



HAMILTON COMMUNITY
BENEFITS NETWORK

building capacity through building communities

Hamilton Light Rail and Housing Displacement

Hamilton GIC– Meeting – Nov 19th, 2024

Housing And Sustainability and Investment Roadmap



CITY OF HAMILTON
HEALTHY AND SAFE COMMUNITIES DEPARTMENT
 Housing Secretariat Division
 and
CORPORATE SERVICES DEPARTMENT
 Financial Planning, Administration and Policy Division
 and
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
 General Manager's Office

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	November 15, 2023
SUBJECT/REPORT NO:	Housing Sustainability and Investment Roadmap 2023 Annual Update and 2024 Objective Setting (HSC23028(b)/FCS23055(a)/PED23099(b)) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Justin Lewis (905) 546-2424 Ext. 4026 Director, Housing Secretariat Division
SUBMITTED BY:	Grace Mater General Manager Healthy and Safe Communities Department
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SUBMITTED BY:	Steve Robichaud Acting General Manager Planning and Economic Development Department
SIGNATURE:	

Hamilton's Anti-Removiction Hamilton Bylaw



Authority: Item 7, General Issues Committee Report 24-001 (PED23072(a))
CM: January 24, 2024 Ward: City Wide

Bill No. 055

CITY OF HAMILTON

BY-LAW NO. 24-

Renovation Licence and Relocation By-law

WHEREAS section 8 of the *Municipal Act, 2001* states that the powers of a municipality shall be interpreted broadly so as to confer broad authority on the municipality to enable the municipality to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues;

AND WHEREAS section 10 of the *Municipal Act, 2001* provides a single-tier municipality with the broad authority to pass by-laws respecting (i) the economic, social and environmental well-being of the municipality, (ii) the health, safety and well-being of persons, (iii) the protection of persons and property and (iv) business licensing;

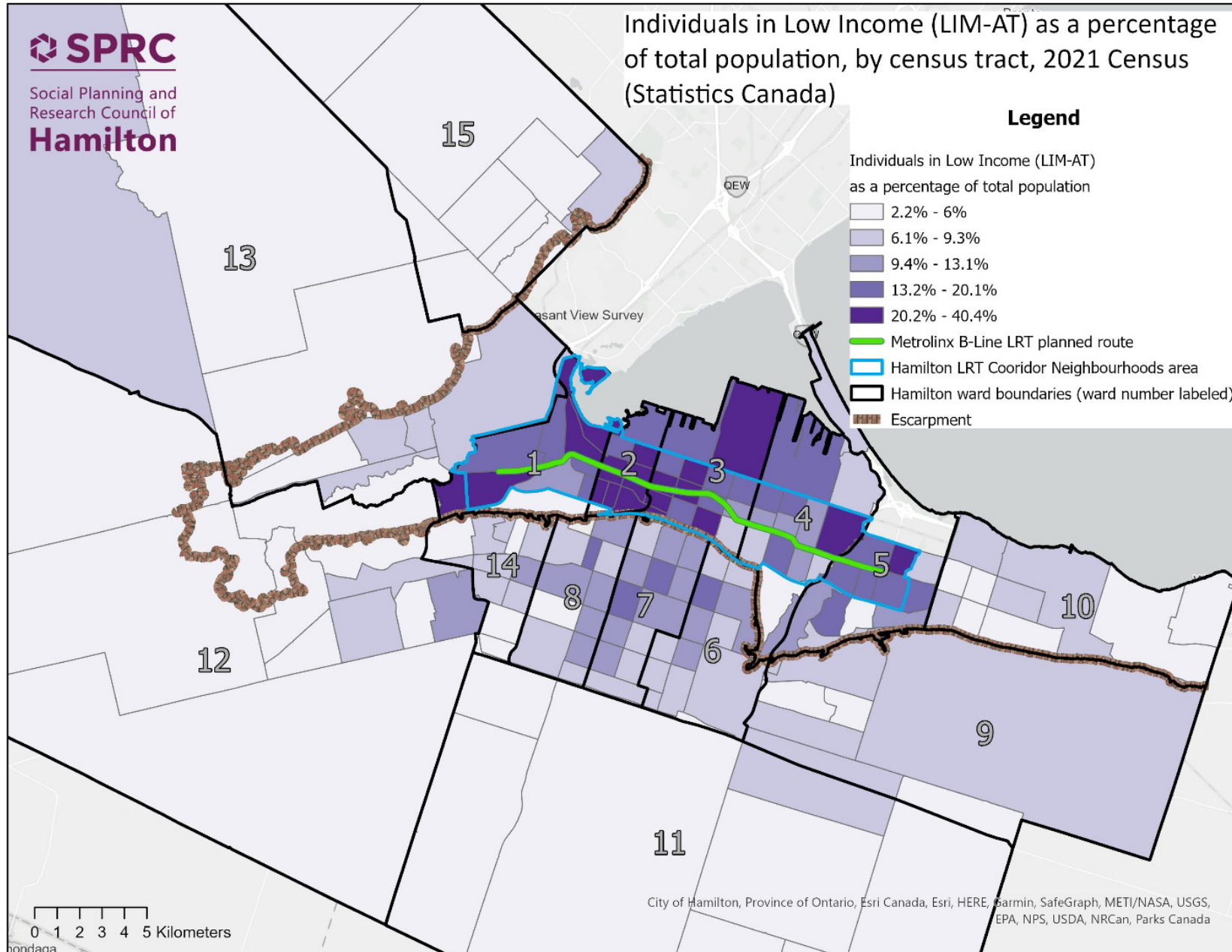
AND WHEREAS subsection 151(1) of the *Municipal Act, 2001* authorizes a municipality to provide for a system of licences with respect to a business and may:

- (a) prohibit the carrying on or engaging in the business without a licence; refuse to grant a licence or to revoke or suspend a licence;
- (b) impose conditions as a requirement of obtaining, continuing to hold or renewing a licence;
- (c) impose special conditions on a business in a class that have not been imposed on all of the businesses in that class in order to obtain, continue to hold or renew a licence;
- (d) impose conditions, including special conditions, as a requirement of continuing to hold a licence at any time during the term of the licence; and,
- (e) license, regulate or govern real and personal property used for the business and the persons carrying it on or engaged in it.

AND WHEREAS subsection 151(1) of the *Municipal Act, 2001* applies with necessary modifications to a system of licences with respect to any activity, matter or thing for which a by-law may be passed under sections 9, 10 and 11 of the Act as if it were a system of licences with respect to a business;

AND WHEREAS, in accordance with subsection 23.2(4) of the *Municipal Act, 2001*, Council for the City of Hamilton is of the opinion that the delegation of the legislative

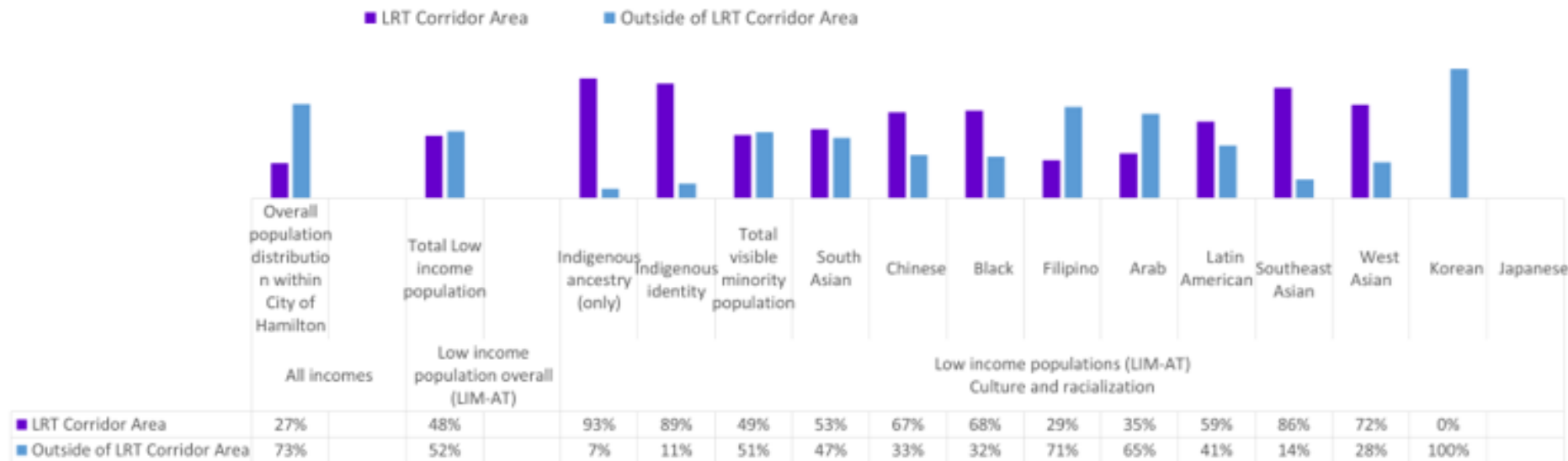
Hamilton LRT Demographics



Hamilton LRT Demographics

Chart 3 shows that low-income Indigenous, Chinese, Black, Southeast Asian, and West Asian populations have the most over-representation in the LRT Corridor, among cultural and racialization groups available in census data. The over-representation of low-income Indigenous residents is the highest of any groups examined in the data – approximately 9 in 10 low-income Indigenous residents live in neighbourhoods in the LRT Corridor, and in the entire rest of the city, only about 10% are living in those neighbourhoods further from the LRT line.

Chart 3. Proportion of residents by proximity to the City of Hamilton B-Line LRT Corridor, overall population and selected low-income cultural and racialization groups, 2021 Census



Hamilton LRT Demographics



7.0 Summary lists of low-income groups facing high over-representation in LRT Corridor neighbourhoods

Across all the low-income demographic data and charts presented in the previous section, the following groups were found to face the highest over representation, starting with the groups facing the highest over-representation.

Around **nine in ten** Hamilton residents in these groups live in LRT Corridor neighbourhoods:

- low-income Indigenous residents
- low-income workers in art/culture/recreation/sport occupations

Around **eight in ten** Hamilton residents in these groups live in LRT Corridor neighbourhoods:

- low-income residents who identify as Southeast Asian
- low-income persons in households with roommates (non-relatives only)

Around **seven in ten** Hamilton residents in these groups live in LRT Corridor neighbourhoods:

- low-income residents who identify as West Asian
- low-income persons living alone
- low-income casual/seasonal/short term workers
- low-income workers in education and social/community sector occupations

Around **six in ten** Hamilton residents in these groups live in LRT Corridor neighbourhoods:

- low-income persons aged 20-24 years old
- low-income residents who identify as Black
- low-income residents who identify as Chinese
- low-income workers in natural sciences and related occupations
- low-income workers in manufacturing occupations

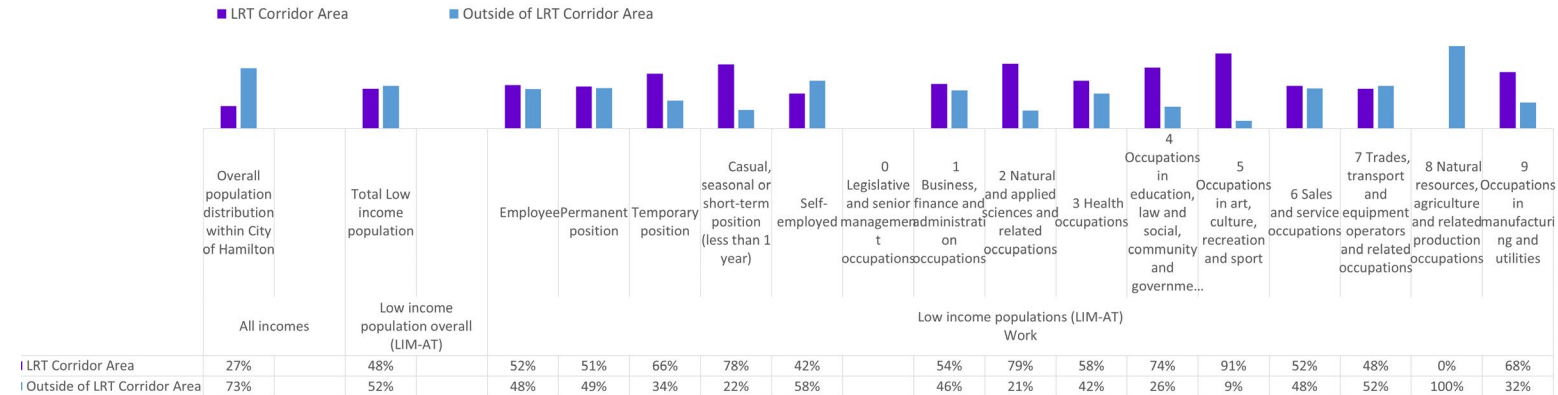
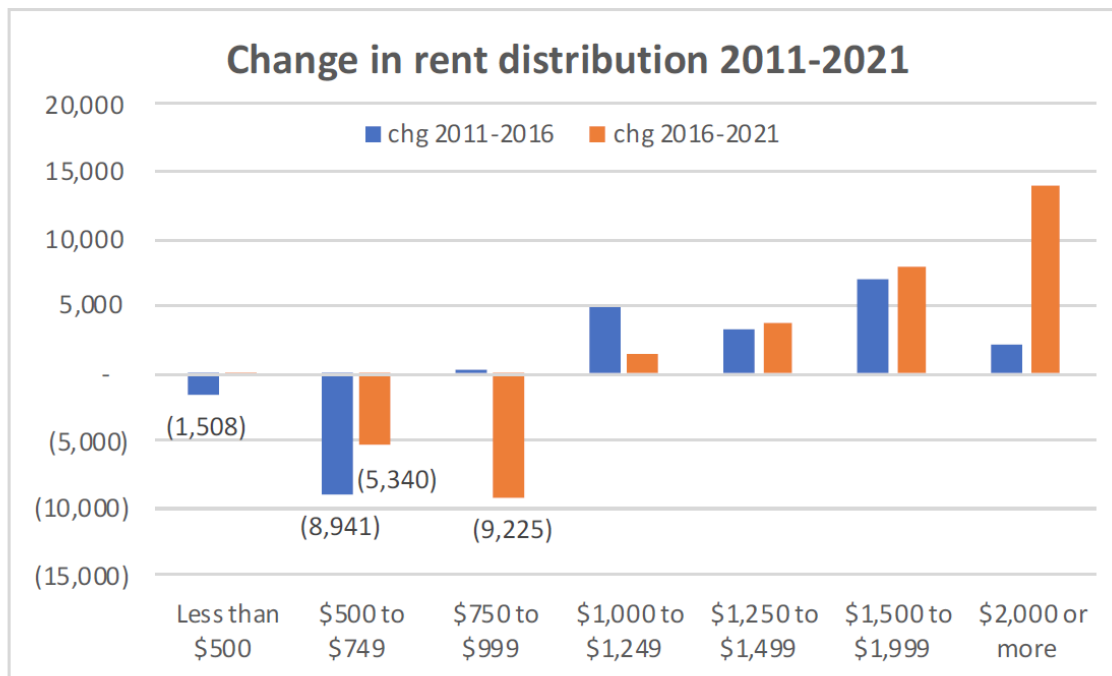


Chart 5. Proportion of residents by proximity to the City of Hamilton B-Line LRT Corridor, overall population and major work occupation categories among low-income residents, 2021 Census

Erosion of lower rent stock

While not building enough – also losing affordable



- Since 2011 Hamilton has “lost” 15,854 units below \$750/month
 - Since 2016, leaking units from \$750-\$1,000 as well (-9,225)
- Compared to new affordable development: lost 29 for every 1 new affordable added!

HAMILTON NEIGHBOURHOOD CHANGE RESEARCH



LRT Corridor Contact us Profiles Media Moving to Hamilton

LRT Corridor

Report: Experiencing urban change along Hamilton's LRT corridor: Resident experiences prior to construction

By Rebecca Mayers, Brian Doucet, Nicole Rallis and Caleb Babin

Read the full report here:

 [2023-mayers-et-al-experiencing-urban-change-hamilton-lrt.pdf](#)

Report Summary

Hamilton is about to embark on the construction of a new 14-kilometre light rail transit (LRT) line between McMaster University and the Eastgate Square shopping centre. In between, it will run through many different neighbourhoods, including some of the city's poorest. There are already signs that change is taking place. *The aim of this report is to better understand what kinds of urban changes are experienced by residents living along the LRT corridor even before construction begins. We want to contribute to debates in the 4Ps: the planning, policy, political, and public spheres.*

To do this, we engaged with residents to understand their observations and experiences of change. This kind of research helps us to see patterns, processes, and experiences at both a fine-grained and city-wide level. Much of this knowledge either does not show up in statistics, or is only evident in data such as the Canadian census after



HAMILTON REGION

Landlord says he was asked to empty building of tenants ahead of sale for Hamilton LRT

Tenant advocates say they fear Metrolinx is leaning on outgoing landlords to do the “dirty work” of tenant displacement as the agency buys or expropriates buildings in the way of LRT construction.

Updated March 20, 2024 at 6:16 a.m. | March 20, 2024 | 3 min read



The owner of a Main Street East building in the Delta says he was asked to empty the building of tenants as part of a proposed sale agreement to Metrolinx.

Cathie Coward The Hamilton Spectator

Personal Impact on the Hamilton LRT to a Hamilton Resident



‘Sharon held firm and she won’: Hamilton’s last LRT ghost town tenant dies just weeks after finding a new home

Sharon Miller refused to leave her Metrolinx-owned building for years and became a salty spokesperson for tenant rights along the way.

Updated Dec. 25, 2023 at 2:43 p.m. | [July 5, 2023](#) | 5 min read [🔖](#) [🔗](#) [💬](#)



Sharon Miller, 69, was famously the last tenant in the “LRT ghost town” of buildings bought by Metrolinx along King Street East for Hamilton’s light rail transit project. She died in April.

Cathie Coward / The Hamilton Spectator file photo

Personal Impact on the Hamilton LRT to a Hamilton Resident



HAMILTON REGION

Hamilton LRT demolition halted to save threatened chimney swifts

Good news for birds hits a sore spot for housing advocates unhappy with 'human tenant' displacement caused by LRT project and ongoing demolitions.

April 27, 2023 | 2 min read [🔖](#) [🔗](#) [💬](#)



A lonely chimney encircled with scaffolding remains standing after the demolition of a three-storey brick apartment building at the corner of Holton Avenue and King Street East.

John Rennison / The Hamilton Spectator

Report and suggestions on LRT Damage and mitigation



Strategies for affordable housing in Hamilton's B-line corridor

Prepared for the Hamilton Community Benefits Network

Recommendations for equitable transit-oriented development.

Policies, processes, tools and strategies for all levels of government to build and maintain affordable housing in Hamilton's B-line Light Rail Transit Corridor.

Sam Nabi, B.E.S



Affordable Housing in Hamilton's B-Line Corridor

Sam Nabi



Affordable Housing in Hamilton's B-Line Corridor

City of Hamilton, Rapid Transit Section

Hamilton, Ontario

Prepared by
Sam Nabi

Assistant Transportation Planner
Rapid Transit Section
Environment & Sustainable Infrastructure Division
Public Works Department
City Of Hamilton

August 2011





KEEPING HAMILTON LRT ON TRACK TO BRING BENEFITS TO LOW-INCOME RESIDENTS: 'Pro-Poor Growth' Framework and Indicators

Prepared by Sara Mayo

June 2023



May 2023

Hamilton LRT Community Benefits Engagement Report





Getting Hamilton's LRT **On the Right Track**

Reenvisioning the B-Line LRT from a
Climate Justice lens to deliver
recommendations for future rapid transit
planning and implementation in Hamilton





Climate Justice: What is it & Why is it Important?

Climate Justice recognizes that different individuals experience the effects of climate change differently.

Many marginalized groups, such as recent immigrants and low-income individuals, are forced into hotter, less climatically minded environments.

Implementing climate adaptation and mitigation strategies and prioritizing equity along transit corridors can reduce future exposure to negative effects.

Equitable Transit Oriented Development (eTOD)

eTOD emphasizes **equitably** minded infrastructure and policy around new transit.

Considers the **social and environmental** implications that transit-oriented development does not.

Allows for **people of all** incomes, races, ages, genders, ethnicity, immigration status or disability to benefit from new transit development.

Promotes **affordable, accessible, and highly dense, mixed-use** urban settings



The Hamilton Transit Oriented Affordable Housing Lab Final Lab Report

August 2024

3. The Hamilton Transit-Oriented Affordable Housing Lab Overview

The Opportunity

Formed in March 2023, the Hamilton Transit Oriented Affordable Housing (TOAH) Lab articulated its challenge as follows:

Leveraging investments in Transit Oriented Development (TOD) and multi-level government mandates to increase affordable housing supply, how might we develop financing solutions and innovative funding pathways to preserve existing and create new community housing in transit-oriented communities in the City of Hamilton and beyond?

Driving the enquiry was the dilemma that, despite the demand for inclusive affordable housing in Transit Oriented Developments (TOD), there is growing evidence that the increased land values, housing prices and gentrification related to transit-oriented development results in an actual reduction of affordable housing units and displacement of modest and low-income households.¹

With its focus on enabling greater investment in community housing, Lab stakeholders first studied and outlined the barriers to financing and funding pathways including:

- Housing and transit frameworks and policies are often misaligned and, at times, even competing;
- The challenges faced by community housing providers to develop and preserve affordable rentals can be even more acute when in planned transit corridors;
- Community housing providers, in particular, shared that these challenges included a lack of access to financing for pre-development, cash flow issues, and capital funding for acquisitions;²
- Current transit strategies are not oriented toward community housing; although affordability and inclusivity are the top two goals of transit funding, there are limited federal or provincial incentives, policies, or programs to support community housing in the transit development process.

The ability to effectively align existing and future government investment initiatives represented a transformational opportunity to create affordable, inclusive, transit-oriented housing in Hamilton and across Canada.

The Overview

The Hamilton Transit Oriented Affordable Housing (TOAH) Lab focused on identifying and co-developing financing solutions and innovative funding pathways to preserve existing and create new affordable housing near transit corridors in the City of Hamilton, that could be replicated in municipalities across the country.



2. Lab partners and participants

The Hamilton TOAH Lab charter team includes:

Canada Mortgage and Housing Corporation (CMHC)

*The National Housing Strategy's Solution Lab program administered by CMHC.

CMHC's Solutions Labs funds solutions by bringing experts and housing stakeholders together to incubate and scale potential solutions to complex housing problems using innovative methods and tools. The goal is to develop world-leading solutions to housing problems that can contribute to the National Housing Strategy's key priority areas. CMHC identified the need for solutions to preserving and growing affordable housing for those in greatest need along transit routes as a priority issue. SI Canada and the Lab partners were offered funding through the NHS solution Lab program.

Social Innovation Canada

Social Innovation Canada is working to address complex challenges of national relevance and create transformational change. Our Labs are designed to focus on complex problems and to build strategies for transformation in systems.

City of Hamilton

In 2023, the City of Hamilton created the Housing Sustainability and Investment Roadmap. Working together with community partners, the 'Roadmap' takes a whole-of-city approach across four pillars: new construction of affordable housing, maintaining and preservation of existing units, acquisition, and the provision of housing-based supports.

Hamilton Community Foundation

Hamilton Community Foundation (HCF) is part of a network of over 191 Canadian community foundations that contribute time, leadership and financial support to initiatives that benefit their community most, based on an intimate understanding of local needs and opportunities. HCF has made a 10-year, \$50 million commitment to affordable housing that brings together its resources based on research, consultation and the advice of policy experts to work toward addressing this urgent need.

Canadian Housing Evidence Collaborative

CHEC's mission is to accelerate evidence-based solutions that advance Canada's National Housing Strategy to ensure every Canadian has "housing that meets their needs and that they can afford". We bring together a network of more than 30 academics from across Canada and beyond who are engaged in independent, in-depth research exploring the connections between income, housing and health. Our non-academic partners include more than 50 organizations representing some 2,000 policymakers, housing providers and equity-seeking groups who are committed to growing Canada's supply of safe, adequate, accessible and affordable housing.



Federation of Canadian Municipalities (FCM)

FCM has been the national voice of municipal government since 1901. Members include more than 2,000 municipalities of all sizes, from Canada's cities and rural communities to northern communities and 20 provincial and territorial municipal associations. Together, they represent more than 92 percent of all Canadians from coast to coast to coast. Municipal leaders from across Canada assemble each year to set FCM policy on key issues.

LURA Consulting

Since 1974, LURA Consulting has been a Canadian leader in collaborative planning – by bringing people together, getting them engaged, and having meaningful conversations that help shape plans and projects that improve our communities and environment.

Additional contributing energy and insight were participants from a wide range of Hamilton-based and national organizations, including:

- Canadian Urban Transit Association
- City Housing Hamilton
- CP Planning
- First Ontario
- Good Shepherd
- Haerko Inc.
- Hamilton Community Benefits Network
- Hamilton East Kiwanis Non-Profit Homes
- Housing Assessment Resource Tools (HART)
- Indwell
- Infrastructure Canada
- Infrastructure Ontario
- Meridian Credit Union
- Municipal Land Development Office
- Ontario Aboriginal Housing Services
- Sacajawea Non-profit Housing
- Strategic Regional Research Associates (SRRA)
- Victoria Park Community Homes
- Waterloo Centre for Complexity and Innovation
- West End Home Builders' Association
- YWCA Hamilton