

LRT Presentation

My name is Milena Balta and I have lived most of my life in Hamilton. My husband and I have been operating BBM Business Systems at 755 King Street East for 30 years.

We sell and service Office Equipment and is mostly business to business service. We are also a service centre for some manufacturers and have customers bringing small office equipment to our business.

Our biggest issue is receiving the goods we sell – we have daily Purolator deliveries, often between 30 and 60 pounds. We also receive large copiers and MFPs on skids, from freight trucks with a tailgate – the only access is through our front door from the street.

We do believe in planning the community's future but the plan has to be sound and have a positive effect on EVERYONE in our community.

Here is our take:

I grew up in a Communist Country where decisions were made top-down.

This is the reason communist countries suffered a collapse, (most people think it was just totalitarian government)

1. Example
 - a. Hamilton downtown core used to be successful
 - b. In mid 80s the city decided to raise property tax to the downtown core
 - c. The business could not make a profit; they either left or suffered bankruptcies
 - d. 30 years later, it still has not revived itself, there are only some minor improvements
2. Canadian political approach has been transitioning over the past 40 plus years in that direction. The Province of Ontario is providing a cookie cutter approach to all cities and applying same reasoning to our transit issues but Hamilton Demographics are different.
 - a. Our jobs are not concentrated in a central location
 - b. We have large suburb communities
 - c. The suburbs will still have to drive
 - d. The LRT will not replace cars
3. This will cause traffic jams, extra driving within the city to get to the North or South of King
 - a. The excessive driving will increase emissions – estimated 2 to 2 ½ times
 - b. This does not support green initiative – idling cars mean more emissions
 - c. This will decimate Hamilton

- d. King Street will be in ruins, are we ready for an uphill battle that might last 30+ years?
4. Another view expressed by LRT supporters that millennials are looking to go to coffee shops (lattés) and use transit
- a. In ten years when LRT is completed, millennials will be married, have mortgages, children and will be living in the suburbs
 - b. Their children will be doing extracurricular activities and this costs a great deal money
 - c. Is it fair for us create additional tax costs and put financial burden on our children (this is not beneficial to them)
 - d. They will not be buying \$5.00 lattes
5. Hamilton needs smarts transit, green busses and the latest technology
- a. This transit has to support suburbs and help them manage their lives in a more efficient way
 - b. Hamilton used to be a manufacturing city in 20th century; due to industry changes those jobs have dwindled
 - c. We need to bring new manufacturing jobs North of Barton where there is ample space
 - d. In order to entice this kind of job creation we need to offer superior transit
 - e. If we offer superior transit solutions then manufacturers do not need to create huge parking lots at a huge cost
 - f. This has to be our approach
6. We have to go to the province and address our needs in order to get right funding for Hamilton
- a. The LRT is a system that is really only recommended for populations of over 1 million. Lower Hamilton, the potential users of the LRT has a population of 182,365 in 2011.
 - b. According to City of Hamilton Planning & Economic Development, September 2012 (attached) In 2011, Lower Hamilton's population decreased by 1.6%
 - c. The suburbs of Glanbrook, Ancaster, and Stoney Creek have the highest population growth – these are areas that will not be serviced by the LRT but will be burdened with higher property taxes to subsidize the LRT
 - d. Statistics Canada reports for September 2016 (attached) that Hamilton's unemployment rate is 7.2% - by damaging businesses along King Street you will be increasing that number, even with the small number of jobs the LRT will provide
 - e. Not even all of lower Hamilton will be served by the LRT. There have been protests by citizens along King Street East who will be extremely disadvantaged by the removal of so many bus stops.

Population and Occupied Private Dwellings for the City of Hamilton by Community, 2006- 2011
(Land Area of 1,117.23 Sq Km and a 2011 Population Density of 465.4 People/Sq Km)

Community	2006		2011		% Population Growth	2006 - 2011 Change		Area (SqKm)	Population Density per SqKm
	Population	Occupied Private Dwellings	Population	Occupied Private Dwellings		Population	Occupied Private Dwellings		
Ancaster	33,230	10,780	36,910	12,235	11.1%	3,680	1,455	177	209
Dundas	24,700	9,365	24,910	9,910	0.9%	210	545	23	1,083
Flamborough	39,220	13,070	40,090	13,925	2.2%	870	855	491	82
Glanbrook	15,290	5,680	22,440	8,215	46.8%	7,150	2,535	203	111
Hamilton	329,820	133,780	330,480	136,150	0.2%	660	2,370	123	2,687
Lower Hamilton	182,365	79,936	179,438	80,461	-1.6%	-2,927	525	72	2,497
Upper Hamilton	147,455	53,842	151,043	55,690	2.4%	3,588	1,848	51	2,982
Stoney Creek	62,290	21,780	65,120	23,370	4.5%	2,830	1,590	100	651
Total	504,550	194,455	519,950	203,805	3.1%	15,400	9,350	1,117	465

Source: 2006 and 2011 Statistics Canada Census (excludes net over/undercoverage). Values may differ due to rounding of aggregated geographies.
City of Hamilton, Planning and Economic Development Department, Produced by GIS-Planning and Analysis, September 2012

Population and Occupied Private Dwellings for the City of Hamilton by Community, 2001, 2006 and 2011
(Area of 1117.23 sqkm with a 2011 population density of 465.4 people/sqkm)

Community	2001		2006		2011		% Growth Population	2001 - 2011	
	Population	Occupied Private Dwellings	Population	Occupied Private Dwellings	Population	Occupied Private Dwellings		Population Change	Occupied Units Change
Ancaster	27,490	9,075	33,232	10,780	36,911	12,233	34.27%	9,421	3,158
Dundas	24,385	9,080	24,702	9,365	24,907	9,912	2.14%	522	832
Flamborough	37,795	12,645	39,220	13,070	40,092	13,925	6.08%	2,297	1,280
Glanbrook	12,145	4,360	15,293	5,680	22,438	8,215	84.75%	10,293	3,855
Hamilton	331,120	133,350	329,820	133,780	330,481	136,151	-0.19%	-639	2,801
Lower Hamilton	187,730	81,340	182,365	79,936	179,438	80,461	-4.42%	-8,292	-879
Upper Hamilton	143,390	52,010	147,455	53,842	151,043	55,690	5.34%	7,653	3,680
Stoney Creek	57,330	19,710	62,292	21,780	65,120	23,370	13.59%	7,793	3,670
Total	490,265	188,165	504,559	194,455	519,949	203,806	6.05%	29,684	15,641

Source: 2001, 2006 and 2011 Statistics Canada Census
City of Hamilton, Planning and Economic Development Department, Produced by GIS-Planning and Analysis, September 2012

Job Statistics for Hamilton:

<http://www.statcan.gc.ca/tables-tableaux/sum-som/l01/cst01/lfss04f-eng.htm>

Labour force characteristics, unadjusted, by census metropolitan area (3 month moving average)

(Toronto (Ont.), Hamilton (Ont.), St. Catharines-Niagara (Ont.))

	September 2015	September 2016	September 2015 to September 2016	September 2015 to September 2016
	thousands		change (thousands)	% change
Toronto (Ont.)				
Population	5,117.4	5,209.2	91.8	1.8
Labour force	3,505.4	3,502.7	-2.7	-0.1
Employment	3,243.3	3,236.1	-7.2	-0.2
Unemployment	262.2	266.6	4.4	1.7
Unemployment rate (%)	7.5	7.6	0.1	...
Participation rate (%)	68.5	67.2	-1.3	...
Employment rate (%)	63.4	62.1	-1.3	...
Hamilton (Ont.)				
Population	643.5	651.4	7.9	1.2
Labour force	417.8	411.2	-6.6	-1.6
Employment	393.9	381.7	-12.2	-3.1

Unemployment	23.9	29.5	5.6	23.4
Unemployment rate (%)	5.7	7.2	1.5	...
Participation rate (%)	64.9	63.1	-1.8	...
Employment rate (%)	61.2	58.6	-2.6	...