might be displayed at LRT stops, in addition to and/or in lieu of new art;
 - (vi) Consideration of the costs, policy considerations and cultural protocols involved with such display; and,
- (c) That staff report to the General Issues Committee in December of 2017 regarding the steps taken, and with any information or feedback resulting from the relevant communications, regarding how Indigenous art might be best included at the LRT stops; and,
- (d) That nothing in this motion be interpreted as to exclude non-Indigenous art at LRT stops.

CARRIED

2. Review of Citizens' Jury Report on Transit (PED17154) (City Wide) (Item 5.1)

(Ferguson/Merulla)

That Report PED17154 respecting a Review of Citizens' Jury Report on Transit, be received.

CARRIED

FOR THE INFORMATION OF THE COMMITTEE:**(a) CHANGES TO THE AGENDA (Item 1)**

The Committee Clerk advised of the following change to the agenda:

1. ADDED NOTICE OF MOTION

10.1 Indigenous art at Hamilton LRT Stops

(Farr/Ferguson)

That the agenda for the September 12, 2017 meeting of the Light Rail Transit Sub-Committee be approved, as amended.

CARRIED

(A. Johnson/Ferguson)

That Items 9.1 and 10.1 be moved up in the agenda to be considered immediately following Item 4.

CARRIED

(b) DECLARATIONS OF INTEREST (Item 2)

There were no declarations of interest.

(c) APPROVAL OF MINUTES (Item 3)**(i) January 30, 2017 (Item 3.1)****(Ferguson/Merulla)**

That the minutes of the January 30, 2017 meeting of the Light Rail Transit Sub-Committee be approved, as presented.

CARRIED

(d) DELEGATION REQUESTS (Item 4)**(i) Robert J. Snook, No LRT in Hamilton Organization, respecting Flaws with the LRT Plan (Item 4.1)****(Merulla/Farr)**

That the delegation request from Robert J. Snook, No LRT in Hamilton Organization, respecting Flaws with the LRT Plan be approved for today's meeting.

CARRIED

(e) MOTIONS (Item 9)**(i) Medium-Term Costs of Maintaining and Operating the LRT (Item 9.1)**

Chair A. Johnson relinquished the Chair to Vice-Chair Farr in order to introduce Item 9.1 - a motion respecting the Medium-Term Costs of Maintaining and Operating the LRT.

(A. Johnson/Ferguson)***Medium-Term Costs of Maintaining and Operating the LRT (Item 9.1)***

(a) That staff be directed to report back to the LRT Sub-Committee with an estimate of the ***medium-term*** costs involved with the maintenance and operation of the LRT should the City acquire financial responsibility for these costs; and,

(b) That the report include information about the forecasted fare revenue expected from the LRT.

Amendment CARRIED
Main Motion, as Amended, CARRIED

(f) NOTICE OF MOTIONS (Item 10)**(i) Indigenous art at Hamilton LRT Stops (Added Item 10.1)****(A. Johnson/Ferguson)**

That the Rules of Order be waived to allow for the introduction of a motion respecting Indigenous art at Hamilton LRT Stops.

CARRIED

For disposition of this matter, refer to Item 1.

Councillor A. Johnson assumed the Chair.

(g) CONSENT ITEMS (Item 5)**(i) Correspondence referred to the LRT Sub-Committee by Council (Item 5.2)****(Merulla/Farr)**

That the Correspondence, referred to the LRT Sub-Committee by Council, and shown below, be received.

CARRIED

- (a) Grant Ranalli respecting Bike Lanes and the LRT
- (b) Maria Romain respecting Support for the LRT Project
- (c) Nicholas Kevlahan respecting Support to keep the LRT Project Moving Forward
- (d) The Hamilton Academy of Medicine respecting Support for the Proposed Rapid Transit System
- (e) John Tidball, Certified Specialist (Environmental Law), Miller Thomson LLP, respecting the Hamilton B-Line LRT Project
- (f) The Hon. Amarjeet Sohi, Minister of Infrastructure and Communities, respecting the LRT Project
- (g) Anchor Institutions in Hamilton respecting Support for Hamilton's BLAST Network
- (h) Peter O'Hagan respecting Comments on the LRT Project
- (i) Robin Botting respecting the LRT Project
- (j) 100 letters respecting the LRT Project referred to the LRT Sub-Committee from the March 29, 2017 Council meeting

(h) DELEGATIONS (Item 6)

- (ii) Robert J. Snook, No LRT in Hamilton Organization, respecting Flaws with the LRT Plan (Added Item 6.1)**

Mr. Robert J. Snook, No LRT in Hamilton Organization, addressed the Committee respecting the Flaws with the LRT Project.

(Farr/Ferguson)

That the delegation from Robert J. Snook with the No LRT in Hamilton Organization, respecting the Flaws with the LRT Project, be received.

CARRIED

(i) PRESENTATIONS (Item 7)**(i) Community Connectors Program Update (Item 7.1)**

Ms. Kelly Anderson, Manager of Communications, LRT Office, and Mr. David Derbyshire, Corridor Engagement Coordinator, LRT Office, provided the Committee with an update on the Community Connectors Program.

A copy of the presentation is available on the City's website at www.hamilton.ca or through the Office of the City Clerk.

Mr. Derbyshire called members of the Community Connectors team to the podium and thanked them for their work.

(Ferguson/Merulla)

That the update respecting the Community Connections Program, be received.

CARRIED**(j) GENERAL INFORMATION/OTHER BUSINESS (Item 11)****(i) Update from Keanin Loomis, President and CEO, Hamilton Chamber of Commerce and Advisor to the LRT Sub-Committee, respecting an Update on the Chamber's LRT Ready Seminar Series (Item 11.1)**

Mr. Keanin Loomis, President and CEO, Hamilton Chamber of Commerce and Advisor to the LRT Sub-Committee, provided the Committee with an update about the Chamber's LRT Ready Seminar Series.

A copy of the presentation is available on the www.hamilton.ca or through the Office of the City Clerk.

(Farr/Merulla)

That the update respecting the Hamilton Chamber of Commerce's LRT Ready Seminar Series, be received.

CARRIED

(k) ADJOURNMENT (Item 12)

(Farr/Merulla)

That there being no further business, the Light Rail Transit Sub-Committee be adjourned at 2:37 p.m.

CARRIED

Respectfully submitted,

Councillor A. Johnson, Chair
Light Rail Transit Sub-Committee

Lauri Leduc
Legislative Coordinator
Office of the City Clerk

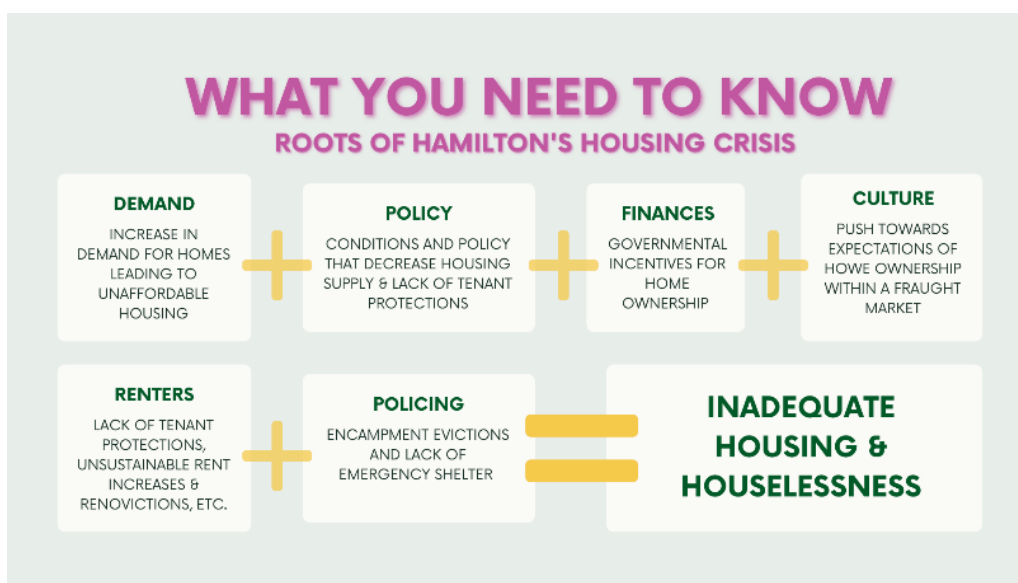
CMTYENGA 3A03 Winter 2022 - The Art of Change

Promoting Affordable Housing in Transit-Oriented Development¹

FINAL REPORT - APRIL 2022

Our team has been working with Just Recovery Hamilton and the Hamilton Community Benefits Network (HCBN) to establish the connection between the current Hamilton houselessness crisis and Inclusionary transit and zoning changes within the city. We examined how the creation of a Light Rail Transit (LRT) can help us move towards a broader and more comprehensive plan for promoting affordability in the longer term. We discussed with community members and leaders about how to turn this crisis into actionable steps. During these discussions, our questions were: how can all three levels of government support affordable housing, and what are the roles of the not-for-profit and private sectors in supporting affordable housing projects for the city of Hamilton? This report provides an overview of the housing crisis itself and the results from a community dialogue on how transit-oriented development can be leveraged in government, not-for profit, and private sectors to promote the preservation and development of affordable housing in Hamilton.

CONTEXT



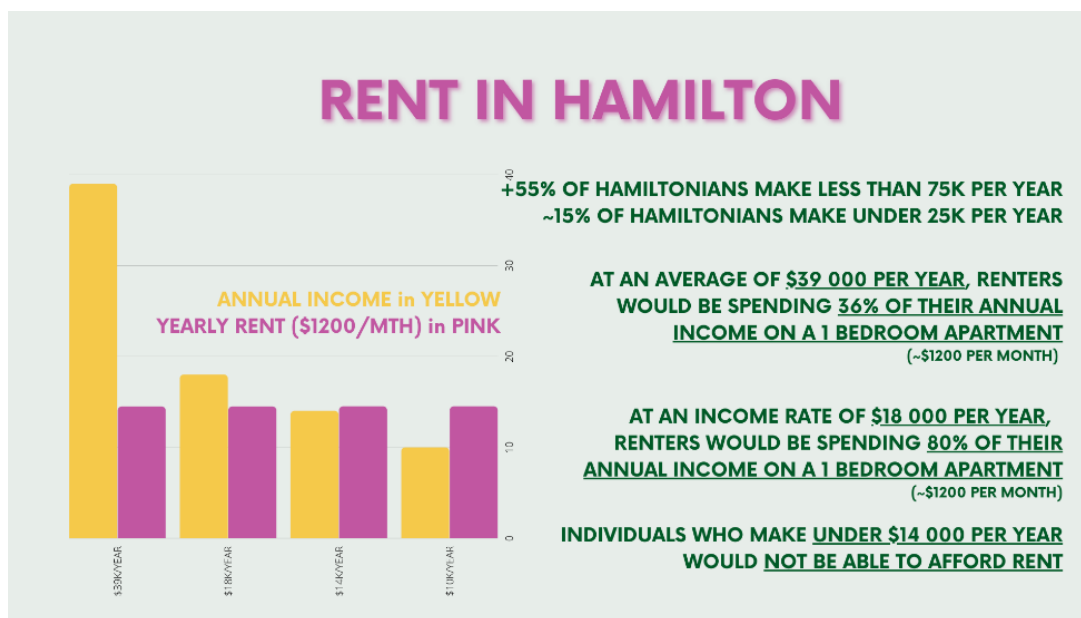
Contextually, there are many current issues that contribute to the housing crisis. Some of these include: demand, policy, finances, culture, renting versus owning, and policing.

As per the structure of supply and demand, and through the pandemic in particular, the demand for homes within the Hamilton area and within North Turtle Island continues to grow. Although there seems to be a lack of houses, it is more likely that the houses are extremely unaffordable than unavailable in the first place. A 2021 Oxford Economics study determined that Hamilton is

¹ This document was prepared by Amandeep Saini, Ali Siddiqui, Raagavi Ramenthiran, Summer Akhtar, and Hartley Schuyler, students in the Art of Change course at McMaster University, in support of community engagement efforts being led by the Hamilton Community Benefits Network and the Just Recovery Hamilton Coalition

the third least affordable city in North America when considering median household income and housing prices.² In fact, the average price of a home in Hamilton has now surpassed \$1 million. This is an increase of 35% in a single year,³ while the average rent for a one-bedroom unit has been increasing by 6.9% each year.⁴ Hamilton's housing market is now being fueled by accelerating gentrification across the city, along with inadequate investment in social and emergency housing services.

Due to the growing landscape of unaffordability that continues to dominate, many individuals have turned to renting. At the same time, government incentives to purchase homes such as low interest rates on mortgages, allow wealthy individuals to buy additional homes for financial gain. These individuals then turn these homes (that often sit vacant) into unaffordable rental properties, or into Airbnb's, where a single night's rent can cost upwards of \$100.



Renting, then, has become standard. However, *renovictions* – the removal of tenants in order to increase rent after a renovation – and the creation and influx of Airbnb properties that tends to follow, means that to be able to find a safe, affordable, and livable home has also become increasingly difficult. Currently, over 20% of Hamiltonians cannot sustainably afford rent for a 1-bedroom apartment within the city.^{5,6}

²Orin Klatchkin, Tony Stillo, and Michael Davenport. *Research Briefing: North America - Affordable Housing will be Increasingly Hard To Find*. Oxford Economics, 2021.

<https://resources.oxfordeconomics.com/hubfs/Content%20Hub%20RBs/open20210518012500.pdf>

³ McCullough, Kate. *Average Home Price In Hamilton Tops \$1 Million*. The Hamilton Spectator, Feb 3 2022. <https://www.thespec.com/business/real-estate/2022/02/03/hamilton-home-prices-housing-market.html>

⁴ Mitchell, Don. *"Rent in Hamilton higher for those looking versus someone already renting: report"*. The Hamilton Spectator, 18 Feb 2022. <https://globalnews.ca/news/8630755/chmc-report-hamilton-rents-2021/>.

⁵ Open Hamilton. *"Household Income By Ward"*. City of Hamilton, 15 Oct 2021. https://open.hamilton.ca/datasets/d2fb1b32f7b949c1bafef7106b6e8bbb_11/explore

⁶ Mitchell, Don. *"Rent in Hamilton higher for those looking versus someone already renting: report"*. The Hamilton Spectator, 18 Feb 2022. <https://globalnews.ca/news/8630755/chmc-report-hamilton-rents-2021/>

Lastly, policing has also become near synonymous with the houselessness crisis in Hamilton. Hamilton's municipal government has increasingly pushed towards encampment evictions,⁷ with no sustainable or long-term plans for emergency shelter in the numbers that Hamilton so desperately needs. This waste of money on policing and fining the houseless population continues to contribute to the cyclical nature of the housing and houselessness crisis in the city.

The resounding issue is then, truly, a current lack of accessibility and affordability, and the genuine lack of protections for renters themselves in the long term, which lends itself to the current disposability culture of capitalism and renting for profit. All this to say, if renting has become the standard, why then, are individuals who are tenants not being protected by the city? Where is the policy to protect and establish accessible and affordable housing?

Grassroots change organizations, such as the HCBN, can address these issues. There has been a push for a continued and growing change within the community. Hamilton has long recognized the need for affordable housing due to the work of many activists and organizers pushing for this change. The Housing and Homelessness Action Plan, created in 2013, aims to promote housing access, and has been supported by investments from the municipal, provincial, and federal governments. Despite this, the city continues to fall short of developing and maintaining enough affordable housing units, and the community has continued to push. The LRT has now become a main topic of conversation as a lever for change, as governments have been incentivizing building around transit. In turn, the goal of this dialogue is to bring communities into conversation about what has been successful and unsuccessful so far, and how we can continue to center the needs of those directly affected by houselessness in Hamilton as grassroots organizations work with city councillors to create policy around transit-oriented builds. Looking forward, this dialogue is hopeful to gather ideas on how to promote and protect the development of affordable housing in Hamilton by leveraging projects like the LRT in order to guide the hand of government policy to take active change on upholding and financially supporting affordable housing.

DIALOGUE PREPARATION

With the aim to identify ways in which we can leverage opportunities for change, our project team worked alongside the Just Recovery Hamilton network to organize a dialogue event on March 21, 2022, where Hamiltonians shared their ideas for improving housing services, and promoting the development and preservation of affordable housing stock. Our project team worked with Karl Andrus from the HCBN to organize a breakout room focused specifically on leveraging transit-oriented development for change.

In preparation for the dialogue, we conducted background research on the housing crisis at the global, national and local level. Through this process, we began to identify tools and methods to promote housing accessibility. We identified the need for increased collaboration and accountability among the governmental, private and not-for-profit housing sector, and this informed our discussion questions for the dialogue event. We left the questions as open-ended

⁷ Peesker, Saira. "Hamilton Planning Committee Votes To Evict Encampment Residents 'within 12 to 72 hours'. CBC Hamilton." <https://www.cbc.ca/news/canada/hamilton/encampment-enforcement-motion-farr-1.6393590>

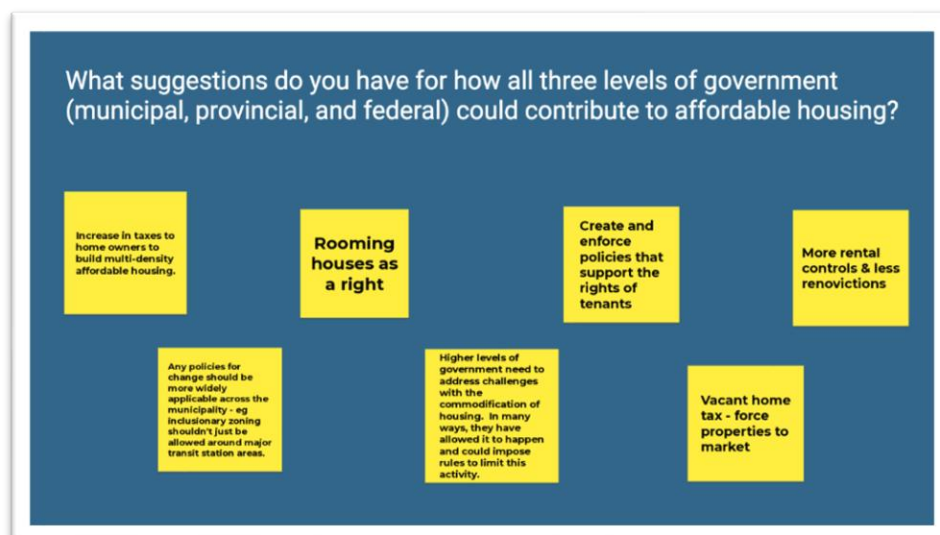
as possible to capture a variety of ideas about what changes could be made to promote affordable housing in the city and along the LRT corridor.

We hosted two breakout groups sessions at the event, and the findings of these discussions are outlined below. We have also expanded on policy recommendations that have come from our own research on what has worked in other national and international jurisdictions to promote affordable housing.

BREAKOUT ROOM 1 RESULTS

Our first breakout room session focused on discussing the tools each level of government can utilize to meet accessible and affordable housing needs in Hamilton. We asked the following question: *What suggestions do you have for how all three levels of government (municipal, provincial and federal) could contribute to affordable housing?* A summary of ideas identified during this breakout session are included below:

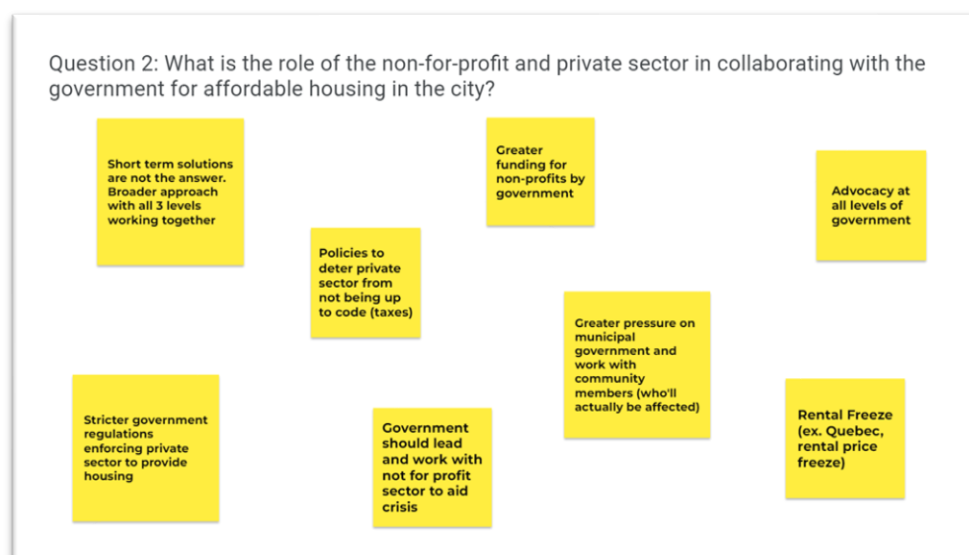
1. Many participants considered it necessary for policies to increase protection of tenants and the amount of affordable housing stock available on the market. The following strategies were suggested as tools to achieve this:
 - a. Vacant Home Tax – This idea would disincentivize homeowners and investors from leaving their property unoccupied, and would therefore promote an increase in housing supply. Homeowners and investors would be compelled to rent out or sell their properties in order to avoid paying additional taxes.
 - b. Rent Control Policies – These are regulations on how much a landlord is allowed to increase rent each year. Notably, the participants also mentioned that this idea may bring up conflicts of interest, as many city councilors are landlords themselves, and this vested interest may prevent them from advocating for these policies.
 - c. Community Discussions – This would help to clearly define the goals of Hamilton’s tenants and how these goals can be supported.



BREAKOUT ROOM 2 RESULTS

In our second breakout room session, we asked the following question: *What is the role of the not-for-profit and private sector in collaborating with the government for affordable housing in the city?* A summary of ideas identified during this breakout session are included below:

1. Many participants agreed that long-term solutions to the housing crisis may require the three sectors to work together. However, the sentiment that governments should lead the effort also arose. Examples by which the government could achieve this are included below:
 - a. Non-profits should receive greater funding from governments if they are the ones working to meet the needs of residents.
 - b. Participants expressed that the government should enact policies that enforce private sector involvement in building affordable housing.
2. Participants also expressed the need for governments to protect low-income residents and ensure they are not priced out of their homes. For instance, rental freezes, such as those implemented in Quebec, could ensure that rental units remain affordable in the long-term.



In summation, increased collaboration between the not-for-profit and government sector could increase the pool of funding and resources available to meet affordable housing needs in the city. This collaboration would also be in line with Hamilton's Housing and Homelessness Action Plan. Private sector collaboration can also promote the development of affordable housing units, however the government may need to introduce policies to ensure developers prioritize these needs.

FUTURE POLICY RECCOMENDATIONS

MUNICIPAL LAND USE PLANNING AND INCLUSIONARY ZONING MANDATES

Increasingly, we are seeing the widespread commodification of housing, which has transformed a basic human right into an investment opportunity. Along the LRT line, there is a lack of

protection for low-income tenants, and investor landlords are evicting residents because of renovations or demolitions of existing buildings. At a municipal level, this can be combatted through inclusionary zoning policies, which is a regulatory tool that municipalities can use to ensure builders allocate a certain share of units in new developments for affordable housing. At the moment, there is an absence of a detailed affordable housing plan along the LRT route. There is an estimated 12,000 units projected for construction along the corridor, but it seems that they will be unaffordable for most Hamiltonians.⁸ Metrolinx is expected to have levelled about 36 properties along the corridor by the end of March, but there is a disconnect between the agency's goals and the city's housing needs, as well as a lack of plans to reconcile these differences.⁹ Some view the lack of rigid plans as an opportunity for community input to shape new and well-informed plans. Although there were loose promises and commitments initially made by authorities, a properly regulated inclusionary zoning mandate for this project can be implemented to ensure support for the city's most vulnerable populations. This way, new residential developments would be required to include a certain number of affordable housing units, creating mixed-income housing.

For municipalities to create additional housing in a functional and orderly manner, proper land use planning and supporting regulations are critical. These regulations can encourage mixed-use developments with active transportation nearby and make provisions for mandatory social housing units. Property affordability can, however, be harmed by policies that are disconnected from local housing prices.

Throughout this process, it is important that a broader community conversation is conducted so that affected stakeholders can voice their concerns and stay informed. This includes consulting developers so that proposals for development are realistic and achievable, as well as soliciting feedback from residents along the corridor who are being displaced.

IMPLEMENTING PROVINCIAL SUPPORT FOR NON-PROFIT HOUSING PROVIDERS

Ontario is the only province in Canada in which municipalities are responsible for housing programs. In other provinces and territories, housing programs are funded and delivered by the provincial or territorial governments. In Ontario, municipalities may struggle to fund housing, and the burden is shifted onto non-profit housing providers to fill a critical need in the community.¹⁰ However, it is difficult for non-profit housing providers to acquire mortgages from the Canadian Mortgage and Housing Corporation (CMHC), due to the lack of capital. This lack of capital makes it difficult to acquire land for affordable housing. For instance, in January 2022, New Horizon, a private developer, outbid Indwell, an affordable housing provider, for the former Delta

⁸ Ken Mann. "Hamilton Councillors Anxious for Affordable Housing Details in Relation to City's LRT Project." *Global News*, March 25, 2022, <https://globalnews.ca/news/8707052/hamilton-lrt-affordable-housing-questions/>

⁹ Ken Mann. "Hamilton Councillors Anxious for Affordable Housing Details in Relation to City's LRT Project." *Global News*, March 25, 2022, <https://globalnews.ca/news/8707052/hamilton-lrt-affordable-housing-questions/>

¹⁰ Ontario Municipal Social Services Association. "Housing and Homelessness Services in Ontario". Accessed March 31, 2022. https://www.omssa.com/docs/Housing_and_Homelessness_Services_in_Ontario.pdf

Secondary School in East Hamilton, resulting in a lost opportunity for affordable housing units to be built.¹¹ This is only one of many examples.

While there is some provincial funding available for non-profit housing providers, such as Infrastructure Ontario loans, providers may face challenges in demonstrating borrower eligibility and credit worthiness to secure funding.¹² In order to address this, the province could create a granting program that helps non-profit housing providers cover the cost of permits, studies, and other forms of due diligence required to build a new affordable housing development. This additional funding may also help housing providers secure necessary mortgages and loans.

PROVINCIAL RENT CONTROL

From a provincial standpoint, Ontario passed a law on October 1 of 2020 to freeze rents in 2021 to aid residential tenants. The “Helping Tenants and Small Businesses Act of 2020” modified the Residential Tenancies Act (RTA) to limit rent increases from the beginning to the end of 2021. However, this law was temporary. The RTA enables private landlords that reside in Ontario to raise the rent for most sitting tenants once a year in accordance with an annual rent guideline announced by the government in August based on the Consumer Price Index. Tenants who are forced to move because of these increases are experiencing “economic eviction”.

Future policy changes should focus on rent control to ensure affordability. One such policy could be ensuring that new tenants moving into a new unit are not paying more rent than the previous tenant. In addition, renters in the same type of unit within a building should be paying similar rents. In Newfoundland and Labrador, if the tenant is renting for a fixed term, the landlord is not permitted to increase the rent in the duration of the rental period. This would be beneficial to also have in Ontario to ensure that rent during a fixed term is not increased. Ontario would also benefit from an annual allowable percentage to which rent can be increased. Currently in Prince Edward Island, the Island Regulatory and Appeals Commission sets an annual allowable percentage to which rent can be increased. If a landlord wishes to increase rent to an amount that exceeds the allowable percentage, they must apply to the Director of Residential Rental Property.¹³

FEDERAL CONTINGENT DEVELOPMENT FUNDING

On a federal level, the government could use funding to promote integrated urban planning and strategic use of land for community benefit. This strategy has been used in the past and be seen in the coupling of national urban transport funds and land use planning in Germany. In order to access national funds for urban transport projects, however, it is a requirement to first

¹¹ Teviah Moro. “New Horizon successful in bid to transform old Delta school into condos”. *The Hamilton Spectator*. Accessed April 6, 2022. <https://www.thespec.com/news/hamilton-region/2022/01/07/development-delta-secondary-school-housing-condos.html>

¹² Government of Ontario, Ministry of Economic Development. “Government of Ontario, Canada.” Government of Ontario, Ministry of Economic Development, Job Creation and Trade. Accessed March 31, 2022. <https://www.ontariocanada.com/registry/view.do?postingId=41451&language=en>.

¹³ Taylor, Matthew. “Rent Control Laws, Rules, and Regulations across Canada.” Loans Canada, December 3, 2021. <https://loanscanada.ca/rent/rent-control-laws-rules-and-regulations-across-canada/>

engage in land use planning with the direct involvement of interest groups and local residents.¹⁴ Creating an environmental impact assessment and cost-benefit analysis are also components of the listed requirements.¹⁵ The success of this German policy suggests that linking national funds to integrated urban planning can be beneficial in increasing the coordination of urban transit and land use planning. Similarly, the Canadian government offering conditional development funding with terms about community consultation could provide an incentive for private developers to think beyond profit generation for new projects. This could also be used as a step towards reconciliation if Indigenous communities are allowed to lead in these initiatives to protect and steward the land.

WHAT HAVE WE LEARNED?

COMMUNICATION WITH THE PARTNER

Our group has taken a lot from this project, and we have a lot to reflect on. To begin, one of the most prominent concepts that has been practiced repeatedly during this project has been communication. One of the challenges that our group had to face was being able to communicate all our ideas to our partner in such a brief period. From this, our group has learned to prepare ahead of time what questions we would ask our partner and what the primary focus would be of every meeting that we had with him to ensure time with our partner was used intentionally.

INITIATIVE AND CONTINUOUS LEARNING

As students that are learning about this crisis on a policy level for the first time, we had a lot of learning to do on our end to be able to have a constructive community dialogue and come prepared to meetings with our partner. Karl is extremely well versed in the topic of inclusionary zoning, the LRT, and leveraging transit developments for affordable housing purposes, and we wanted to do both him and the community justice in our dialogue. This meant taking the initiative to proactively research before coming to meetings to be able to engage in the learning in the best ways that we could. This learning, along with the resources provided by our partner allowed us to evaluate and re-evaluate our concepts and questions, and ultimately allowed us to find more clarity in how to best support the community.

FACILITATION SKILLS

The dialogue was an especially important event to practice verbal communication skills and feel comfortable speaking to others in a public setting. It allowed the facilitators in our group an opportunity to further their public speaking skills. In addition, the dialogue prepared our group members with the ability to answer questions on the spot about the topic that they were presenting. During the dialogue, some of the participants had questions pertaining to the content that was being presented and it is our responsibility to be able to answer those questions. We

¹⁴ Royal Institution of Chartered Surveyors. "Integrating Land Use and Transport Policies." *World Built Environment Forum*, April 21, 2021, <https://www.rics.org/eu/wbef/megatrends/urbanisation/integrating-land-use-and-transport-policies/>

¹⁵ Royal Institution of Chartered Surveyors. "Integrating Land Use and Transport Policies." *World Built Environment Forum*, April 21, 2021, <https://www.rics.org/eu/wbef/megatrends/urbanisation/integrating-land-use-and-transport-policies/>

also had the responsibility of facilitating a conversation during the dialogue and introducing new thoughts when things may have gotten slow. This was a good learning opportunity as well to further develop effective communication and facilitation skills. It was most definitely a teaching moment of how to best interact with your participants to have the most meaningful discussion that you can possibly have.

SKILLS FOR FUTURE DIALOGUES

We were also provided with multiple learning opportunities as well to better our future dialogues. We have learned to maximize time for the purposes of presenting our content. To do this, we will minimize the introductions in the beginning. By doing this, we maximize the discussion as much as possible.

WRITING SKILLS

During this project, we learned to write in an efficient manner as well as having to fit everything required for the project in such a limited space. Due to this, our group has strengthened our conscientious writing skills. The problem that we were given to research and provide possible solutions for is beyond complicated and has multiple factors included in it. We had to ensure that all our important information was included in the report while at the same time ensuring that we were not exceeding the limit. This will prove to be useful when writing reports in the future.

CONCLUSION AND NEXT STEPS

The City of Hamilton has encountered a significant barrier regarding the housing crisis. The prices of houses and apartments continues to grow on a steep incline, which in turn produces unrealistic costs of real estate, causing difficulties for the residents of Hamilton to purchase or rent a home. Such a critical situation is affected by a series of issues that interconnect and cause long-lasting adverse effects on the real estate market, local economy, and the well-being of Hamiltonians. With the-upcoming construction of the Hamilton LRT, we will see a similar rise in prices along this corridor. It is essential to acknowledge the leading local factors that contribute to this problem and address them early. A comprehensive identification of such factors and the decision-making logic of important stakeholders will allow for proper reassessment and effective action plans. Over the course of this report, we have identified a number of steps that should be implemented immediately, in the short term, and in the long term.

SHORT TERM GOALS

When considering immediate steps, it is critical to hold discussions with the aim of engaging with the community. Inclusive and Indigenous-led community engagement practices will be crucial to ensuring an equitable planning process and outcomes when it comes to housing projects like the Hamilton LRT or when refining the national housing strategy. Conversations need to be held with those living along the LRT corridor to listen to their perspectives, concerns, and recommendations in order to unearth any issues and reveal strategies that can better meet their housing needs and Land Back Initiative demands regarding building. Additionally, including developers at the table will be important so that proposals for development benefit and align with community values, as well as seeking feedback from residents.

MEDIUM TERM GOALS

In the next few months, city councilors need to develop key tax design features and administrative structures to support a vacant home tax program in Hamilton to aid with housing availability and increase rental spaces. Next, an audit, on all levels of government, must begin to review and ensure any owned properties are being managed effectively and whether they can be leveraged to build affordable housing developments. All levels of government must put out a detailed report on exactly how they plan to tackle the affordable housing crisis and their respective land use strategy over the next few years. Lastly, policies need to be set in place to protect LRT corridor residents from evictions and gentrification.

LONG TERM GOALS

Ultimately, affordable housing is a challenge that cannot be solved overnight, and as such, there are several steps that need to be taken in the coming years. Firstly, the province needs policies to make it easier for non-profits to receive mortgages and to also establish a grant program to better support non-profit housing providers. Next, Ontario needs to implement stricter regulations on rent control policies to prevent tenant displacement, such as a freeze on rental prices, which can safeguard rental unit affordability or keeping rent consistent between subsequent tenants. Moreover, along the LRT corridor, inclusionary zoning policies must be employed to include a number of affordable housing units to achieve mixed-income housing. Lastly, the city must require developers to incorporate affordable housing within their plans to receive funding, ensuring it is made a priority before approval is granted.

Using these solutions, there is a possibility to turn the housing crisis into a great opportunity to build affordable homes that also build a community. Could it happen? It could if enough municipal councils, non-profits, and developers get behind it, urging our provincial and federal politicians to embrace solutions such as these, and show leadership. Ultimately, there needs to be a paradigm shift where housing is seen as a human right and not a commodity.

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Subject: FW: Form submission from: Request to Speak to Committee of Council Form

-----Original Message-----

From: City of Hamilton, Ontario, Canada via City of Hamilton, Ontario, Canada <no-reply@hamilton.ca>

Sent: Wednesday, May 4, 2022 10:45 AM

To: clerk@hamilton.ca

Subject: Form submission from: Request to Speak to Committee of Council Form

Submitted on Wednesday, May 4, 2022 - 10:44am Submitted by anonymous user: 162.158.126.167 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Will you be delegating in person or virtually? Virtually

Specify which Advisory/Sub-Committee: Light Rail Transit

Sub-committee

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable): Environment Hamilton

Name of Individual: Ian Borsuk

Preferred Pronoun: he/him

Contact Number: 9055157956

Email Address: iborsuk@environmenthamilton.org

Mailing Address: 51 Stuart Street

Reason(s) for delegation request: I'm requesting to delegate to the subcommittee on LRT operations.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

The results of this submission may be viewed at:

<https://www.hamilton.ca/node/286/submission/601131>

Subject: FW: Form submission from: Request to Speak to Committee of Council Form

-----Original Message-----

From: City of Hamilton, Ontario, Canada via City of Hamilton, Ontario, Canada <no-reply@hamilton.ca>
Sent: Wednesday, May 4, 2022 9:58 AM
To: clerk@hamilton.ca
Subject: Form submission from: Request to Speak to Committee of Council Form

Submitted on Wednesday, May 4, 2022 - 9:57am Submitted by anonymous user: 108.162.241.9 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee
Will you be delegating in person or virtually? In person
Specify which Advisory/Sub-Committee: Light Rail Transit
Sub-Committee
Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable): Hamilton Community Benefits
Network
Name of Individual: Karl Andrus
Preferred Pronoun:
Contact Number: [REDACTED]
Email Address: karlandrus@hcbn.ca
Mailing Address:

[REDACTED]

Reason(s) for delegation request:
To present a report conducted by McMaster Students from the Art
of Change class on affordable housing and the Hamilton LRT.
Report to be submitted to Clerk separate to this form. Will be
speaking to the need for affordable housing.

Will you be requesting funds from the City? No
Will you be submitting a formal presentation? Yes

The results of this submission may be viewed at:
<https://www.hamilton.ca/node/286/submission/600996>

Subject: FW: Form submission from: Request to Speak to Committee of Council Form

-----Original Message-----

From: City of Hamilton, Ontario, Canada via City of Hamilton, Ontario, Canada <no-reply@hamilton.ca>
Sent: Wednesday, May 11, 2022 7:36 PM
To: clerk@hamilton.ca
Subject: Form submission from: Request to Speak to Committee of Council Form

Submitted on Wednesday, May 11, 2022 - 7:35pm Submitted by anonymous user: 108.162.241.151 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee
Will you be delegating in person or virtually? Virtually
Specify which Advisory/Sub-Committee: May 16 LRT Subcommittee
Will you be delegating via a pre-recorded video? Yes

==Requestor Information==

Name of Organization (if applicable): ACORN
Name of Individual: Anica Rak
Preferred Pronoun:
Contact Number: [REDACTED]
Email Address: [REDACTED]
Mailing Address: [REDACTED]
Reason(s) for delegation request: Speak to the need for inclusionary zoning
Will you be requesting funds from the City? No
Will you be submitting a formal presentation? No

The results of this submission may be viewed at:
<https://www.hamilton.ca/node/286/submission/612231>

Subject: FW: Form submission from: Request to Speak to Committee of Council Form

-----Original Message-----

From: City of Hamilton, Ontario, Canada via City of Hamilton, Ontario, Canada <no-reply@hamilton.ca>
Sent: Wednesday, May 11, 2022 7:45 PM
To: clerk@hamilton.ca
Subject: Form submission from: Request to Speak to Committee of Council Form

Submitted on Wednesday, May 11, 2022 - 7:44pm Submitted by anonymous user: 108.162.241.151 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee
Will you be delegating in person or virtually? Virtually
Specify which Advisory/Sub-Committee: May 16 LRT Subcommittee
Will you be delegating via a pre-recorded video? Yes

==Requestor Information==

Name of Organization (if applicable): ACORN
Name of Individual: Liz Scott
Preferred Pronoun:
Contact Number: [REDACTED]
Email Address: [REDACTED]
Mailing Address: [REDACTED]
Reason(s) for delegation request: Speak to need for inclusionary zoning at May 16 LRT subcommittee meeting.
Will you be requesting funds from the City? No
Will you be submitting a formal presentation? No

The results of this submission may be viewed at:
<https://www.hamilton.ca/node/286/submission/612236>

Subject: FW: Form submission from: Request to Speak to Committee of Council Form

-----Original Message-----

From: City of Hamilton, Ontario, Canada via City of Hamilton, Ontario, Canada <no-reply@hamilton.ca>
Sent: Wednesday, May 11, 2022 8:02 PM
To: clerk@hamilton.ca
Subject: Form submission from: Request to Speak to Committee of Council Form

Submitted on Wednesday, May 11, 2022 - 8:01pm Submitted by anonymous user: 108.162.241.117 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee
Will you be delegating in person or virtually? Virtually
Specify which Advisory/Sub-Committee: May 16 LRT Subcommittee
Will you be delegating via a pre-recorded video? Yes

==Requestor Information==

Name of Organization (if applicable): ACORN
Name of Individual: Marnie Schurter
Preferred Pronoun:
Contact Number: [REDACTED]
Email Address: [REDACTED]
Mailing Address: [REDACTED]
Reason(s) for delegation request: Speak to the need for inclusionary zoning at May 16 LRT Subcommittee.
Will you be requesting funds from the City? No
Will you be submitting a formal presentation? No

The results of this submission may be viewed at:
<https://www.hamilton.ca/node/286/submission/612246>

Subject: FW: Form submission from: Request to Speak to Committee of Council Form

-----Original Message-----

From: City of Hamilton, Ontario, Canada via City of Hamilton, Ontario, Canada <no-reply@hamilton.ca>
Sent: Wednesday, May 11, 2022 8:10 PM
To: clerk@hamilton.ca
Subject: Form submission from: Request to Speak to Committee of Council Form

Submitted on Wednesday, May 11, 2022 - 8:09pm Submitted by anonymous user: 108.162.241.117 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee
Will you be delegating in person or virtually? Virtually
Specify which Advisory/Sub-Committee: May 16 LRT Subcommittee
Will you be delegating via a pre-recorded video? Yes

==Requestor Information==

Name of Organization (if applicable): ACORN
Name of Individual: Elizabeth McMicking
Preferred Pronoun:
Contact Number: [REDACTED]
Email Address: [REDACTED]
Mailing Address: [REDACTED]
Reason(s) for delegation request: Speak to inclusionary zoning at May 16 LRT subcommittee.
Will you be requesting funds from the City? No
Will you be submitting a formal presentation? No

The results of this submission may be viewed at:
<https://www.hamilton.ca/node/286/submission/612251>

Subject: FW: Form submission from: Request to Speak to Committee of Council Form

-----Original Message-----

From: City of Hamilton, Ontario, Canada via City of Hamilton, Ontario, Canada <no-reply@hamilton.ca>
Sent: Thursday, May 12, 2022 11:52 AM
To: clerk@hamilton.ca
Subject: Form submission from: Request to Speak to Committee of Council Form

Submitted on Thursday, May 12, 2022 - 11:51am Submitted by anonymous user: 172.70.131.178 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee
Will you be delegating in person or virtually? Virtually
Specify which Advisory/Sub-Committee: LRT Sub-committee
Will you be delegating via a pre-recorded video? Yes

==Requestor Information==

Name of Organization (if applicable): Hamilton Community Benefits Network
Name of Individual: Eshan Merali
Preferred Pronoun: He/Him
Contact Number: [REDACTED]
Email Address: eshanmerali@hcbn.ca
Mailing Address: [REDACTED]
Reason(s) for delegation request: Concerns around lack of community benefits in the LRT proejct. Providing information on community benefits in the previous iteration of the Hamilton LRT Project and their lack thereof in the present project.
Will you be requesting funds from the City? No
Will you be submitting a formal presentation? No

The results of this submission may be viewed at:
<https://www.hamilton.ca/node/286/submission/612531>

Subject: FW: Form submission from: Request to Speak to Committee of Council Form

-----Original Message-----

From: City of Hamilton, Ontario, Canada via City of Hamilton, Ontario, Canada <no-reply@hamilton.ca>

Sent: Thursday, May 12, 2022 1:05 PM

To: clerk@hamilton.ca

Subject: Form submission from: Request to Speak to Committee of Council Form

Submitted on Thursday, May 12, 2022 - 1:04pm Submitted by anonymous user: 108.162.241.9 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Will you be delegating in person or virtually? Virtually

Specify which Advisory/Sub-Committee: Hamilton LRT

Will you be delegating via a pre-recorded video? Yes

==Requestor Information==

Name of Organization (if applicable): Hamilton Centre for Civic Inclusion

Name of Individual: Koubra Haggar

Preferred Pronoun: she/her

Contact Number: [REDACTED]

Email Address: koubrahagggar@hcbn.ca

Mailing Address: [REDACTED]

Reason(s) for delegation request: Respecting the Hamilton LRT and affordable housing

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

The results of this submission may be viewed at:

<https://www.hamilton.ca/node/286/submission/612621>

Subject: FW: Form submission from: Request to Speak to Committee of Council Form

-----Original Message-----

From: City of Hamilton, Ontario, Canada via City of Hamilton, Ontario, Canada <no-reply@hamilton.ca>

Sent: Friday, May 13, 2022 10:10 AM

To: clerk@hamilton.ca

Subject: Form submission from: Request to Speak to Committee of Council Form

Submitted on Friday, May 13, 2022 - 10:09am Submitted by anonymous user: 108.162.241.151 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Will you be delegating in person or virtually? In person (as of May 30, 2022)

Specify which Advisory/Sub-Committee: LRT sub-committee

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable): Kumon Hamilton West End

Name of Individual: Nicole Smith

Preferred Pronoun: She/her

Contact Number: 9055726284

Email Address: hamiltonwestend_on@ikumon.com

Mailing Address:

318 Dundurn St S.

Unit 6

Reason(s) for delegation request: Support for LRT

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

The results of this submission may be viewed at:

<https://www.hamilton.ca/node/286/submission/613056>



INFORMATION REPORT

TO:	Chair and Members Light Rail Transit Sub-Committee
COMMITTEE DATE:	May 16, 2022
SUBJECT/REPORT NO:	Hamilton Light Rail Transit (LRT) Project Update (PED22117) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Abdul Shaikh (905) 546-2424 Ext. 6559 Bryan Boodhoo (905) 546-2424 Ext. 7164
SUBMITTED BY:	Abdul Shaikh Director, Hamilton LRT Project Office Planning and Economic Development Department
SIGNATURE:	

COUNCIL DIRECTION

Not applicable.

INFORMATION

A broad range of project activities is currently underway on the Hamilton Light Rail Transit (LRT) Project. This information report provides a general update on project activities that are being undertaken in connection with the Project. Being the first LRT Sub-Committee report of this Term of Council, staff has set out a broad history of the Project from its initial funding announcement in May 2021 to the present.

Project Funding

On May 13, 2021, the Federal and Provincial Governments announced a \$3.4B joint funding investment to build the Hamilton LRT project. The LRT will run from McMaster University through the downtown core to Eastgate Square in Stoney Creek.

SUBJECT: Hamilton Light Rail Transit (LRT) Project Update (PED22117) (City Wide) – Page 2 of 7

On September 15, 2021, City Council ratified a Memorandum of Understanding (MOU) with Metrolinx and the Ministry of Transportation (MTO) to move forward with the 14-kilometre LRT project. The Province will be responsible for capital costs associated with the construction of the LRT project, and life-cycle costs. Metrolinx will remain the owner of the project and will be responsible for project management functions, such as design, construction, property acquisition and public consultation. To take advantage of the coordination of works due to the reconstruction of the corridor, the City may add additional City infrastructures with the LRT project, at its cost.

The MOU provides that the City will pay for Operations and Maintenance for the LRT project (excluding the life-cycle costs). The City will be entitled to all farebox revenues and certain non-farebox revenues. Additionally, the LRT project will be included as part of Hamilton's overall ridership for the purposes of gas tax calculations on substantially the same basis as bus ridership.

Other Agreements

The MOU contemplates a series of schedules or agreements that would be negotiated and executed after the initial signing of the MOU. Council has provided authority or delegated authority for the following:

- Staffing Agreement (Report PED21176/CM21012/LS21034 Hamilton Light Rail Transit (LRT) Project Memorandum of Understanding approved on September 8, 2021);
- Communications Protocol (Appendix A of Report PED21176(a) Light Rail Transit (LRT) Agreements Update approved on March 23, 2022);
- Real Estate Protocol (Protocol Respecting Property Interests to and from the City of Hamilton) (Appendix B of Report PED21176(a) Light Rail Transit (LRT) Agreements Update approved on March 23, 2022)
- Governance Terms of Reference (Appendix C of Report PED21176(a) Light Rail Transit (LRT) Agreements Update approved on March 23, 2022)

The remaining schedules, agreements, and protocols, include the following:

- Municipal Funding Agreement
- Commissioning and Acceptance Protocol
- Fare and Non-Fare Revenue Matters
- Municipal Infrastructure Agreement
- Permits, Licenses and Approvals
- Dispute Resolution Protocol

As stated in Report PED21176(a), Light Rail Transit (LRT) Agreements Update, staff intend to report back to Council on the execution of the above agreements in the first quarter of 2023.

SUBJECT: Hamilton Light Rail Transit (LRT) Project Update (PED22117) (City Wide) – Page 3 of 7

Project Procurement

Metrolinx is currently investigating the option of a two-stage procurement model for the Hamilton LRT project: the first stage being the utility and roadworks, and the second stage involves LRT infrastructure such as guideway, traction powered substation, and the operations maintenance and storage facility (OMSF). Metrolinx will lead the procurement process. It is anticipated the procurement process for the first stage (utility and roadworks) will start sometime this year, with major construction beginning in 2024.

While Metrolinx works on a procurement process, Metrolinx will also work with the City and third-party agencies for the design and construction of early works for the years 2022 and 2023. Metrolinx and the Province are currently investigating the overall project completion timelines, which will be provided to the LRT Sub-Committee when available.

Early Works

Prior to contract award for the LRT project, certain discrete early works projects, both on corridor and off-corridor, are planned. These works will help facilitate the handover of the corridor to the contractor/Project Co. Off-corridor watermain works, for example, are essential before the construction of major works along certain sections of the LRT corridor to ensure minimal disruption to water services. Currently, the following early works are being investigated:

1. Wentworth – Construction of a 500mm and 200mm watermain;
2. Sherman – Construction of a 300mm watermain; and,
3. Rosewood/Main – Construction of a 1200mm watermain.

The above works will be 100% funded by Metrolinx as part of the LRT project, including all off-corridor watermain works. It is anticipated that the design and construction of all off-corridor watermains and associated works will be undertaken by the City on behalf of Metrolinx. The work will generally be done on a like-for-like basis, but there will be an opportunity for the City to fund betterments of its infrastructure, e.g. increased capacity. The details are currently being negotiated with Metrolinx.

Property Acquisitions

The LRT project requires approximately 90 full property purchases and 300 partial property purchases (a few metres or less) for construction. To date, 60 full properties have been purchased on a “willing seller/willing buyer” basis. City staff understand that Metrolinx will continue to negotiate on a “willing seller/willing buyer” basis, but will rely on the expropriation process, if it is necessary. Metrolinx will negotiate its own third-party real estate deals without the use of the City’s real estate or legal services.

SUBJECT: Hamilton Light Rail Transit (LRT) Project Update (PED22117) (City Wide) – Page 4 of 7

Demolitions

To date, Metrolinx has demolished 30 buildings on the LRT corridor, in the interest of community safety and to prepare for LRT construction. Demolition activities will continue through the spring of this year. Metrolinx hand-delivers notices to adjacent residences and businesses impacted by this work and works with City staff to create awareness of neighbourhood impacts, including sidewalk and lane closures or HSR stop relocations.

Community Engagement and Communications

Since September 2021, Metrolinx has reconnected with many stakeholders to provide updates on the project. As the LRT project advances, Metrolinx and City of Hamilton LRT staff continue to meet with stakeholders and community organizations to share project updates and answer questions. Metrolinx has organized and attended various meetings and sessions in recent months to provide updates on LRT, both by request and as part of their re-engagement strategy.

Metrolinx and City LRT staff met with stakeholder organizations to discuss project updates and concerns related to the project. Questions were primarily related to LRT-adjacent roadway improvements, construction impacts, traffic and parking, and the OMSF.

International Village BIA (March 30)

- Construction timing and duration
- Traffic pattern changes and parking
- Use of alleyways for delivery, waste collection
- Business support opportunities (signage, wayfinding, marketing)

Ward 1 Neighbourhoods (April 7)

- Dundurn/King intersection improvements
- Operations, Maintenance and Storage Facility – LRV access, street improvements, traffic
- Guideway and platform safety
- Community engagement and outreach opportunities

McMaster Institute for Transportation & Logistics (MITL) Advisory Board: Re Truck Route Plan and LRT (April 19)

- City's truck route plan and LRT
- Campus Master Plan; connection and interaction of LRT and how it will impact campus life

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: Hamilton Light Rail Transit (LRT) Project Update (PED22117) (City Wide) – Page 5 of 7

Metrolinx and City LRT communications and engagement teams meet regularly to discuss engagement and pop-up opportunities to share project information with the community. City and Metrolinx staff will continue to collect community feedback and identify concerns and will work collaboratively to address opportunities and mitigate issues.

Additionally, in early April, transit shelter advertisements were installed at various HSR stops throughout the city to heighten awareness about the LRT project. Ads are also being installed at bike share hubs this spring.

Metrolinx is working with the City to reinstate the Community Connector program with the goal of canvassing the properties on the corridor later this summer. Metrolinx is also planning to open a community office on the corridor in 2022. More details will be shared over the coming months.

Affordable Housing and Community Benefits

City staff have continued to emphasize the importance of affordable housing and community benefits. Given the importance of this issue, the MTO and Metrolinx have acknowledged the critical importance of both of these in the MOU. Recital G of the MOU states:

The Province continues to recognize the critical importance of building affordable housing near transit stations and maximizing high quality jobs and benefits for communities adjacent to or affected by the Project. The Province will work with the City and community stakeholders to endeavour to determine how best to support these goals of affordable housing and community benefits as part of transit project delivery.

The Province will be initiating the working group meetings to begin exploring approaches for meeting the above objective.

At its meeting of April 6, 2022, Council directed through a motion, as follows:

That staff, in collaboration with the federal and provincial Governments and Metrolinx, be directed to establish a strategic land disposition and or acquisition plan along the Hamilton LRT corridor for the purpose of planning to deliver future municipal services including, but not limited to, parks, as well as non-profit affordable housing and report back to the General Issues Committee.

Staff in the Corporate Real Estate Office are finalizing a work program for the development of the Council-directed LRT lands strategy. Staff throughout all departmental divisions and agencies are being engaged and organized into working groups to ensure a comprehensive approach to identifying City requirements and metrics, and dialogue with key stakeholders has been initiated.

SUBJECT: Hamilton Light Rail Transit (LRT) Project Update (PED22117) (City Wide) – Page 6 of 7

Staffing

As per the provisions of the draft Staffing Agreement, the City has recently submitted the draft interim 2022 staffing work plan to Metrolinx. The workplan includes both fully-dedicated staff as well as “task-based” staff. Dedicated LRT staff will spend 100% of their time on the LRT Project, and that the cost of such staff will be included as a Metrolinx project cost. Task-based LRT staff and consultants, were billing their time to the LRT project, based on actual time spent.

In Report PED21176(a) *Light Rail Transit (LRT) Agreement Update*, which was approved on March 23, 2022, it was noted that the City’s 2022 initial staffing requirement includes the following full-time positions:

- Director, LRT Project
- Manager, Communications LRT Project
- Manager, Design-LRT
- Manager, LRT Technical Services and Approvals Coordination
- Senior Project Manager, Subsurface Coordination
- Senior Project Manager, Water Distribution & Wastewater Collection
- Senior Project Manager, Urban Design and Heritage
- Senior Project Manager, Transportation Engineering
- Law Clerk
- Administrative Assistant

It was also noted in that report that the following positions, task-based LRT staff and consultants, are billing their time to the LRT project on a time-spent basis:

- Solicitor (full-time)
- Human Resources Specialist
- Business Administrator
- Senior Project Manager, Transportation Planning and Modelling
- Strategic Advisor, Mike Murray, Murray Advisory Services, (consultant)

It is envisioned that key City dedicated staff (e.g. the Director, LRT Project) will be co-located with Metrolinx staff at the Metrolinx offices at the Hamilton GO Centre at 36 Hunter Street East in Hamilton.

Additionally, the City and Metrolinx are currently reviewing what additional staffing needs the City may require in connection with the LRT Project in the short and medium terms.

SUBJECT: Hamilton Light Rail Transit (LRT) Project Update (PED22117) (City Wide) – Page 7 of 7

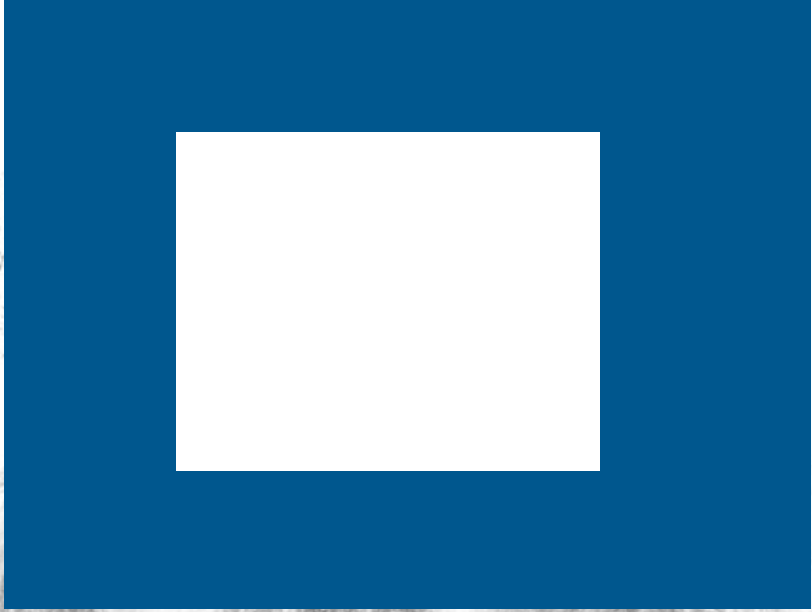
Next Steps (12 Month Look Ahead)

Over the next 12 months, staff will engage in the following activities related to the LRT project:

- Recruiting the City dedicated staff in accordance with Metrolinx approvals;
- Leading the design and construction of off-corridor watermain works;
- Supporting Metrolinx and its consultants in the advancement of LRT project design;
- Developing schedules, protocols and agreements of the MOU;
- Providing City data to support Metrolinx's in modelling, business case development and other support for early/enabling works as required by Metrolinx and its consultants;
- Reviewing, approving and permitting the third-party utility works in the City's right of way as part of the early/enabling works;
- Supporting Metrolinx in the procurement process by participating in the development of project specifications, responding to inquiries (Requests for Information) and meeting with the proponents at regular intervals to assist in the development of their designs and bid submissions;
- Streamlining the City's standards and processes to expedite the City review and approval process for the LRT project; and,
- Working with the Province on affordable housing and community benefits programs.

APPENDICES AND SCHEDULES ATTACHED

Not applicable.



**Hamilton Light Rail Transit (LRT) Project
Project Update
LRT Sub-Committee
May 16, 2022**

Agenda

- Agreement Update
- Procurement Update
- Early Works Update
- Property Acquisition and Demolitions Update
- Community Engagements and Communications
- Affordable Housing and Community Benefits
- Staffing Update
- Next Steps



Agreement Update

- Memorandum of Understanding (MOU) ratified on September 15, 2021
- Council has provided authority or delegated authority for the following agreements, schedules and protocols:
 - Staffing Agreement
 - Communications Protocol
 - Real Estate Protocol
 - Governance Terms of Reference
- Outstanding schedules, agreements, and protocols:
 - Municipal Funding Agreement
 - Commissioning and Acceptance Protocol
 - Fare and Non-Fare Revenue Matters
 - Municipal Infrastructure Agreement
 - Permits, Licenses and Approvals
 - Dispute Resolution Protocol

Procurement Update

- Metrolinx is currently investigating the option of a two-stage procurement model
 - Stage 1: City Infrastructure: Utility and Roadworks
 - Stage 2: LRT Infrastructure: Guideway, traction powered substations, operations, maintenance and storage facility (OMSF) etc
- Early works are expected to be scheduled in 2022/23
- Overall project completion timelines to be confirmed by Metrolinx

Early Works Update

- Metrolinx is currently investigating the following early works
 - Wentworth – Construction of a 500mm and 200mm watermain
 - Sherman – Construction of a 300mm watermain; and,
 - Rosewood/Main – Construction of a 1200mm watermain
- City would lead the design and construction of above early works
- All early works to be 100% funded by Metrolinx

Property Acquisition and Demolitions Update

Property Acquisition

- Approximately 90 full properties and 300 partial property purchases are required
- Metrolinx is leading property acquisition and negotiations

Demolition

- Metrolinx has demolished 30 buildings on the LRT corridor
- Demolition activities are ongoing

Community Engagements and Communications

- City and Metrolinx LRT project staff continue to meet with stakeholders and community organizations
- City and Metrolinx LRT project staff hold regular team meetings to discuss engagement opportunities, communications
- Re-initiation of Community Connector program expected, 2022
- Transit shelter advertisements installed at HSR stops throughout the city
- Metrolinx to open a community office on the corridor, 2022

Affordable Housing and Community Benefits

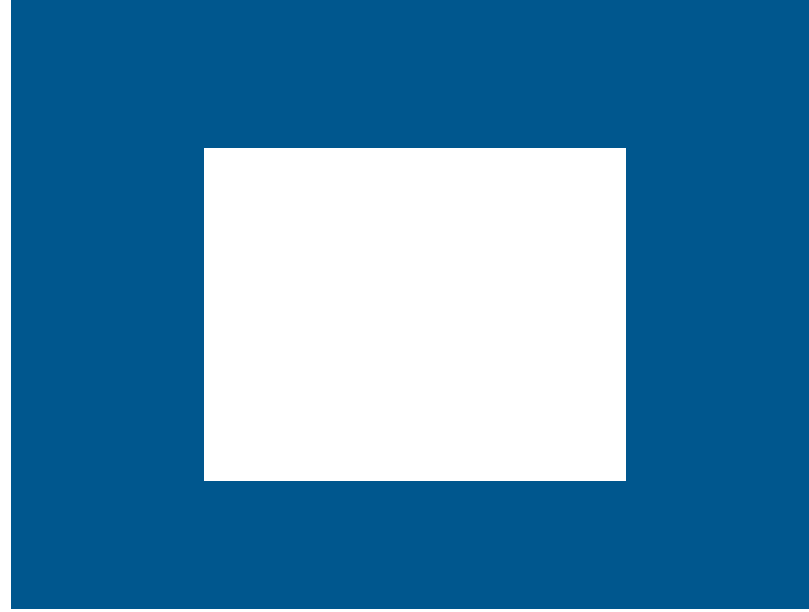
- City staff continues to emphasize the importance of affordable housing and community benefits
- Metrolinx and MTO acknowledge the importance of affordable housing and community benefits in MOU
- Province will be initiating working group meetings to begin exploring approaches for meeting the above objective
- City staff in the Corporate Real Estate Office is finalizing a work program for the development of Council-directed LRT lands strategy

Staffing Update

- To date, the following City positions are dedicated to the LRT project:
 - Director, LRT
 - Manager, Communications and Engagement, LRT
 - Manager, Design, LRT
 - Solicitor
- Several task-based staff are currently working on the project
- City is working with Metrolinx to hire additional dedicated LRT staff
- Time spent on the LRT project is 100% funded by Metrolinx
- Key City staff located with Metrolinx at shared project office

Next Steps

- Recruiting additional project staff in accordance with Metrolinx approvals
- Leading the design and construction of watermain early works
- Supporting Metrolinx and its consultants in the advancement of LRT project design
- Developing schedules, protocols and agreements
- Providing City data to support Metrolinx modelling, business case development
- Coordinating approvals for third-party utility works in the City's right of way
- Supporting Metrolinx in the procurement process
- Streamlining the City's standards and processes
- Working with the Province on affordable housing and community benefits



THANK YOU



INFORMATION REPORT

TO:	Chair and Members Light Rail Transit Sub-Committee
COMMITTEE DATE:	May 16, 2022
SUBJECT/REPORT NO:	Hamilton Light Rail Transit (LRT) Design Update (PED22118) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Abdul Shaikh (905) 546-2424 Ext. 6559 Chris McCafferty (905) 546-2424 Ext. 2320
SUBMITTED BY:	Abdul Shaikh Director, Hamilton LRT Project Office Planning and Economic Development Department
SIGNATURE:	

COUNCIL DIRECTION

Not applicable.

INFORMATION

The City completed the first concept design of the Hamilton Light Rail Transit (LRT) project in 2007. Since then, the design has evolved first when the City completed the Transit Project Assessment Process (TPAP) in 2011 and later in 2017 when Metrolinx and the City completed an Environmental Project Report (EPR) addendum. During the original procurement process of 2018, some design features were further modified, which were reported to City Council through reports: Hamilton Light Rail Transit (LRT) Project Update (PED18116) received by Council on May 31, 2018, Hamilton Light Rail Transit (LRT) Project Update (PED19100) received by Council on May 15, 2019, and Hamilton Light Rail Transit (LRT) Project Update and Other Metrolinx Initiatives (PED19100(a)) received by Council on December 4, 2019.

The purpose of this report is to provide a high-level overview of the current design and key areas of focus since the 2017 EPR Addendum.

SUBJECT: Hamilton Light Rail Transit (LRT) Design Update (PED22118) (City Wide) – Page 2 of 8

Current Design Overview

The Hamilton LRT project, as detailed in the 2017 Environmental Project Report (EPR), addendum traverses a 14 km corridor with 17 stops between its western terminus at McMaster University and its eastern terminus at Eastgate Square as mapped on Figure 1. The LRT alignment is fully separated from traffic throughout the length of the corridor, but there are several differing characteristics of the right of way which influence the project design.

For the entire length of the corridor, traffic will only be allowed to cross the LRT guideway at signalized intersections. Non-signalized side streets will be restricted to right-in and right-out movements since neither turning left nor through movements are permitted. U-turns will be permitted at strategic signalized locations. Additional pedestrian-only crossing points are also included at various locations along the corridor.

Figure 1: Hamilton LRT Corridor



Current Areas of Focus

During the project's current phase, City and Metrolinx staff will work together to review the current state of the design to ensure it continues to reflect the goals and needs of the City, contemplated in various City-wide guiding documents such as the City's Transportation Master Plan.

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The following are some of the themes that City staff will be interested in exploring with Metrolinx staff as the design is further advanced.

Pedestrian Environment

The Project Team (staff members from Metrolinx, City and consultants) continue to prioritize improvements in pedestrian safety and comfort. Pedestrian-oriented design considerations include reductions in curb radii, length of pedestrian crossings and the construction of intermediate islands at intersections. Particular focus is being applied to LRT platform locations, intersections with high pedestrian and cyclist volumes, as well as other complex and/or problematic areas.

The provision of Urban Braille sidewalks, also known as accessible sidewalks, for the entire length of the corridor and enhanced crosswalk treatments at platform locations and throughout the downtown will reinforce the visibility and importance of accessible pedestrian use in the corridor.

Cycling Facilities and Connectivity

Cycling network, connectivity to existing facilities and related considerations for the integration of cycling facilities in select corridor segments continue to be explored.

Confirmed cycling infrastructure in the corridor and key initiatives under consideration are provided in the Ward specific discussions which follow within this report.

Transit Connectivity

The Hamilton LRT will become the core of the east-west transit network in the lower city and will support and be supported by HSR and other transit services.

LRT is a key component of the Metrolinx Frequent Rapid Transit Network (FRTN) and connects with other regional services including GO bus and GO Rail, with multiple transfer opportunities.

Together with the planned improvements to regional transit services, the convenience of travel to and from Hamilton other parts of the GTHA will be greatly enhanced. This would also include service integration and working closely with HSR to ensure seamless service between the many routes connecting with the LRT.

Infrastructure Opportunities

The Project Team is currently reviewing the potential of taking advantage of the opportunity of LRT construction to advance the City's long-term goals. We will report back on feasibility and commercial considerations once further design work is complete.

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Streetscape Elements

Opportunities to enhance the streetscape through the inclusion of street trees, plantings and other urban design features are being examined. Opportunities for street trees vary along the corridor depending on the width of the right-of-way. In constrained sections, side streets may provide additional opportunities for trees and plantings. This may include planting consideration within the City, on Metrolinx or private land parcels outside of road right-of-way.

Guideway bullnose islands located on either side of the stop platforms are proposed to be planted with low shrub, perennials and grasses. In roadway median islands and where additional opportunities are available in wider portions of the corridor, more extensive opportunities for the placement of street trees and irrigated plantings may exist.

Traffic Network

Impacts to vehicular traffic and transit during and post-LRT construction continue to be analysed in parallel with the evolving design.

Corridor Section Summaries

The following sections are intended to provide a high-level overview of each section of the corridor, generally organized by Ward from west to east.

The project descriptions, highlighted in the following sections, are taken from the preliminary design completed in the 2017 EPR and subsequent modifications in 2018 and 2019, which were reported to Council through various reports. These project descriptions reflect the design status as it existed during the original procurement process in 2019. This will be subject to further modifications as Metrolinx and the City work together to continue advancing the design during the current phase of the project.

Cootes Drive to Macklin Street (Ward 1)

This segment provides connections to McMaster, Westdale, McMaster Innovation Park and is the transfer point for trips to/from Dundas and beyond. Within this section, the TPAP design maintains three eastbound vehicular lanes and two westbound vehicular lanes on Main Street West, with signalized access/egress to and from adjacent neighbourhoods. The LRT guideway starts at McMaster (Cootes Drive) as a side running on the north side of Main Street West, then a centre running from Dalewood Crescent to Paradise Road and a combination of side running and a dedicated LRT bridge from Paradise Road to Dundurn Street at King Street West.

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Priority Focus Areas for review under a Pedestrian Lens are Main Street West at Emerson Street, Main Street West at the Highway 403 ramps near Columbia International College and Longwood Road at Main Street East.

Ensuring safe and comfortable cycling connections to the McMaster and Longwood stations from adjacent neighbourhoods is an important consideration. Additionally, the section of Main Street between Macklin and McMaster connects to multiple north-south cycling spines, but itself is a gap in the cycling network. While the 2017 TPAP design did not include cycling infrastructure within the LRT corridor, the fact that the design includes a third lane in the eastbound direction may present an opportunity to allocate space for cycling infrastructure.

The Operations, Maintenance and Storage Facility (OMSF) site is located in the vicinity of Chatham and Frid Street, east of Longwood Road South, and shared running track will extend from the intersection of Longwood and Main Street, across Longwood Bridge over Highway 403, and via Frid Street to the north end of the site. As part of the development of the OMSF site, Frid Street will be extended to connect the existing western portion from Longwood Road to the existing eastern portion to Main Street West

Highway 403 Crossing

Starting east of Paradise Road South, the LRT changes to side running on the north side of Main Street West and transitions to an LRT only bridge to cross Highway 403. It then connects to King Street West travelling through the King/Dundurn intersection side running on the south side of King Street west to Margaret Street where the LRT transitions to center running.

Bay Street to Dundurn Street (Wards 1 and 2)

From Strathcona Avenue to Dundurn Street, two westbound vehicular lanes on King Street West have been provided to improve westbound traffic capacity through the Dundurn Street intersection.

From Bay Street to Strathcona Avenue, the road network consists of one eastbound and one westbound vehicular lane with a centre-running LRT guideway. There is no eastbound vehicular lane between Ray Street and Queen Street.

Priority Focus Areas for review under a Pedestrian Lens are King Street West at Dundurn Street and King Street West at Queen Street.

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Consultation with the cycling community has identified the provision of a bi-directional cycle facility on King Street West from Breadalbane Street to Dundurn Street as a priority. Additionally, the reconstruction of the King and Dundurn intersection as part of LRT could be a catalyst to re-envision the segment of Dundurn between King and Main, which is presently includes only sharrow markings for bikes.

Wellington Street to Bay Street (Ward 2)

When westbound traffic reaches Wellington Street, it is not permitted to continue through International Village to the Downtown Core but must rather turn left towards Main Street. In the International Village area, traffic is restricted to local traffic in the eastbound direction with one vehicular lane provided adjacent to the LRT guideway for access to southside properties. Loading access to properties on the north side is achieved by using the alleyway behind them. Prior to Wellington Street, eastbound traffic will be directed to Main Street East along Spring Street, which will be revised to a one-way southbound operation.

The road network moves from a neighbourhood context to one that promotes pedestrian use and provides only those vehicular and servicing opportunities suited to the local context. International Village and Hughson Street South (Main Street East to King Street East) will be reflective of the treatments used on the south leg of King Street East adjacent to Gore Park and the differentiation between the “roadway.” The sidewalk will be achieved through the selective use of decorative bollards, pedestrian scale illumination poles and other types of street furniture. Urban Braille sidewalk will be placed adjacent to the buildings and coloured concrete with varying textures will be used for the shared spaces and the guideway to highlight the special character of the area. These treatments will also be extended to the “closed” sections of Mary Street, Walnut Street North and Ferguson Street North between King Street East and the east/west alley on the north side of International Village. As the Streetscaping Plan for the corridor and side streets is advanced, it will look to identify opportunities for further enhancements such as landscaped planting beds, raised planters and street trees.

From John Street to Bay Street, traffic is restricted to the westbound direction with two vehicular lanes provided adjacent to the LRT Guideway, which is in a side running location adjacent to Gore Park and other properties on the south side. In addition to facilitating circulation in the downtown core, the movement of HSR busses and access to the MacNab Transit Terminal, the second lane also provides the additional vehicular capacity to Highway 403, Westdale, the Community of Dundas and beyond.

Priority Focus Areas for review under a Pedestrian Lens are King Street West at Bay Street, King Street at James Street and King Street East at Wellington Street.

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“The Delta” to Wellington Street (Ward 3)

From “The Delta” to Gage Avenue, traffic is restricted to the westbound direction with two vehicular lanes provided adjacent to the LRT guideway, which is in a side running location adjacent to the properties on the north side. The LRT guideway will cross under the CP Tracks at East Bend, however the two westbound lanes and sidewalks will remain at their current elevation to provide access to the adjacent properties on the south side. The LRT guideway will begin to drop at Glendale Avenue and will be raised back to road elevation at Gage Avenue.

From Gage Avenue to the Scott Park platform, the road network consists of one eastbound and one westbound vehicular lane provided adjacent to the LRT guideway, which is in a side-running location adjacent to the properties on the north side. The Scott Park LRT stop location adjacent to the north sidewalk provides convenient connectivity to Bernie Custis Secondary School, the Bernie Morelli Recreation Center, the Jimmy Thompson Memorial Pool and high-demand special events at Tim Hortons Field.

Short road segments are provided north of the LRT guideway to maintain connectivity for residents and service vehicles at Balsam Avenue/Connaught Avenue, Fairview Avenue/East Bend Avenue, Dunsmuir Road/Glendale Avenue and Belview Avenue/Belmont Avenue.

From the Scott Park platform to Wellington Street, the road network consists of one eastbound and one westbound vehicular lane with a centre-running LRT guideway. The road network provides pedestrian, transit, goods movement and vehicular opportunities, which are suited to the neighbourhood context.

Priority Focus Areas for review under a Pedestrian Lens are King Street East at Sanford Avenue, King Street East at Melrose Avenue and “The Delta.”

Parkdale Avenue to “The Delta” (Wards 3 and 4)

The LRT design road network in this section consists of one eastbound and one westbound vehicular lane with a centre-running LRT guideway. The road network moves from a key transportation link to one that provides pedestrian, transit, goods movement and vehicular opportunities suited to the neighbourhood context. The provision of a single westbound lane beginning at Parkdale Avenue will divert “through traffic” from the LRT corridor and reduce the potential for westbound traffic on Queenston Road using Strathearne Avenue and other local streets west of Parkdale Avenue.

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Eastgate Square to Parkdale Avenue (Wards 4 and 5)

The road network maintains two eastbound vehicular lanes, two westbound vehicular lanes, signalized egress from the Red Hill Parkway, select commercial properties and remains a key transportation link to the community of Stoney Creek and beyond. The LRT guideway starts at Eastgate as side-running on the north side and transitions through the Kenora intersection to a centre-running location which is maintained to “The Delta.” The Eastgate Square LRT stop location adjacent to the north sidewalk provides convenient connectivity to the mall and the existing HSR Bus Terminal.

Priority Focus Areas for review under a Pedestrian Lens are Main Street East at Ottawa Street, Queenston Road at Parkdale and Queenston Road at the entrance to Eastgate Square.

Next Steps

The City and Metrolinx will continue to explore opportunities to increase efficiencies and accessibility for each mode of transportation inclusive of pedestrians, cyclists, transit users, vehicular traffic and goods movement. This includes the application of Complete Streets and Vision Zero planning and design principles.

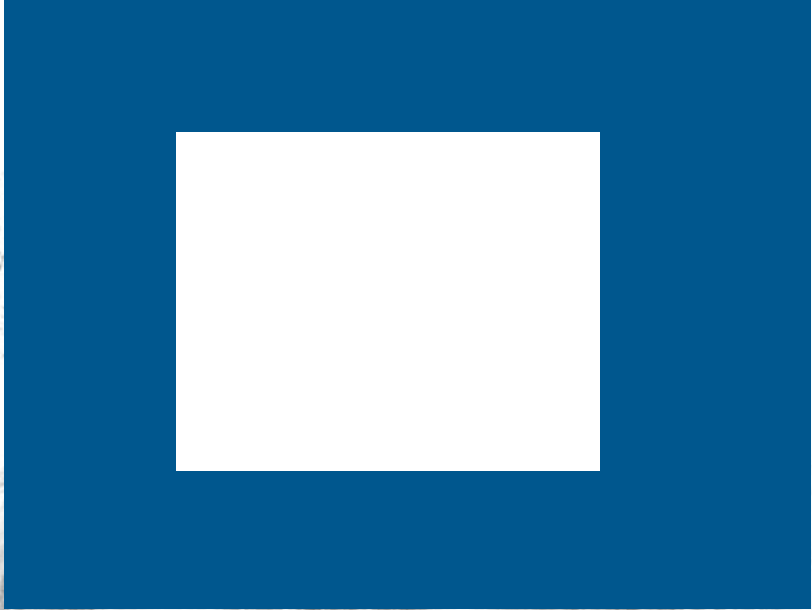
Works in both the LRT corridor and the surrounding area will be evaluated to lessen impacts and improve levels of service, which could be inclusive of City and LRT project initiatives.

As with all major infrastructure projects in built-up urban areas, the design of replacement City and Third-Party surface and subsurface utility infrastructure continues to present challenges. However, cost effective solutions are being advanced to address the needs of each party in conjunction with the design of the roadway and guideway surface features.

Overall, given the magnitude of investment and how transformative the LRT project is for the City, opportunities continue to be explored on how to leverage and potentially augment the design and ultimate construction to create a connected corridor and one that enhances the overall urban design of both the corridor and adjacent development.

APPENDICES AND SCHEDULES ATTACHED

Not applicable.



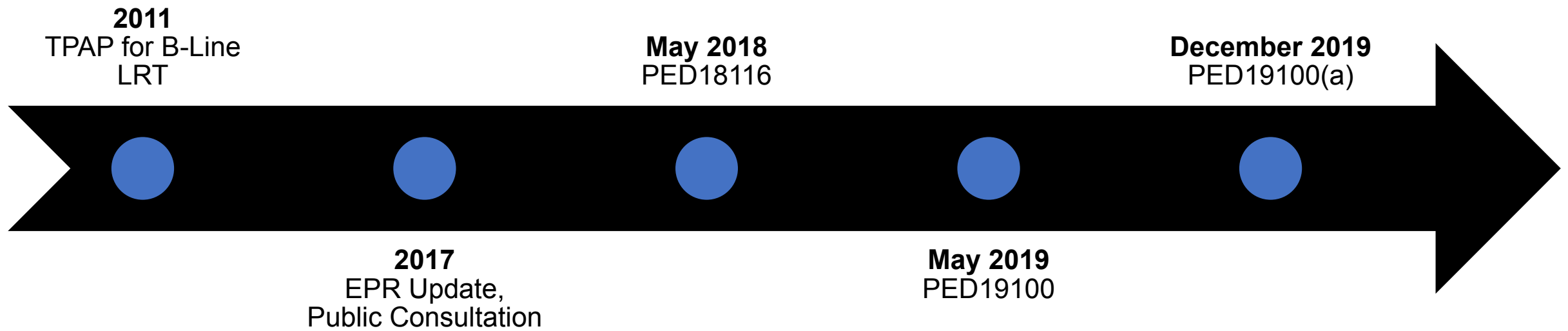
**Hamilton Light Rail Transit (LRT) Project
Design Update
LRT Sub-Committee
May 16, 2022**

Agenda

- Design Development Timelines
- Project Overview
- LRT System - Key Components
- Typical LRT Cross-Sections
- Key Design Features
- Conceptual Renderings
- Infrastructure Benefits
- Design Evolution - Themes
- Next Steps



Design Development Timelines



Project Overview

- 14-km corridor, 17 stops
- HSR connection to West Harbour GO
- Connection to local bike share
- 600-800m between stops
- Operations, Maintenance and Storage Facility at Chatham and Frid Street
- Capital funding from Federal (\$1.7B) and Provincial (\$1.7B) governments



LRT System - Key Components



Light Rail Vehicles (LRVs)



Overhead Catenary System (OCS)



Guideway/Tracks



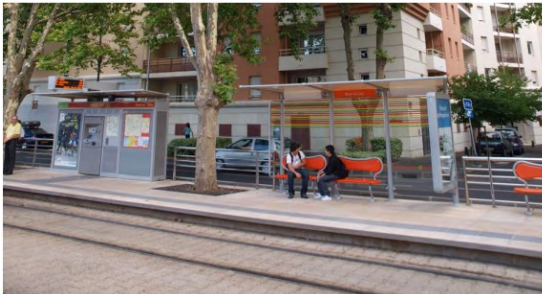
Operations, Maintenance and Storage Facility (OMSF)



Integrated Network



Electrical Substations

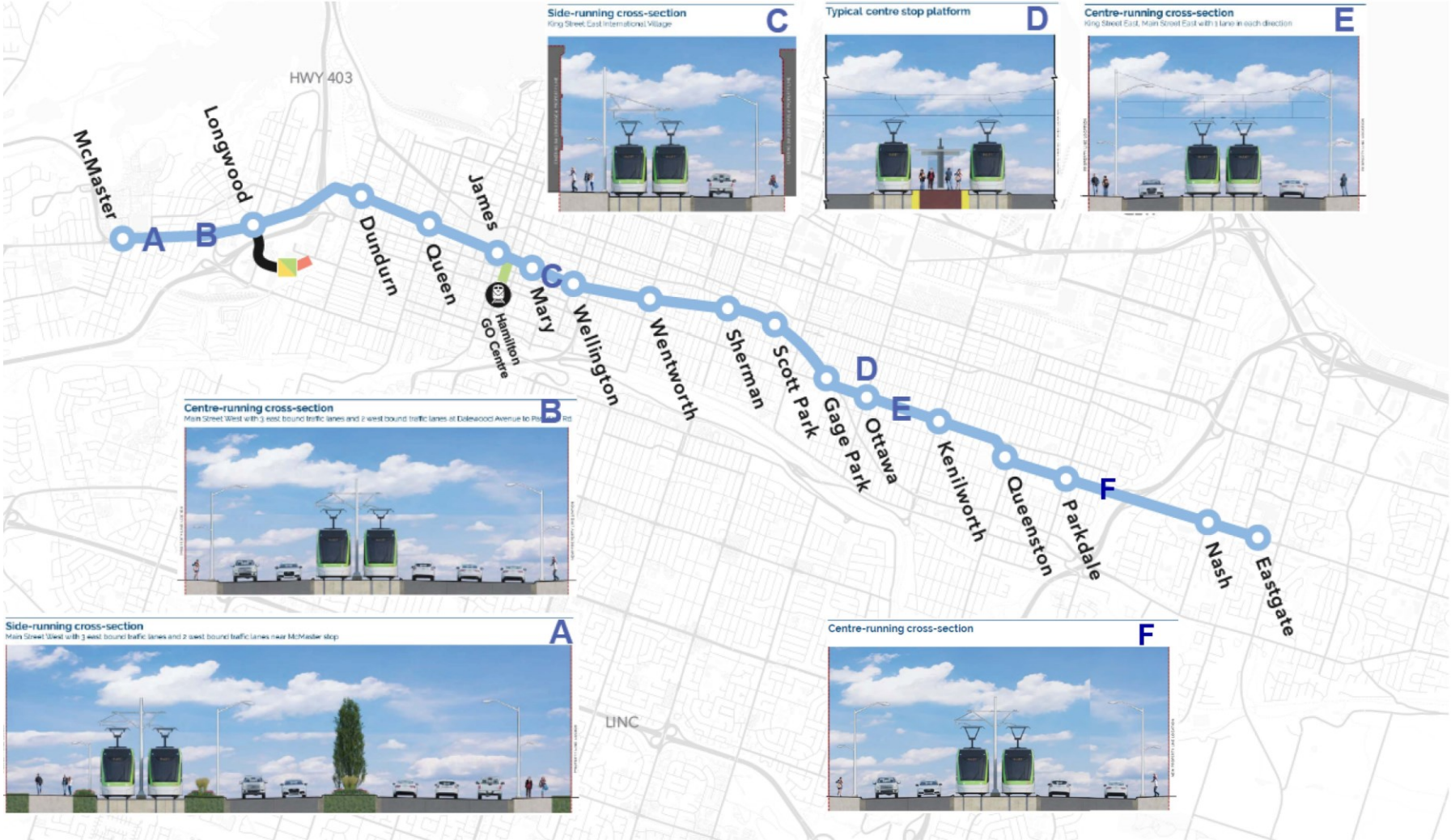


LRT Stops



Streetscape

Typical LRT Cross-sections



Note: Information is current as of December 2019 and may be subject to change.

Typical LRT Cross-sections

Side-running cross-section

Main Street West with 3 east bound traffic lanes and 2 west bound traffic lanes near McMaster stop



Note: Information is current as of December 2019 and may be subject to change.

Typical LRT Cross-sections

Centre-running cross-section

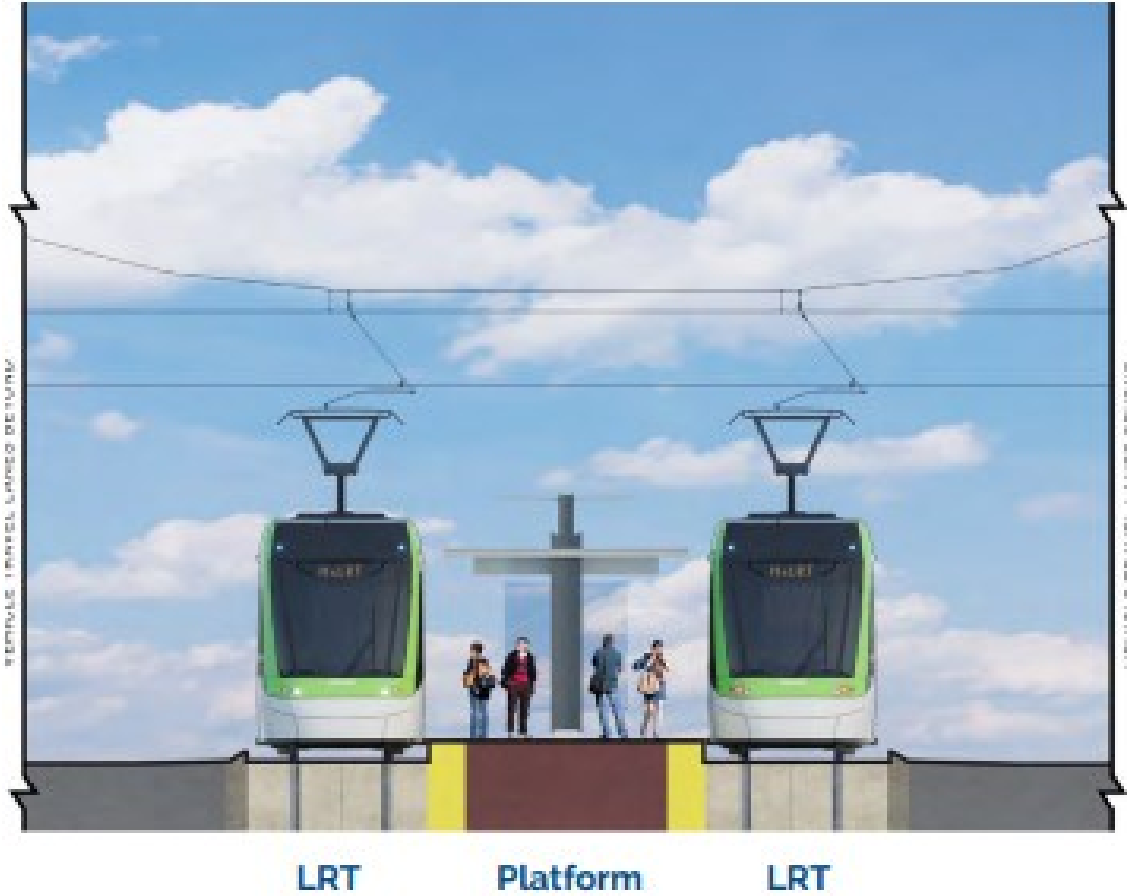
Main Street West with 3 east bound traffic lanes and 2 west bound traffic lanes at Dalewood Avenue to Paradise Rd



Note: Information is current as of December 2019 and may be subject to change.

Typical LRT Cross-sections

Typical centre stop platform



Note: Information is current as of December 2019 and may be subject to change.

Typical LRT Cross-sections

Side-running cross-section King Street East International Village



Note: Information is current as of December 2019 and may be subject to change.

Typical LRT Cross-sections

Centre-running cross-section

King Street East, Main Street East with 1 lane in each direction



Note: Information is current as of December 2019 and may be subject to change.

Typical LRT Cross-sections

Centre-running cross-section

Queenston Road with 2 east bound traffic lanes and 2 west bound traffic lanes at Parkdale Avenue to Eastgate stop



Note: Information is current as of December 2019 and may be subject to change.

Key Design Feature - McMaster University



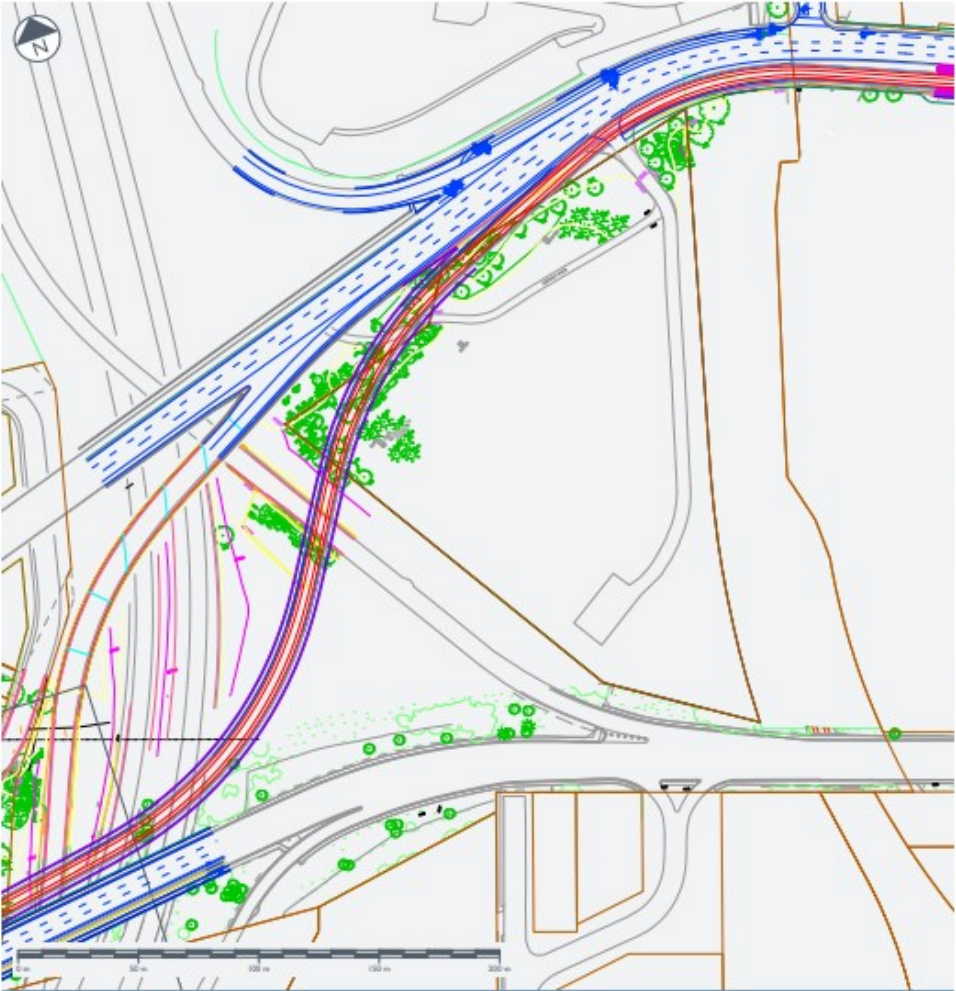
↑ Existing conditions



↑ Proposed Layout with LRT

Note: Information is current as of December 2019 and may be subject to change.

Key Design Feature - LRT-Only Bridge



↑ Proposed Layout with LRT



↑ Existing conditions

Note: Information is current as of December 2019 and may be subject to change.

Conceptual Rendering – LRT-Only Bridge



Note: Information is current as of December 2019 and may be subject to change.

Operations, Maintenance and Storage Facility (OMSF)



Note: Information is current as of December 2019 and may be subject to change.

Conceptual Rendering - OMSF



Note: Information is current as of December 2019 and may be subject to change.

Operations, Maintenance and Storage Facility (OMSF) | Conceptual Rendering

Conceptual Rendering - International Village



International Village | Conceptual Rendering

Note: Information is current as of December 2019 and may be subject to change.

Conceptual Rendering - International Village



Note: Information is current as of December 2019 and may be subject to change.

International Village | Conceptual Rendering

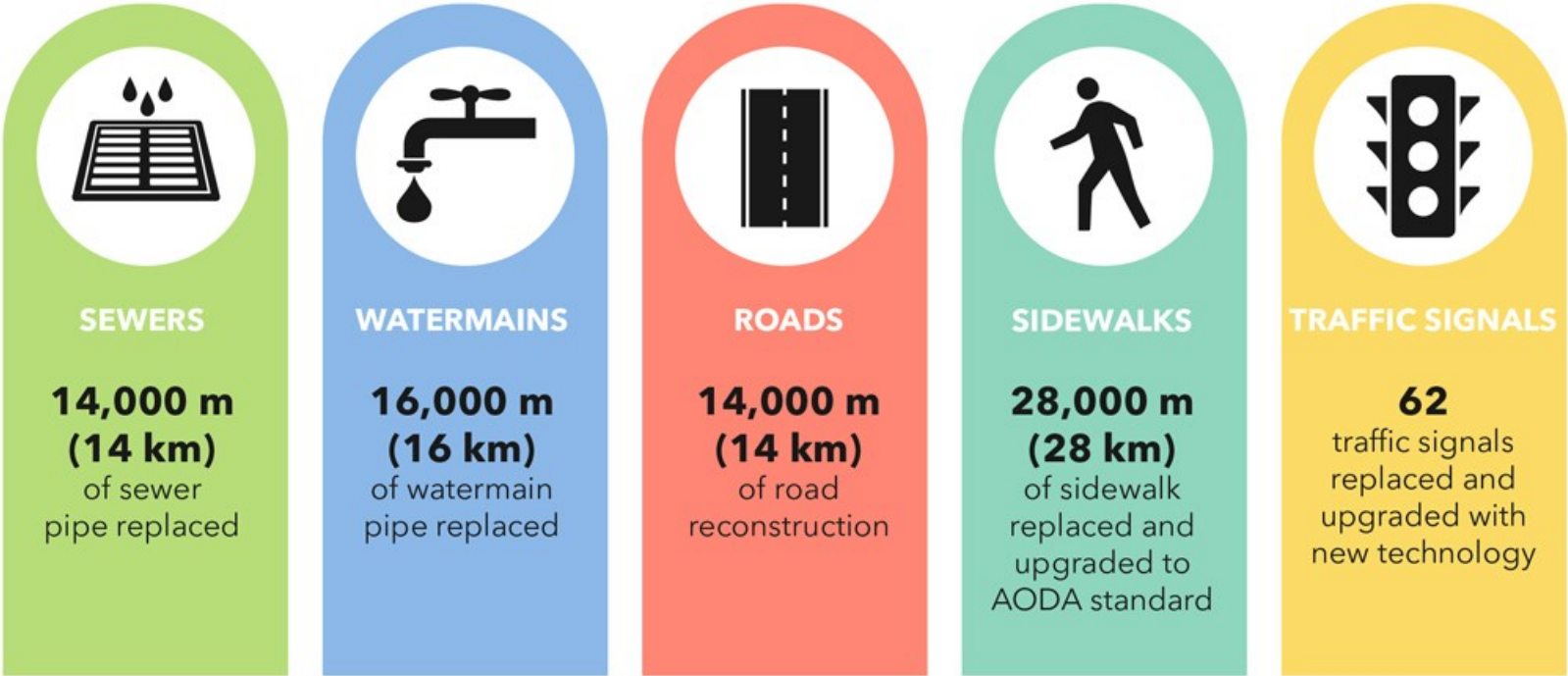
Conceptual Rendering - CP Rail Crossing



LRT Guideway under CP Rail Spur | Conceptual Rendering

Note: Information is current as of December 2019 and may be subject to change.

Infrastructure Benefits



Note: Information is current as of December 2019 and may be subject to change.

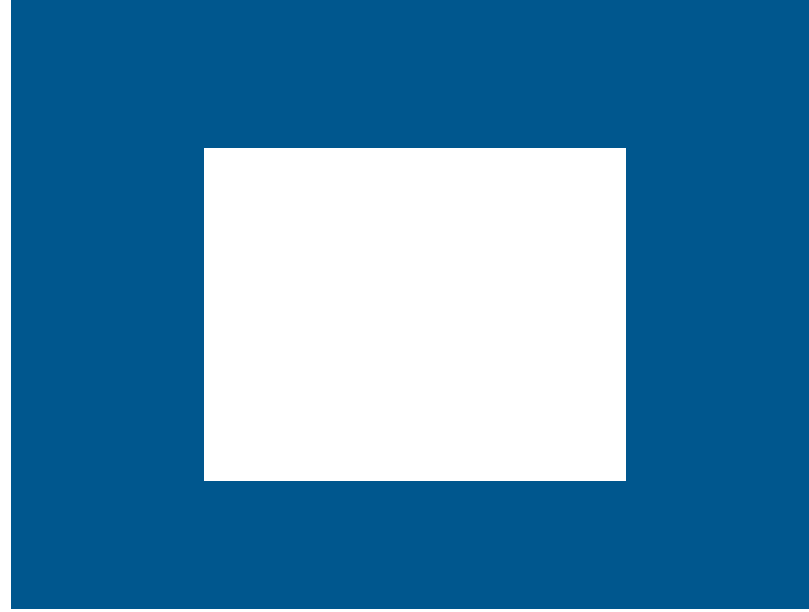
Design Evolution - Themes

- Pedestrian Environment
- Cycling Facilities and Connectivity
- Transit Connectivity
- Infrastructure Opportunities
- Streetscape Elements
- Traffic Network

Next Steps

- Continue to refine design for Complete Streets, Vision Zero planning and design features
- Investigate improvements to level of service within and outside of LRT corridor
- Investigate opportunities to improve City infrastructure as part of the LRT project





THANK YOU