



City of Hamilton

LIGHT RAIL TRANSIT SUB-COMMITTEE REVISED

Meeting #: 24-002
Date: May 23, 2024
Time: 9:30 a.m.
Location: Council Chambers
 Hamilton City Hall
 71 Main Street West

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

| | | Pages |
|-----------|---|--------------|
| 1. | CEREMONIAL ACTIVITIES | |
| 2. | APPROVAL OF AGENDA | |
| | (Added Items, if applicable, will be noted with *) | |
| 3. | DECLARATIONS OF INTEREST | |
| 4. | APPROVAL OF MINUTES OF PREVIOUS MEETING | |
| 4.1 | January 29, 2024 | 3 |
| 5. | COMMUNICATIONS | |
| 5.1 | Correspondence from Rose Janson respecting Our Transit System should remain PUBLIC! | 13 |
| | Recommendation: Be received. | |
| 6. | DELEGATION REQUESTS | |
| *6.1 | James Kemp respecting Keeping the City Accessible During the Construction Process (Virtually) (For today's meeting) | 14 |
| 7. | DELEGATIONS | |
| 8. | STAFF PRESENTATIONS | |

| | | |
|------------|--|----|
| *8.1 | Applying a Climate Justice Lens to Light Rail Transit (PED24087) (City Wide) | 15 |
| 9. | CONSENT ITEMS | |
| 9.1 | Hamilton Light Rail Transit Partial Property Acquisition Update (PED24083) (City Wide) | 31 |
| 9.2 | Hamilton Light Rail Transit Early Works Update (PED24084) (City Wide) | 35 |
| 10. | PUBLIC HEARINGS | |
| 11. | DISCUSSION ITEMS | |
| 12. | MOTIONS | |
| 12.1 | Small Business Supports During Light Rail Transit Major Construction | 38 |
| 12.2 | Applying a Climate Justice Lens to the Light Rail Transit Recommendations - WITHDRAWN | 40 |
| 13. | NOTICES OF MOTION | |
| 14. | GENERAL INFORMATION / OTHER BUSINESS | |
| 15. | PRIVATE AND CONFIDENTIAL | |
| 16. | ADJOURNMENT | |



**LIGHT RAIL TRANSIT SUB-COMMITTEE
MINUTES 24-001**

1:00 p.m.

Monday, January 29, 2024

Council Chambers

Hamilton City Hall

71 Main Street West

Present: Mayor A. Horwath, Councillors N. Nann (Chair), C. Kroetsch (Vice-Chair), C. Cassar, J.P. Danko, T. Hwang and M. Wilson

**Absent with
Regrets:** Councillor M. Francis – City Business

THE FOLLOWING ITEMS WERE REFERRED TO GENERAL ISSUES COMMITTEE FOR INFORMATION:

1. Light Rail Transit Operations Models (PED23166(b)) (City Wide) (Item 8.1)

(Horwath/Cassar)

That Report (PED23166(b)), respecting Light Rail Transit Operations Models (City Wide), be referred to the March 21, 2024 meeting of the General Issues Committee.

Result: **AMENDMENT CARRIED by a vote of 5 to 2, as follows:**

Yes - Mayor Andrea Horwath
Yes - Ward 1 Councillor Maureen Wilson
No - Ward 2 Councillor Cameron Kroetsch
No - Ward 3 Councillor Nrinder Nann
Yes - Ward 4 Councillor Tammy Hwang
Not Present - Ward 5 Councillor Matt Francis
Yes - Ward 8 Councillor John Paul Danko
Yes - Ward 12 Councillor Craig Cassar

FOR INFORMATION:**(a) APPROVAL OF AGENDA (Item 2)**

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

5. COMMUNICATIONS

- 5.1 Correspondence respecting Item 8.1 - Light Rail Transit Operations Models (PED23166(b)) (City Wide), from the following individuals:

Recommendation: Be received and referred to consideration of 8.1.

- (a) Daniella Balasal, CP Planning
- (b) Leilani Hana
- (c) Amy Shi
- (d) Rose Janson
- (e) Nate Wallace, National Defence
- (f) Shania Ramharrack-Maharaj
- (g) Stop Sprawl HamOnt Organizers
- (h) Kate Pearson
- (i) Helena Dalrymple

6. DELEGATION REQUESTS

- 6.5 Delegation requests respecting Item 8.1 - Light Rail Transit Operations Models (PED23166(b)) (City Wide) for today's meeting from the following individuals:

- (a) Ian Borsuk, Environment Hamilton (In-Person)
- (b) James Kemp (Virtually)
- (c) Stewart Klazinga, ACORN Hamilton (Virtually)
- (d) T. H. Ponders (In-Person)

- (e) Caitlin Craven, Hamilton Centre for Civic Inclusion - WITHDRAWN
 - (f) Don McLean, Hamilton 350 Committee (Virtually)
 - (g) Shelagh Pizey-Allen, TTCriders (Virtually)
 - (h) Christie McNabb, Council of Canadians - Hamilton Chapter (Virtually)
 - (i) Evan Ubene (In-Person)
 - (j) Anthony Marco, Hamilton and District Labour Council (In-Person)
 - (k) Theresa Cardey, Transit Matters (Virtually)
 - (l) Mason Fitzpatrick, CUPE Local 3906 (In-Person)
- 6.6 Clint Crabtree, ATU Local 279 Ottawa respecting LRT in Ottawa (Virtually)

8.1 STAFF PRESENTATIONS

- (a) Light Rail Transit Operations Models (PED23166(b)) (City Wide) - Presentation – FURTHER REVISED

CHANGE TO THE ORDER OF ITEMS:

That the delegation from Councillor Josh Matlow, City of Toronto, respecting the Hamilton LRT, be heard as the first delegation (Item 7.1)

(Cassar/Hwang)

That the agenda for the January 29, 2024, Light Rail Transit Sub-Committee meeting be approved, as amended.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

Yes - Mayor Andrea Horwath
 Yes - Ward 1 Councillor Maureen Wilson
 Yes - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Yes - Ward 4 Councillor Tammy Hwang
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 8 Councillor John Paul Danko

Yes - Ward 12 Councillor Craig Cassar

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)

(i) December 11, 2023 (Item 4.1)

(Wilson/Cassar)

That the Minutes of the December 11, 2023, meeting of the Light Rail Transit Sub-Committee be approved, as presented.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

Yes - Mayor Andrea Horwath
 Yes - Ward 1 Councillor Maureen Wilson
 Yes - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Yes - Ward 4 Councillor Tammy Hwang
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 8 Councillor John Paul Danko
 Yes - Ward 12 Councillor Craig Cassar

(d) COMMUNICATIONS (Item 5)

(i) (Hwang/Cassar)

That the Correspondence Items 5.1(a) to 5.1(i) respecting Item 8.1 - Light Rail Transit Operations Models (PED23166(b)) (City Wide), as follows, be received:

- (a) Daniella Balasal, CP Planning (Added Item 5.1(a))
- (b) Leilani Hana (Added Item 5.1(b))
- (c) Amy Shi (Added Item 5.1(c))
- (d) Rose Janson (Added Item 5.1(d))
- (e) Nate Wallace, Environmental Defence (Added Item 5.1(e))
- (f) Shania Ramharrack-Maharaj (Added Item 5.1(f))

- (g) Stop Sprawl HamOnt Organizers (Added Item 5.1(g))
- (h) Kate Pearson (Added Item 5.1(h))
- (i) Helena Dalrymple (Added Item 5.1(f))

Result: Motion CARRIED by a vote of 7 to 0, as follows:

Yes - Mayor Andrea Horwath
 Yes - Ward 1 Councillor Maureen Wilson
 Yes - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Yes - Ward 4 Councillor Tammy Hwang
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 8 Councillor John Paul Danko
 Yes - Ward 12 Councillor Craig Cassar

(e) DELEGATION REQUESTS (Item 6)

(Kroetsch/Hwang)

That the Delegation Requests for today's meeting be approved, as follows:

- (i) Eric Tuck, Amalgamated Transit Union Local 107, respecting LRT Options Report (In-Person) (Item 6.1)
- (ii) Vic Wojciechowska, CUPE 3906, respecting Keep Transit Public campaign (In-Person) (Item 6.2)
- (iii) Councillor Josh Matlow, City of Toronto, respecting the Hamilton LRT (Virtually) (Item 6.3)
- (iv) John Di Nino, ATU Canada, respecting operation and maintenance of Hamilton LRT (Virtually) (Item 6.4)
- (v) Delegation requests respecting Item 8.1 - Light Rail Transit Operations Models (PED23166(b)) (City Wide) for today's meeting from the following individuals:
 - (a) Ian Borsuk, Environment Hamilton (In-Person) (Added Item 6.5(a))
 - (b) James Kemp (Virtually) (Added Item 6.5(b))
 - (c) Stewart Klazinga, ACORN Hamilton (Virtually) (Added Item 6.5(c))

- (d) T. H. Ponders (In-Person) (Added Item 6.5(d))
- (e) Don McLean, Hamilton 350 Committee (Virtually) (Added Item 6.5(e))
- (f) Shelagh Pizey-Allen, TTCriders (Virtually) (Added Item 6.5(f))
- (g) Christie McNabb, Council of Canadians - Hamilton Chapter (Virtually) (Added Item 6.5(g))
- (h) Evan Ubene (In-Person) (Added Item 6.5(h))
- (i) Anthony Marco, Hamilton and District Labour Council (In-Person) (Added Item 6.5(i))
- (j) Theresa Cardey, Transit Matters (Virtually) (Added Item 6.5(j))
- (k) Mason Fitzpatrick, CUPE Local 3906 (In-Person) (Added Item 6.5(k))
- (vi) Clint Crabtree, ATU Local 279 Ottawa respecting LRT in Ottawa (Virtually) (Added Item 6.6)

Result: Motion CARRIED by a vote of 6 to 1, as follows:

Yes - Mayor Andrea Horwath
 Yes - Ward 1 Councillor Maureen Wilson
 Yes - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Yes - Ward 4 Councillor Tammy Hwang
 Not Present - Ward 5 Councillor Matt Francis
 No - Ward 8 Councillor John Paul Danko
 Yes - Ward 12 Councillor Craig Cassar

(f) DELEGATIONS (Item 7)

The following delegations addressed the Committee:

- (i) Councillor Josh Matlow, City of Toronto, respecting the Hamilton LRT (Virtually) (Item 7.1)
- (ii) Eric Tuck, Amalgamated Transit Union Local 107, respecting LRT Options Report (In-Person) (Item 7.2)

- (iii) Vic Wojciechowska, CUPE 3906, respecting Keep Transit Public campaign (In-Person) (Item 7.3)
- (iv) John Di Nino, ATU Canada, respecting operation and maintenance of Hamilton LRT (Virtually) (Item 7.4)
- (v) Delegation requests respecting Item 8.1 - Light Rail Transit Operations Models (PED23166(b)) (City Wide) for today's meeting from the following individuals:
 - (a) Ian Borsuk, Environment Hamilton (In-Person) (Added Item 7.5(a))
 - (b) James Kemp (Virtually) (Added Item 7.5(b))
 - (c) Stewart Klazinga, ACORN Hamilton (Virtually) (Added Item 7.5(c))
 - (d) T. H. Ponders (In-Person) (Added Item 7.5(d))
 - (e) Shelagh Pizey-Allen, TTCriders (Virtually) (Added Item 7.5(f))
 - (f) Christie McNabb, Council of Canadians - Hamilton Chapter (Virtually) (Added Item 7.5(g))
 - (g) Evan Ubene (In-Person) (Added Item 7.5(h))
 - (h) Anthony Marco, Hamilton and District Labour Council (In-Person) (Added Item 7.5(i))
 - (i) Theresa Cardey, Transit Matters (Virtually) (Added Item 7.5(j))
 - (j) Mason Fitzpatrick, CUPE Local 3906 (In-Person) (Added Item 7.5(k))

The following Delegations were not in attendance when called upon:

- (i) Don McLean, Hamilton 350 Committee (Virtually) (Added Item 7.5(e))
- (ii) Clint Crabtree, ATU Local 279 Ottawa respecting LRT in Ottawa (Virtually) (Added Item 7.6)

(Hwang/Cassar)

That the following Delegations, be received:

- (i) Councillor Josh Matlow, City of Toronto, respecting the Hamilton LRT (Virtually) (Item 7.1)
- (ii) Eric Tuck, Amalgamated Transit Union Local 107, respecting LRT Options Report (In-Person) (Item 7.2)
- (iii) Vic Wojciechowska, CUPE 3906, respecting Keep Transit Public campaign (In-Person) (Item 7.3)
- (iv) John Di Nino, ATU Canada, respecting operation and maintenance of Hamilton LRT (Virtually) (Item 7.4)
- (v) Delegation requests respecting Item 8.1 - Light Rail Transit Operations Models (PED23166(b)) (City Wide) for today's meeting from the following individuals:
 - (a) Ian Borsuk, Environment Hamilton (In-Person) (Added Item 7.5(a))
 - (b) James Kemp (Virtually) (Added Item 7.5(b))
 - (c) Stewart Klazinga, ACORN Hamilton (Virtually) (Added Item 7.5(c))
 - (d) T. H. Ponders (In-Person) (Added Item 7.5(d))
 - (e) Shelagh Pizey-Allen, TTCriders (Virtually) (Added Item 7.5(f))
 - (f) Christie McNabb, Council of Canadians - Hamilton Chapter (Virtually) (Added Item 7.5(g))
 - (g) Evan Ubene (In-Person) (Added Item 7.5(h))
 - (h) Anthony Marco, Hamilton and District Labour Council (In-Person) (Added Item 7.5(i))
 - (i) Theresa Cardey, Transit Matters (Virtually) (Added Item 7.5(j))
 - (j) Mason Fitzpatrick, CUPE Local 3906 (In-Person) (Added Item 7.5(k))

Result: Motion CARRIED by a vote of 6 to 0, as follows:

Yes - Mayor Andrea Horwath
 Yes - Ward 1 Councillor Maureen Wilson
 Yes - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Yes - Ward 4 Councillor Tammy Hwang
 Not Present - Ward 5 Councillor Matt Francis
 Not Present - Ward 8 Councillor John Paul Danko
 Yes - Ward 12 Councillor Craig Cassar

(g) STAFF PRESENTATIONS (Item 8)

(i) Light Rail Transit Operations Models (PED23166(b)) (City Wide) (Item 8.1)

Abdul Shaikh, Director LRT Project Office, addressed the Committee respecting Report PED23166(b), Light Rail Transit Operations Models, with the aid of a PowerPoint presentation.

(Horwath/Kroetsch)

That the presentation by Abdul Shaikh, Director LRT Project Office, respecting Report PED23166(b), Light Rail Transit Operations Models, be received.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

Yes - Mayor Andrea Horwath
 Yes - Ward 1 Councillor Maureen Wilson
 Yes - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Yes - Ward 4 Councillor Tammy Hwang
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 8 Councillor John Paul Danko
 Yes - Ward 12 Councillor Craig Cassar

(ii) (Horwath/Hwang)

That the City endorse Operations Model 2 (*Municipality performs passenger interface activities*) to be selected as the City's preferred Light Rail Transit operations model with the right to opt-in (transition) to Operations Model 4 (*Municipality performs all aspects of Operational activities except facility operations*) after an initial 10-year term.

For disposition of this matter, refer to Item 1.

(h) ADJOURNMENT (Item 16)

(Hwang/Danko)

That there being no further business, the Light Rail Transit Sub-Committee adjourned at 4:53 p.m.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

Yes - Mayor Andrea Horwath
Yes - Ward 1 Councillor Maureen Wilson
Yes - Ward 2 Councillor Cameron Kroetsch
Yes - Ward 3 Councillor Nrinder Nann
Yes - Ward 4 Councillor Tammy Hwang
Not Present - Ward 5 Councillor Matt Francis
Yes - Ward 8 Councillor John Paul Danko
Yes - Ward 12 Councillor Craig Cassar

Respectfully submitted,

Councillor N. Nann, Chair,
Light Rail Transit Sub-Committee

Carrie McIntosh
Legislative Coordinator
Office of the City Clerk

From: Rose Janson [REDACTED]
Sent: April 12, 2024 11:54 AM
To: clerk@hamilton.ca; Office of the Mayor <Officeofthe.Mayor@hamilton.ca>
Subject: Our Transit System should remain PUBLIC!

External Email: Use caution with links and attachments

Dear City of Hamilton

We strongly urge you to keep profit motives out of Hamilton's transit system. The reasons are many-

We appreciate, and use public transit all the time!

A publicly run system will:

*

keep taxpayer money and fares in Hamilton

*

provide good, green jobs for Hamiltonians

*

keep fares lower

*

support efficient transit connections between the LRT and city bus routes

*

ensure greater accountability, transparency, and local agency in decision making

Submitted on Fri, 05/17/2024 - 11:12

Submitted by: Anonymous

Submitted values are:

Committee Requested

Committee
Light Rail Transit Sub-Committee

Will you be delegating in-person or virtually?
Virtually

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

Requestor Information

Requestor Information
James Kemp
n/a



Preferred Pronoun
he/him


Reason(s) for delegation request
To raise concerns regarding keeping the City accessible during the construction process or providing a clear avenue to raise concerns during construction.

Will you be requesting funds from the City?
No

Will you be submitting a formal presentation?
No



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Office of Climate Change Initiatives

| | |
|---------------------------|---|
| TO: | Chair and Members Light Rail Transit Sub-Committee |
| COMMITTEE DATE: | May 23, 2024 |
| SUBJECT/REPORT NO: | Applying a Climate Justice Lens to Light Rail Transit (PED24087) (City Wide) |
| WARD(S) AFFECTED: | City Wide |
| PREPARED BY: | Lynda Lukasik (905) 546-2424 Ext. 3169 Beatrice Ekoko (905) 546-2424 Ext. 6885 |
| SUBMITTED BY: | Lynda Lukasik Director, Office of Climate Change Initiatives Planning and Economic Development Department |
| SIGNATURE: |  |

RECOMMENDATION

- (a) That the City continue to apply a climate justice lens to the Hamilton Light Rail Transit (LRT) Project and associated works to ensure that any relevant mitigation and adaptation actions as set out in Hamilton's Climate Action Strategy are implemented in a manner that considers climate justice.
- (b) That the LRT Sub-Committee recruit additional non-voting community advisors to the LRT Sub-Committee table to ensure that the Sub-Committee's composition reflects the community from a climate justice point of view.

EXECUTIVE SUMMARY

At the Light Rail Transit Sub-Committee meeting on December 11, 2023, a notice of motion was put forward directing staff to review the presentation entitled 'Applying a Climate Justice Lens to the Light Rail Transit' and to report back to the Light Rail Transit Sub-Committee respecting which recommendations the City is acting on and if there are additional recommendations for the Light Rail Transit Sub-Committee to consider. The presentation and an associated report were prepared by CityLab Semester in Residence students working with the Hamilton Community Benefits Network. The purpose of Report PED24087 is to review the recommendations set out in the December 2023 presentation from CityLab Semester In Residence students and the

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SUBJECT: Applying a Climate Justice Lens to Light Rail Transit (PED24087) (City Wide) - Page 2 of 11

accompanying report 'Getting Hamilton's LRT on the Right Track', to determine whether there are City and/or Metrolinx efforts underway that address these recommendations and to provide a high-level assessment of whether this is being done in a manner that considers climate justice principles. Report PED24087 also introduces the work currently underway in the Office of Climate Change Initiatives to develop a 'Climate Justice Framework' to guide municipal climate action, including a preliminary illustration of how this framework might be applied to LRT-related work into the future. Finally, the report includes recommendations for additional measures to ensure that climate justice is considered within the context of the Hamilton LRT Project moving forward.

Alternatives for Consideration – See Page 11

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Not applicable.

Staffing: Not applicable.

Legal: Not applicable.

HISTORICAL BACKGROUND

On March 27, 2019, Hamilton City Council declared a Climate Change Emergency. Subsequently, Council approved Hamilton's Climate Action Strategy on August 12, 2022. Hamilton's Climate Action Strategy calls for, amongst other actions, climate justice by committing to the integration of equity considerations to guide climate mitigation and adaptation actions.

At the December 11, 2023 LRT Sub-Committee, CityLab Semester-In-Residence students working with the Hamilton Community Benefits Network, presented a report entitled '*Getting LRT on the Right Track – A Report on Findings and Recommendations for Hamilton's Light Rail Transit Project from a Climate Justice Lens*'. At the same meeting, a notice of motion was put forward by council members, as follows:

That staff be directed to review the presentation respecting Applying a Climate Justice Lens to the Light Rail Transit and report back to the Light Rail Transit Sub-Committee respecting what recommendations the City is acting on and if there are additional recommendations for the Light Rail Transit Sub-Committee to consider.

SUBJECT: Applying a Climate Justice Lens to Light Rail Transit (PED24087) (City Wide) - Page 3 of 11

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Not applicable.

RELEVANT CONSULTATION

Planning and Economic Development Department (LRT Project Office) and Metrolinx through LRT Project Office.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The LRT Sub-Committee heard a presentation from CityLab Semester-In-Residence students and Hamilton Community Benefits Network regarding the LRT project and climate justice. Recommendations were presented regarding actions necessary to apply a climate justice lens to the LRT Project.

Currently, there are no formal policy or guidelines for assessing whether climate mitigation and adaptation actions uphold climate justice principles. However, the City has committed through Hamilton's Climate Action Strategy to consider climate justice. Office of Climate Change Initiatives Staff are currently finalizing a plan for the co-design of a Climate Justice Framework intended to guide municipal efforts to implement climate mitigation and adaptation actions set out in Hamilton's Climate Action Strategy. The Climate Justice Framework will support the participation of communities who are directly affected by climate change and social inequity at higher rates than those with more resources (such as racialized, low-income, 2SLGBTQQIA+, seniors, youth, and Indigenous Peoples) in these efforts, recognizing the lived experience of these historically marginalized audiences. The Framework will also guide the prioritization of climate actions that are informed by input from these community members and that help to address the climate impacts they experience.

Climate Justice

As the City of Hamilton transitions to a healthy, vibrant, prosperous, zero-carbon future, it is responding to community calls to facilitate the empowerment of communities who have experienced barriers and/or exclusions from the policy development process. The call to action refers to climate justice – a framework for climate action framework that centres social justice and equity in our understanding of climate change, including its causes and impacts, as well as in climate mitigation and adaptation efforts.

Climate justice addresses not only the environmental aspects of the climate crisis but also the social and economic dimensions, striving for an equitable and inclusive approach in the face of this challenge. It underscores the need for a comprehensive, multi-sector response that acknowledges the historical and current impacts of the

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SUBJECT: Applying a Climate Justice Lens to Light Rail Transit (PED24087) (City Wide) - Page 4 of 11

climate crisis and that those who may have contributed the least to climate change are typically the most negatively impacted. Climate policy and the action that ensues are then designed to avoid exacerbating social inequities. Rather, a Climate Justice Framework guides outcomes that address equity challenges in benefiting and improving the lives of frontline communities.

Creating a Climate Justice Framework for Hamilton

The plan for the co-design of a Climate Justice Framework is being finalized by Staff in the Office of Climate Change Initiatives. The proposal is to build the Framework on three equity dimensions of climate justice.

Recognitional Equity: Asks who should be included as a stakeholder in climate action decisions and whose needs should be prioritized, based on identification of groups or communities who are most vulnerable or historically ignored or underrepresented.

Procedural Equity: Considers processes used to make municipal decisions and who is involved in these processes. This type of equity ensures that the plans and actions within a municipality accurately reflect the needs and wants of the community.

Distributive Equity: Considers distribution of climate action benefits and burdens in society across different groups and communities. This dimension helps municipalities consider the groups who are receiving benefits of a climate action plan's actions and program activities, what is being distributed and how these decisions are made.

Applying A Climate Justice Framework to the LRT Project

Applying these equity dimensions to the LRT project is an opportunity to realize climate justice by:

- Recognizing and prioritizing the needs of and opportunities for those communities and groups who are at risk of increased vulnerability or who have been historically ignored or underrepresented;
- Distributing climate action benefits and diminishing burdens across different equity-owed communities; and,
- Factoring in municipal decision-making processes and who is involved in these processes to ensure the project reflects the needs, aspirations and knowledge of impacted communities.

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SUBJECT: Applying a Climate Justice Lens to Light Rail Transit (PED24087) (City Wide) - Page 5 of 11

Recommendations from the ‘Getting LRT on the Right Track’ Report

In their December 2023 presentation to the LRT Sub-Committee, CityLab Semester-In-Residence students presented recommendations put forward in their report entitled ‘*Getting LRT on the Right Track – A Report on Findings and Recommendations for Hamilton’s Light Rail Transit Project from a Climate Justice Lens*’. The recommendations are organized under four pillars:

- Housing;
- Connectivity and Usage;
- Accessibility; and,
- Climate Adaptation and Resilience.

Consideration of Recommendations Presented in the CityLab Report

The report recommendations are included below with overviews of relevant City efforts to date provided where possible. The three equity dimensions that provide the foundation for the emerging Climate Justice Framework have been applied to the recommendations under the ‘**Climate Adaptation and Resilience**’ pillar to provide a preliminary illustration of how the Framework might inform municipal climate action.

Inclusionary Zoning

A process is currently underway through the City’s Planning Division to explore the feasibility of inclusionary zoning as an affordable housing tool¹. The provincial planning framework limits the application of inclusionary zoning to private market developments within provincially recognized ‘major transit station areas’. A market feasibility study must be undertaken to determine if and how inclusionary zoning is financially viable within each specific major transit station area location. Inclusionary zoning can be used to generate more affordable housing units, but these policies secure such units in market developments for fixed periods of time and there is no mandated requirement to provide deeply affordable, geared to income units. Instead, the requirement is that units be no more than 80% of the market rental rate. Further, the provincial inclusionary zoning framework does not mandate any requirements to ensure building design and performance is climate resilient. From a climate justice point of view, the provincial inclusionary zoning policy framework is not an ideal tool for ensuring that those most impacted by the climate crisis have access to safe, healthy, affordable, climate resilient housing within major transit station areas.

¹ See ‘Exploring Inclusionary Zoning as an Affordable Housing Tool’ - <https://engage.hamilton.ca/inclusionaryzoning>

SUBJECT: Applying a Climate Justice Lens to Light Rail Transit (PED24087) (City Wide) - Page 6 of 11

Passive House Design

The need to build climate resilient residential housing is a key action in the pathway to net zero carbon set out in Hamilton's Climate Action Strategy. Passive House design is one of several recognized building methods capable of achieving low/no carbon building performance and providing safe, healthy, climate resilient living spaces. CityHousing Hamilton has committed to building any new housing developments to Passive House standards and many other local not-for-profit affordable housing providers have made similar commitments to climate resilient design. CityHousing Hamilton projects include buildings within future LRT transit station areas, like the development underway at the Queenston Traffic Circle, and projects within proximity to an LRT station, like the recently redeveloped social housing on Reid Avenue in Roxborough Park. These efforts by CityHousing Hamilton serve as solid examples of climate justice in action, particularly where distributive justice is concerned. The City is also formalizing its commitment to climate resilient building through work underway to develop an Energy Performance/ Net Zero Standard for all new municipal facilities.

Currently, the City cannot mandate private sector developers to build to low/no carbon design and performance standards. However, the municipality is in the process of developing Green Building Standards and these standards can include incentivization of climate resilient building design². Additionally, the City's Economic Development Division offers incentives to private sector developers through its Leadership in Energy and Environmental Design (LEED) Community Improvement Plan program. This program is currently under review, with public input being sought to aid in the City's efforts to further enhance the program's ability to support climate resilient private development.

Land Value Capture & Donating Land

Access to higher order transit for *all users* is a critical goal for transitioning our city to a net zero carbon future. So that equity-deserving communities can participate in this climate action, and benefit from it, proximity to higher order transit is necessary to make it fair (climate and mobility justice). This requires ensuring there is a mix of housing, including deeply affordable units, along major transit lines like the LRT. There are municipal efforts underway to support not-for-profit housing directly along and near the LRT corridor. This includes the dedication of city-owned land within a major transit station area for new CityHousing Hamilton units (42 units being built at the Queenston Traffic Circle) and on-going assessment of the suitability of other municipally owned parcels for the same purpose. The City also continues to seek out suitable land parcels for purchase along or near the LRT corridor. Hamilton City Council has also requested

² See 'Green Building Standards' - <https://engage.hamilton.ca/green-building-standards>

SUBJECT: Applying a Climate Justice Lens to Light Rail Transit (PED24087) (City Wide) - Page 7 of 11

that Metrolinx make any surplus public lands it has acquired for the LRT available for affordable housing projects in the future.

The City of Hamilton is also an active partner in the Transit Oriented Affordable Housing Lab, a collaborative effort facilitated through Social Innovation Canada that is ‘focused on identifying and co-developing financing solutions to preserve existing and create new affordable housing near transit corridors in the City of Hamilton’. The work of this group is predominantly focused on affordable housing opportunities along the LRT corridor and the effort embodies the equity dimensions of climate justice through its inclusive approach and dedication to deeply affordable, climate resilient residential units close to transit.

Affordable Housing & Tenant Support Policies with Non-Profit Partnerships

Assessing the potential of these policies and partnerships is beyond the scope of the Office of Climate Change Initiatives but any policies that effectively bring more affordable units into the LRT corridor would contribute to climate justice as has already been described in previous sections.

Connectivity and Usage Recommendations

Utilize user journey mapping to identify pinch points in transit connectivity

The City has policies in place and initiatives underway to build up connectivity, whether with transit or active transportation networks. There are now Complete Streets Guidelines in place, the City is accelerating implementation of the cycling infrastructure network, and HSR continues to engage community in exploring transit route improvements through the ‘(Re)Envision the HSR’ project.

These efforts will contribute over time to the enhancement of the user journey, whether on foot, by bike or by transit, to and from the LRT system. There are additional opportunities for the City to enhance these connections through dialogue and input from those who are fully dependent on these connections to ensure that these routes are not only connected but designed to mitigate and adapt to climate impacts (for example, planting trees along pedestrian connections to the corridor).

Offer Cycle Hamilton a seat on the LRT Sub-Committee

Applying a Climate Justice Framework requires ensuring that the voices of frontline communities are at the table or included in meaningful ways on issues that affect them. While this recommendation identifies the need for a specific organization to be at the table, broader consideration should be given to whether the current composition of the sub-committee effectively reflects the community from a climate justice point of view.

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SUBJECT: Applying a Climate Justice Lens to Light Rail Transit (PED24087) (City Wide) - Page 8 of 11

Accessibility Recommendations

Incorporate connective routes, nodes and stops along the LRT & Bus Rapid Transit corridors for accessible transportation services like DARTS & Taxis as part of the Taxi Scrip Program.

Taking steps to accommodate the ability of those who are already depending on accessibility programs to be able to easily connect with the fully accessible LRT system, will be important for ensuring equitable access to the line. This will ensure mobility justice is realized.

Subsidize LRT fare prices for low-income individuals (like HSR Fare Assist)

The LRT project is structured so that the City will set fares and be entitled to all fare box revenues. This enables the municipality to be able to consider 'Fare Assist' programs that are seamlessly integrated into the municipal public transit system, including the B-Line LRT. Such programs would support climate justice (and mobility justice) through enabling those who might not otherwise be able to afford the cost to use the system, to be able to do so.

Put equity analysis like Gender-based Analysis + (GBA+) at the forefront of accessibility planning

Gender-based Analysis is another key factor to consider within the context of climate justice. For instance, on a global scale, women carry the heaviest burden where climate impacts are concerned and, in a more localized context, women are also more dependent on services like public transit. It is Staff's understanding that there is a dialogue has been initiated on this issue around the LRT Sub-Committee table. This conversation needs to continue as part of equity/climate justice considerations.

Climate Adaptation and Resilience Recommendations

There are two recommendations under this pillar: (a) Rework transit design standards to emphasize considerations for community health, safety & resilience to climate change; and (b) Prioritize climate adaptable and accessible infrastructure. These recommendations straddle the realm of actions that are subject to the formal Memorandum of Understanding between the City and Metrolinx/Ministry of Transportation and actions that spill out beyond the transit infrastructure into the associated corridor and surrounding streetscapes and neighbourhoods where the City has jurisdiction. It should also be noted that Metrolinx continues to engage with community regarding a variety of measures, including some that will address climate adaptation and resilience, through its Community Benefits and Supports Program.

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SUBJECT: Applying a Climate Justice Lens to Light Rail Transit (PED24087) (City Wide) - Page 9 of 11

Specific issues have been raised via the recommendations under this pillar, that focus on the need to pay attention to climate justice as it relates to the everyday lived experiences of those most impacted by climate change (frontline community members) who must travel to and use the LRT system. There are opportunities moving forward for the City to continue to assess and adjust some project-related elements in the detailed design process in this respect, drawing from the Climate Justice Framework that is in development, and there is ample opportunity for the City to continue to consider these issues in adjacent areas moving outward from the LRT corridor.

While the Climate Justice Framework has yet to be fully developed, the LRT project is a useful testing-ground for determining how elements of this major infrastructure project can be actualized to build up resilience for equity-owed groups while at the same time, creating a healthier, climate resilient community for all Hamiltonians. Actions taken through this project and along connecting routes, could be guided by the Climate Justice Framework and lessons learned applied to other climate actions. A preliminary application of the three equity dimensions that are guiding the Climate Justice Framework is presented here to illustrate how this might look.

Climate adaptation and climate justice go hand in hand with the LRT project. As extreme weather increases in severity and duration, frontline communities will need protection from the impacts—impacts that will likely cause upheavals such as delays and cancellations in scheduling, and potential damage to the infrastructure itself. In prioritizing climate-adaptable and accessible infrastructure for the LRT, applying **recognitional equity** as a dimension of climate justice requires asking whose accessibility needs—from within frontline communities—should be centered and what those accessibility needs are. This dimension requires identifying who is not at the table (whether that table is the LRT Sub-Committee or any other related advisory bodies) helping to determine outcomes but who should be included based on the identification of communities and groups who are most vulnerable to climate impacts and who have been historically ignored or marginalized. Indigenous peoples, new immigrants, youth, elders, 2SLGBTQQIA+, and others may have unique knowledge, lived experience and identified needs that serve as key inputs for ensuring the climate adaptability of the planned infrastructure. Ideas to improve accessibility, safety and comfort for these audiences will bring universal benefits and may range from:

- o Increased weather protection (shade structures, cooling, heating, seating, and lighting);
- o Accessible passenger information and wayfinding (in multiple languages);
- o Accessible walkways and bikeway connections;
- o Parking for bicycles (bike cages) and shared micromobility services; and,
- o Drinking fountains and washrooms.

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SUBJECT: Applying a Climate Justice Lens to Light Rail Transit (PED24087) (City Wide) - Page 10 of 11

The associated need for safe streets considerations, particularly for marginalized community members cannot be overstated. Safety on transit, around transit hubs and getting to and from transit hubs is a legitimate concern for many marginalized groups including racialized and Indigenous peoples. Strategies to create safer and more welcoming spaces should be top priority.

From a **procedural equity** dimension of climate justice, the process of how City decisions are made concerning the LRT's infrastructure climate adaptability and accessibility extends to the concern of who is involved in the decision-making; are they operating from a place where plans and actions accurately reflect the needs and wants of equity-owed community groups? This can only be answered by engaging with these often transit-dependent groups most likely to be impacted negatively in the event of extreme weather events. **Procedural equity** would involve meaningful communications and engagement with these frontline communities.

Finally, when applying **distributive equity** to the LRT project, consideration is given to the distribution of its benefits and burdens across different groups and communities. What is being distributed? Who is receiving the benefits of this project and its beneficial offshoots; who is being burdened or harmed by its activities? For example, attention is already being paid to ensure strategically placed, green infrastructure to support and protect the LRT infrastructure. Distributive equity extends outwards from there to include access to tree-lined walking and biking routes that connect to the LRT corridor, or the capacity to utilize the LRT to travel to quality parks and naturalized spaces within reach of the corridor. The LRT project could play a key role in connecting low-income, youth, newcomers, residents to green spaces (trails, waterfalls, etc), by designing not only routes that link to the LRT route but also having visuals, maps, and digital information at all LRT hubs.

Other important distributive equity questions include: who is being economically uplifted: are we looking into transportation-related new technology jobs/training opportunities for Indigenous peoples, youth and other equity-owed communities? Can LRT program activities prioritize Black-owned/Indigenous-owned businesses and entrepreneurs? Which frontline communities are being displaced or disrupted by this project? How will they be compensated? The Hamilton Community Benefits Network is actively exploring these elements of community benefits and should continue to do so by extending the scope of their reach to include even more equity-owed community voices.

Climate justice centres on the concerns and aspirations of diverse, historically marginalized groups. Coordinated, well communicated efforts must be made to ensure that these frontline communities have equitable access to participatory events and other avenues of engagement that shape the development of projects. We can ask ourselves "How are we increasing the scope of these voices and moving towards more comprehensive engagement that centres the concerns of historically marginalized

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SUBJECT: Applying a Climate Justice Lens to Light Rail Transit (PED24087) (City Wide) - Page 11 of 11

groups?” This often means being creative in our approach, understanding that unique approaches will have to be tailored to the diverse needs of diverse communities. There is a need for engagement that is collaborative and co-designed and where discussions seek to learn from the climate action work that these groups are already leading, so it is reflective of the agency and expertise of these historically marginalized communities.

ALTERNATIVES FOR CONSIDERATION

Council could choose not to continue to consider climate justice within the context of the Hamilton LRT Project. Staff does not recommend this approach given that a commitment exists within Hamilton’s Climate Action Strategy to consider climate justice in all climate action efforts.

APPENDICES AND SCHEDULES ATTACHED

Not applicable.



Applying a Climate Justice Lens to Light Rail Transit

What is Climate Justice?

Climate Justice is a framework for climate action that:

- Centers social justice and equity in our understanding of climate change;
- Recognizes that those least responsible are often most impacted by climate change;
- Guides outcomes that address equity challenges;
- Underscores need for comprehensive, multi-sector response.

Creating a Climate Justice Framework for Hamilton

Recognitional Equity: Asks who should be included as a stakeholder in climate action decisions and whose needs should be prioritized, based on identification of groups or communities who are most vulnerable or historically ignored or underrepresented.

Procedural Equity: Considers processes used to make municipal decisions and who is involved in these processes. This type of equity ensures that the plans and actions within a municipality accurately reflect the needs and wants of the community.

Distributive Equity: Considers distribution of climate action benefits and burdens in society across different groups and communities. This dimension helps municipalities consider the groups who are receiving benefits of a climate action plan's actions and program activities, what is being distributed and how these decisions are made.

Source: Lazarus-Munnick et al. 2023

3

Applying a Climate Justice Framework to the LRT Project

Applying these equity dimensions to the LRT project is an opportunity to realize climate justice by:


- Recognizing and prioritizing the needs of and opportunities for those communities and groups who are at risk of increased vulnerability or who have been historically ignored or underrepresented;
- Distributing climate action benefits and diminishing burdens across different equity-owed communities; and,
- Factoring in municipal decision-making processes and who is involved in these processes to ensure the project reflects the needs, aspirations and knowledge of impacted communities.

RECOMMENDATION

- (a) That the City continue to apply a climate justice lens to the Hamilton Light Rail Transit (LRT) Project and associated works to ensure that any relevant mitigation and adaptation actions as set out in Hamilton's Climate Action Strategy are implemented in a manner that considers climate justice.
- (b) That the LRT Sub-Committee recruit additional non-voting community advisors to the LRT Sub-Committee table to ensure that the Sub-Committee's composition reflects the community from a climate justice point of view.



INFORMATION REPORT

| | |
|---------------------------|---|
| TO: | Chair and Members Light Rail Transit Sub-Committee |
| COMMITTEE DATE: | May 23, 2024 |
| SUBJECT/REPORT NO: | Hamilton Light Rail Transit Partial Property Acquisition Update (PED24083) (City Wide) |
| WARD(S) AFFECTED: | City Wide |
| PREPARED BY: | Ana Cruceru (905) 546-2424 Ext. 5707 |
| SUBMITTED BY: | Abdul Shaikh Director, Hamilton LRT Project Office Planning and Economic Development Department |
| SIGNATURE: |  |

COUNCIL DIRECTION

Not applicable.

INFORMATION

In 2021, City Council ratified a new Memorandum of Understanding with Metrolinx and the Ministry of Transportation (MTO) which references the previous Project Specific Output Specifications completed before the cancellation of the previous iteration of the Light Rail Transit (LRT) project in 2019. The Project Specific Output Specifications included the target pedestrian zone width of 3.0m on each side of the LRT corridor comprised of a 2.5m urban braille sidewalk and a 0.5m furnishing zone.

In 2022, City Council approved the 'Complete Streets Design Manual' which sets out a "minimum" desired required width of 4.75m for the pedestrian zone comprised of a buffer zone, street tree/furniture zone, walkway zone and frontage zone for areas with higher pedestrian volumes.

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**SUBJECT: Hamilton Light Rail Transit Partial Property Acquisition Update
(PED24083) (City Wide) - Page 2 of 4**

In 2023, the City and Metrolinx reviewed a list of previously identified partial land acquisitions with consideration to increasing the width of the pedestrian zone from 3.0m to 4.75m in accordance with the City's Complete Streets Design Manual.

City staff and Metrolinx collaboratively worked together to identify where pedestrian zone widths in line with the Complete Streets Design Manual could be achieved without undue impact on properties.

Historical Background

Metrolinx's 2019 LRT Project Specific Output Specifications, referenced in the 2021 Memorandum of Understanding, include a target value of a minimum 3.0m wide pedestrian zone, with certain exceptions in constrained areas of the corridor. The Complete Street Design Guidelines Manual, compiled by the City between the LRT project cancellation in 2019 and its reactivation in 2021, and approved in 2022, provides a different target width for the pedestrian zone in various road typologies, which is inclusive of a walkway, street/tree furniture, buffer and frontage zones.

In 2023, the City and Metrolinx reviewed a list of partial land acquisitions with consideration to increasing the width of the pedestrian zone, improving the public realm, and providing greening opportunities in accordance with updated streetscape design standards outlined in the City's Complete Street Design Guidelines Manual. For the purpose of this report, the pedestrian zone is the area in the Right of Way that accommodates pedestrians, streetscape and urban design elements.

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**SUBJECT: Hamilton Light Rail Transit Partial Property Acquisition Update
(PED24083) (City Wide) - Page 3 of 4**

Figure 1: Illustration of Pedestrian Zones per Complete Streets Design Manual (p.54)



The Table for Pedestrian Zone Dimensions, on page 55 of the Complete Street Design Guidelines Manual, identifies a minimum desired width of 4.75m (2m walkway, 1.75m street tree/furniture, 0.5m buffer and 0.5m frontage zones) as being appropriate for the LRT corridor and accommodation of high levels of pedestrian traffic and users of mobility devices.

City Assessment of Properties

An initial list of 163 non-municipal properties was identified by City and Metrolinx staff for the purpose of achieving a wider pedestrian zone.

Each of these properties was evaluated by City staff by taking into consideration contextual conditions for each property: their proximity to future LRT stops, crossing opportunities, schools and other community facilities; the ability of the site to support consistent and high quality streetscaping in the context of established lot and front yard patterns along the block; or their potential to contribute with a significant length of public realm at key locations in the short and near term. The site's potential to contribute to the public realm was further weighed with its likelihood of redeveloping (and achieving dedication of lands through private investment) in the short to near term and assessed from a cost/benefit perspective. As a result of balancing these criteria, each property was ranked as a High, Medium, or Low priority for the City.

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**SUBJECT: Hamilton Light Rail Transit Partial Property Acquisition Update
(PED24083) (City Wide) - Page 4 of 4**

Through collaborative discussion, Metrolinx agreed that costs associated with additional land acquisitions of 122 properties out of the initial list of 163 properties, are to be captured as Metrolinx project costs. The decision was based on Metrolinx's internal review to determine where acquisition of additional lands would align with other overall project goals (ie: constructability, space for subsurface utilities) while meeting the City's requirement of fulfilling the Complete Streets Design Manual desired minimums. Metrolinx's list of 122 properties included properties that the City identified as high-ranked properties for a wider pedestrian zone.

As these partial land acquisitions will become part of the City's road Right of Way, the City and Metrolinx are currently working toward developing the agreed upon conditions of acquiring these lands, which will be incorporated into Real Estate Protocols between the City and Metrolinx for the LRT project.

APPENDICES AND SCHEDULES ATTACHED

Not applicable.



INFORMATION REPORT

| | |
|---------------------------|---|
| TO: | Chair and Members Light Rail Transit Sub-Committee |
| COMMITTEE DATE: | May 23, 2024 |
| SUBJECT/REPORT NO: | Hamilton Light Rail Transit Early Works Update (PED24084) (City Wide) |
| WARD(S) AFFECTED: | City Wide |
| PREPARED BY: | 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

Background: Light Rail Transit Early Works

Certain discrete early works projects are being delivered prior to major construction in or adjacent to certain sections of the Light Rail Transit (LRT) corridor.

Funded by Metrolinx and delivered by either the City or third-party utilities, these projects will mitigate complexities for the contractor chosen to build Hamilton LRT.

The City has coordinated these early works projects with state of good repair works and improvements to City infrastructure to facilitate a more cost-effective delivery for both parties and minimize disruption to the community.

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SUBJECT: Hamilton Light Rail Transit Early Works Update (PED24084) (City Wide) - Page 2 of 3

At present, there are five (5) early works projects which are either in development, design or under construction. A brief synopsis of the project scope and an update on the status of these projects is provided below.

**1) Sherman Avenue South (South end to Wilson) and
2) Wentworth Street North (King to Wilson)**

The Sherman and Wentworth projects were driven by the need to strengthen the watermain system in advance of major LRT construction. Collectively these works act as a replacement for an existing 500mm trunk watermain on King Street since space constraints make it impractical to reconstruct this 500mm trunk watermain in the LRT corridor.

The subsurface component of the Sherman works is comprised of the construction of a 300mm watermain and connections to trunk watermains on Cumberland and Main Street E. In coordination with these works, the City is taking the opportunity to resurface the remaining portion of the road and provide on-street bike facilities from Delaware to Dunsmure. The project was partially delivered in 2023 (Dunsmure to Wilson) and will recommence construction in Spring 2024 (South end to Dunsmure) with a Fall 2024 completion date.

The subsurface component of the Wentworth works is comprised of the construction of 200mm and 500mm watermains and connections to trunk watermains on Wilson and King William. The asphalt surface will be replaced upon completion of the watermain works. The project will tender with adjacent City funded capital construction projects on Wilson Street and Sherman Avenue North in Spring 2024. Overall construction will commence in Fall 2024 with an estimated completion in Spring 2026.

3) Nash Road and Queenston Road

The 1200mm trunk watermain on Nash Road needs to be lowered under the Queenston portion of the LRT corridor to remove conflicts with planned underground infrastructure works during major LRT construction.

The City was already delivering a contract to replace the large valves and chambers in the four legs of the intersection so both works were tendered together to mitigate overall costs and to avoid multiple disruptions to the trunk watermain system and the roadways.

The works have been awarded and construction will commence in Spring 2024 with an estimated completion in Fall 2025.

SUBJECT: Hamilton Light Rail Transit Early Works Update (PED24084) (City Wide) - Page 3 of 3

**4) Main Street East (Strathearne to Delena)
Rosewood Road (Queenston to Main)**

The Main/Rosewood project is inclusive of the relocation of an existing 1200mm trunk watermain on Queenston Road since space constraints make it impractical to reconstruct the 1200mm trunk watermain in the LRT corridor.

On Main Street East, the City will take the opportunity to construct a safer and more balanced roadway corridor by supplementing Metrolinx funding.

The existing road platform is four lanes wide and the sidewalk is currently placed directly adjacent to the road. In the new design the City will be narrowing the road to facilitate tree plantings, the inclusion of boulevards to separate pedestrians from the road and discrete provision of laybys for parking, school busses and the HSR.

In keeping with the City of Hamilton's Vision Zero Strategy and Complete Street Guidelines, intersections will incorporate bumpouts and radii which promote slower vehicular speeds and decrease the length of pedestrian crossings.

The resultant corridor will be more appropriate to the neighbourhood and will enhance the pedestrian experience.

The project is currently in the detail design stage and it is anticipated that construction will commence in Fall 2024 with an estimated completion Winter 2025. The design will be presented to the public at an upcoming Ward meeting hosted by Councillor Hwang.

5) Main St East and Ottawa Street

A City-led project to replace City watermains and Bell Canada infrastructure at Main and Ottawa is currently under development and it is expected that construction will commence in Spring 2025 and be completed in Fall 2025.

This intersection is highly congested and a critical juncture point for the City watermain and Bell Canada networks. Advancing the works now will remove challenging tasks from major LRT construction and will result in more robust infrastructure for both parties.

In order to mitigate risk to the City, the works will be fully coordinated with other City watermain projects.

APPENDICES AND SCHEDULES ATTACHED

Not applicable.

12.1

CITY OF HAMILTON

MOTION

Light Rail Transit Sub-Committee: May 23, 2024

MOVED BY COUNCILLOR T. HWANG.....

SECONDED BY COUNCILLOR M. WILSON.....

Small Business Supports During Light Rail Transit Major Construction

WHEREAS, enabling works have begun for the multi-year major construction for the Light Rail Transit (LRT) project and the City of Hamilton is planning ahead for the major construction works funded by both the Provincial and the Federal Governments;

WHEREAS, small businesses in Hamilton make up the majority of employment and contribute to the economic development and vitality of the city;

WHEREAS, of the 16,348 businesses with employees in Hamilton, approximately 56% employ fewer than four people and 75% employ nine or fewer people, meaning that small and micro businesses make up the majority of the city’s businesses which contribute to the economic development and vitality of the city (source: InvestInHamilton, 2024, and Canadian Business Counts, June 2021);

WHEREAS, small businesses that are situated along and adjacent to the LRT corridor will be impacted by construction of the project;

WHEREAS, the City of Hamilton seeks to reduce disruption to small businesses along the 14-kilometre LRT corridor;

WHEREAS, other municipalities in Canada that undertook major transit corridor construction like Toronto, Montreal, and Kitchener-Waterloo implemented small business supports including grants and incentives for the impacted businesses; and

WHEREAS, the City of Toronto in partnership with the Federal Economic Development Agency for Southern Ontario (FEDDEV Ontario) implemented the Transit Expansion Construction Mitigation Grant Program to support businesses and business associations impacted by major transit construction works.

12.1

THEREFORE, BE IT RESOLVED:

- (a) That staff be directed to research and explore potential small business grant and support programs available to the City of Hamilton, small businesses, or Business Improvement Areas during the Light Rail Transit (LRT) major construction to support impacted businesses along and adjacent to the LRT;
- (b) That staff be directed to complete this scan once every year until the substantial completion of the Hamilton LRT project and that the results of this scan be presented to Light Rail Transit Sub-Committee; and
- (c) That staff be directed collaborate with Metrolinx, FEDDEV Ontario, and other funding agencies to enable the implementation and marketing of these small business supports ahead of the LRT major construction.

12.2

CITY OF HAMILTON

MOTION

Light Rail Transit Sub-Committee: May 23, 2024

MOVED BY COUNCILLOR M. WILSON.....

SECONDED BY COUNCILLOR.....

Applying a Climate Justice Lens to the Light Rail Transit Recommendations

That staff be directed to review the presentation respecting Applying a Climate Justice Lens to the Light Rail Transit and report back to the Light Rail Transit Sub-Committee respecting what recommendations the City is acting on and if there are additional recommendations for the Light Rail Transit Sub-Committee to consider.