

METROLINX

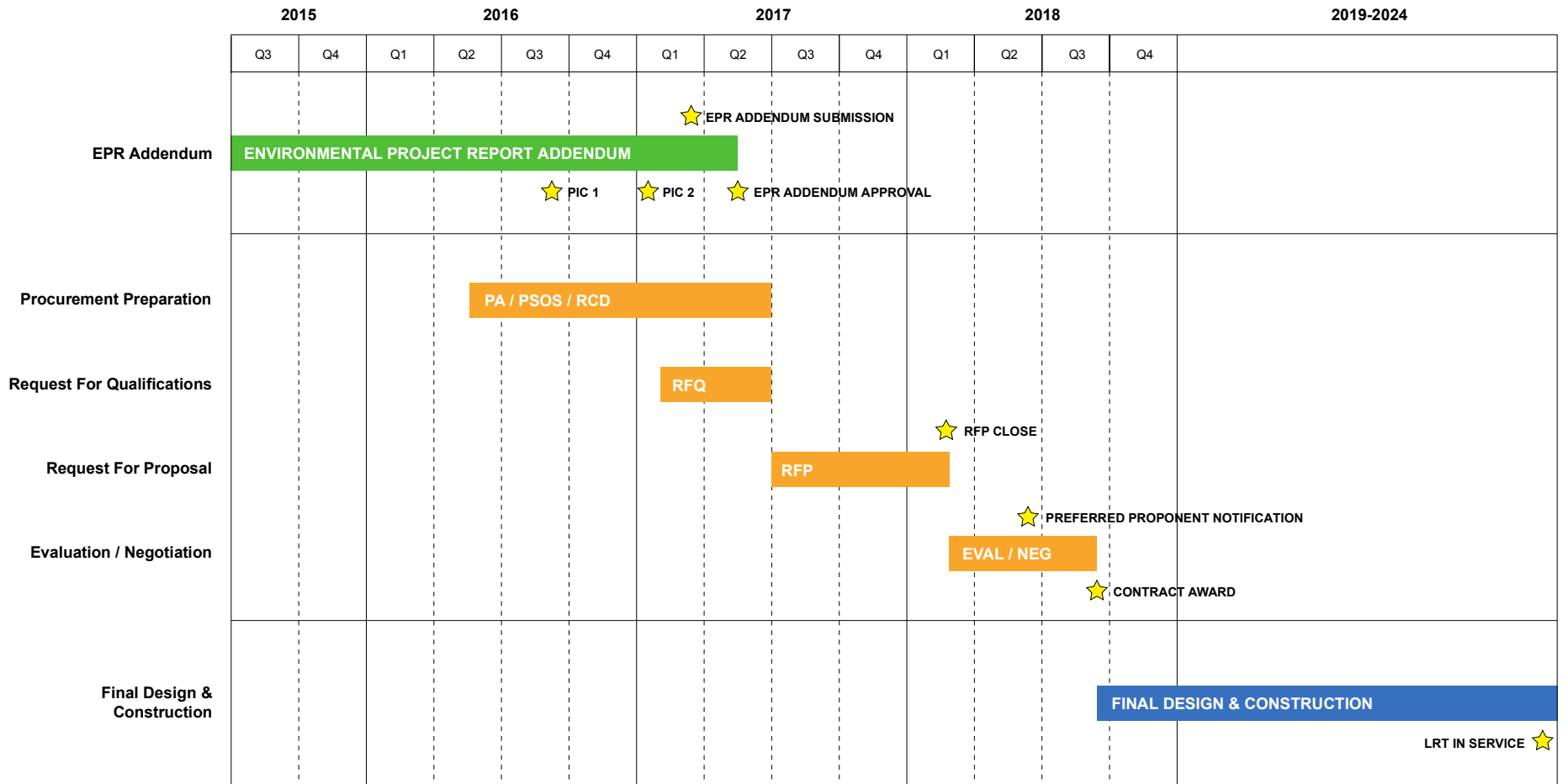
H A M I L T O N
LRT LIGHT RAIL
TRANSIT

**Environmental Project Report
Addendum**

B-Line



LRT Project Remains on Schedule



EPR = Environmental Project Report
 EVAL / NEG = Evaluation / Negotiation
 LRT = Light Rail Transit

PA = Project Agreement
 PIC = Public Information Centre
 PSOS = Project Specific Output Specifications

RCD = Reference Concept Design
 RFP = Request for Proposal
 RFQ = Request for Qualifications

Environmental Project Report Overview

- The Ministry of Environment already approved the B-Line Environmental Assessment (EA) in 2011.
- This Environmental Project Report (EPR) is an update to the original approved EA based on scope changes and the need for an operations, maintenance and storage site.
- An EPR is required to secure environmental approvals for the project conceptual design (approximately 5% design).
- Project design and requirements further developed through Reference Concept Design and project specifications in coming months.
- The successful proponent will be responsible for the final design following the procurement process.

Context / Timeline

- **2011** Environmental Project Report completed for LRT B-Line (McMaster University to Eastgate Square) and approved by the Ministry of the Environment in December.
- **2015** Provincial funding announcement for LRT in May. Project scope changed so an amendment to the original EPR was required.
- **2016-17** Formal public consultation for the EPR Addendum took place in September 2016 and January 2017. The Province de-scoped the A-Line spur in February 2017.

2011 Environmental Assessment

LRT Route from McMaster University to Eastgate Square

- Assess potential environmental impacts of Project.
- Identify mitigation measures.
- Develop a system to monitor mitigation progress.
- Included significant public consultation.



2017 Environmental Project Report Addendum

Route Map



Environmental Project Report Addendum

- City of Hamilton and Metrolinx are co-proponents of the EPR Addendum.
- Assessed changes to the original scope from 2011
 - Change of B-Line Alignment.
 - Addition of terminals at McMaster and Queenston Traffic Circle.
 - High-Order Pedestrian Connection from LRT to Hamilton GO Centre.
 - Operations, Maintenance and Storage Facility (OMSF).
 - Completion of Frid Street extension.

PUBLIC OPEN HOUSES

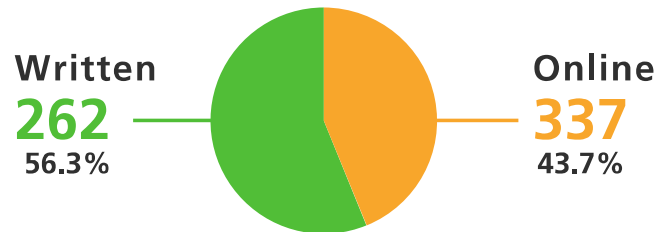
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PUBLIC INFORMATION CENTRES

The LRT team hosted 10 public open houses across the city during September 2016 and January 2017 to inform the community about the latest plans and gather feedback.

1280 **ATTENDEES**



599  **PUBLIC FEEDBACK
RESPONSES**



Public Consultation & Engagement

- Community Connector program – property outreach along the LRT corridor.
- Meetings held with over 75 stakeholder and community groups.
- Community events including Supercrawl, Concession Streetfest.
- Project websites including online comment form and social media engagement.
- Engaged with nearly 5,000 people from April 2016 to date.



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LRT Alignment

These images show typical cross-sections for the LRT in various locations along the corridor.

Typical centre stop platform



Side-running cross-section

King Street East International Village



Centre-running cross-section

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



Side-running cross-section

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

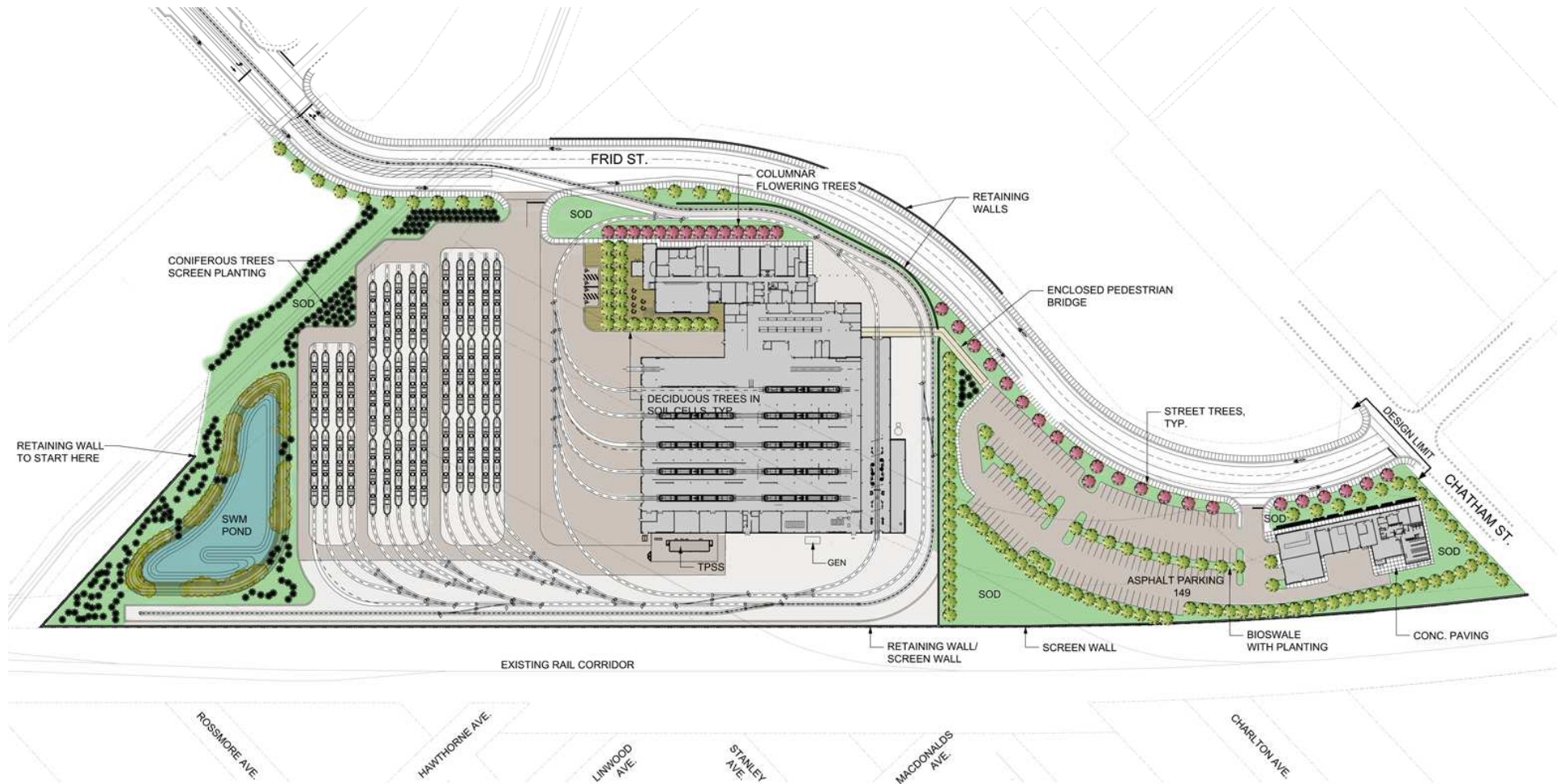


Centre-running cross-section

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



Operations, Maintenance & Storage Facility

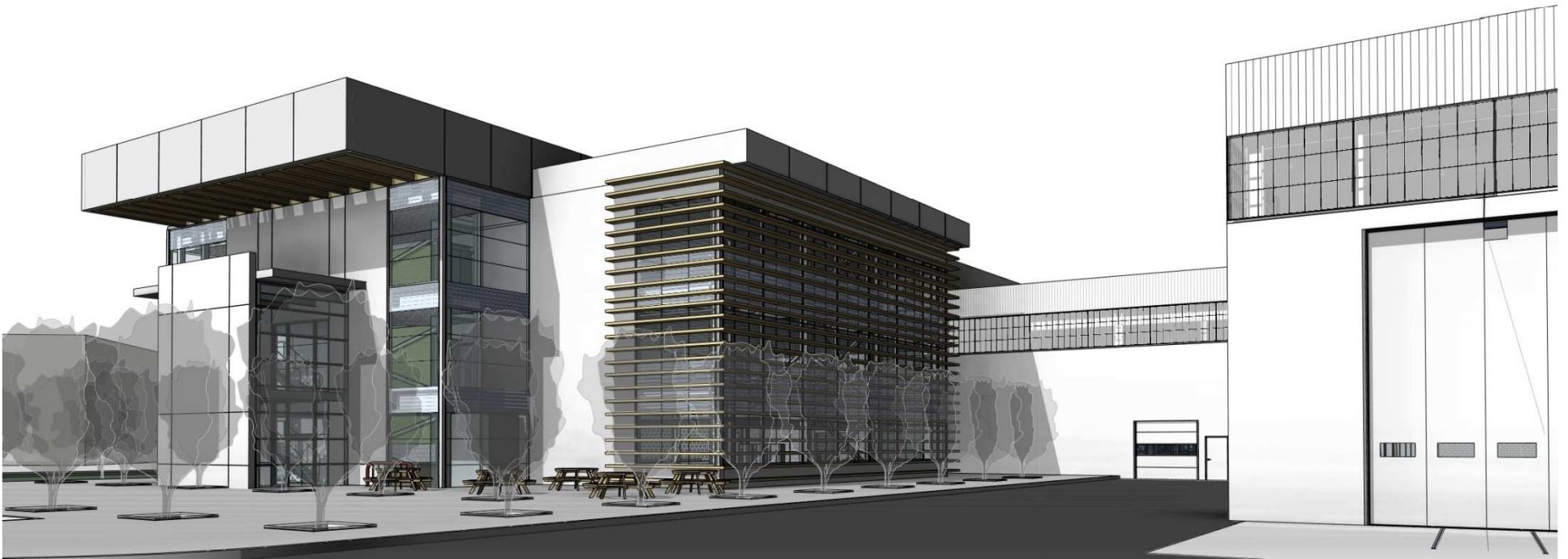


**Conceptual Rendering Only*

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Operations, Maintenance & Storage Facility



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Operations, Maintenance & Storage Facility



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CP Rail Crossing

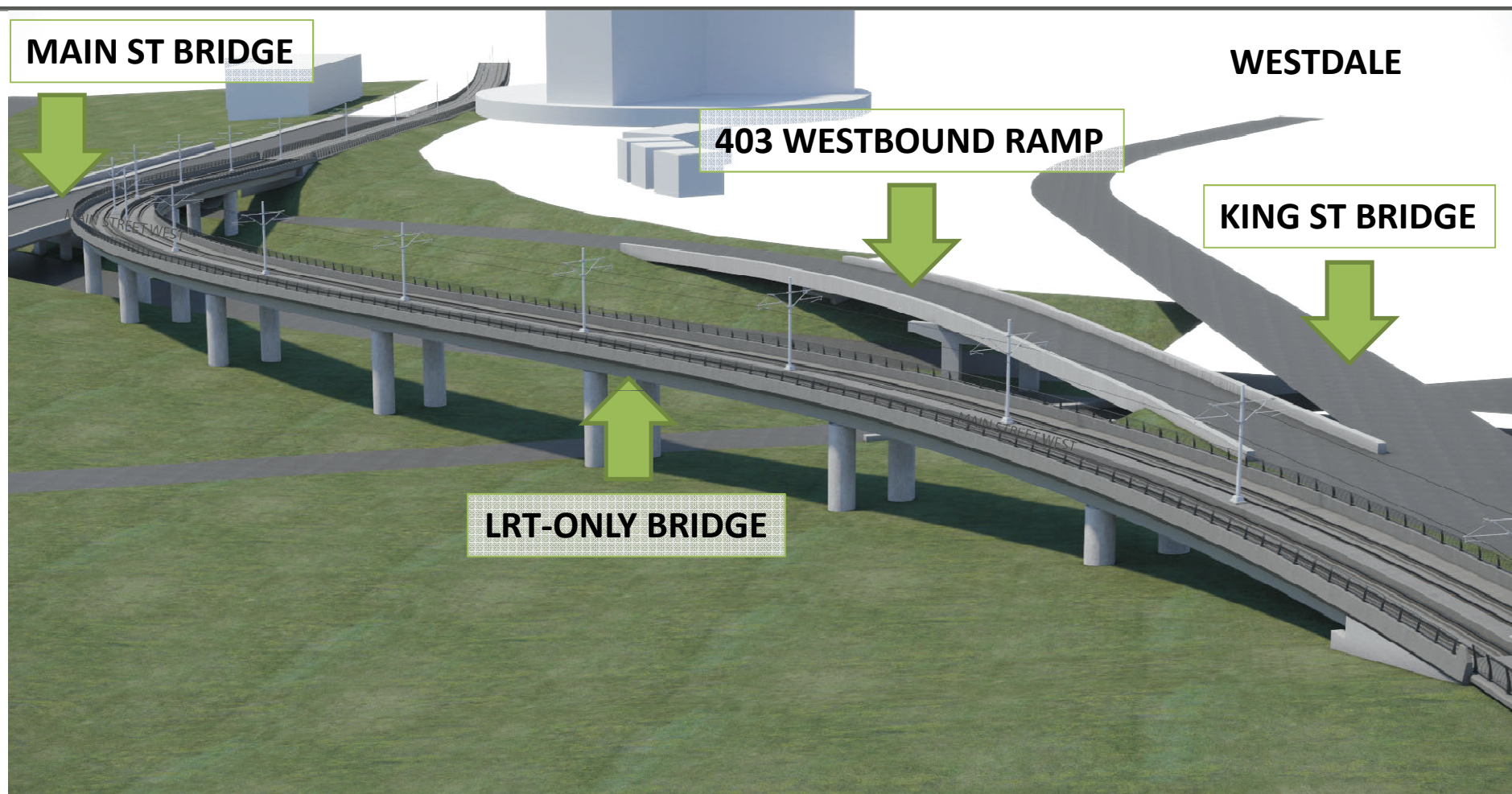


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LRT-Only Bridge Over Hwy 403

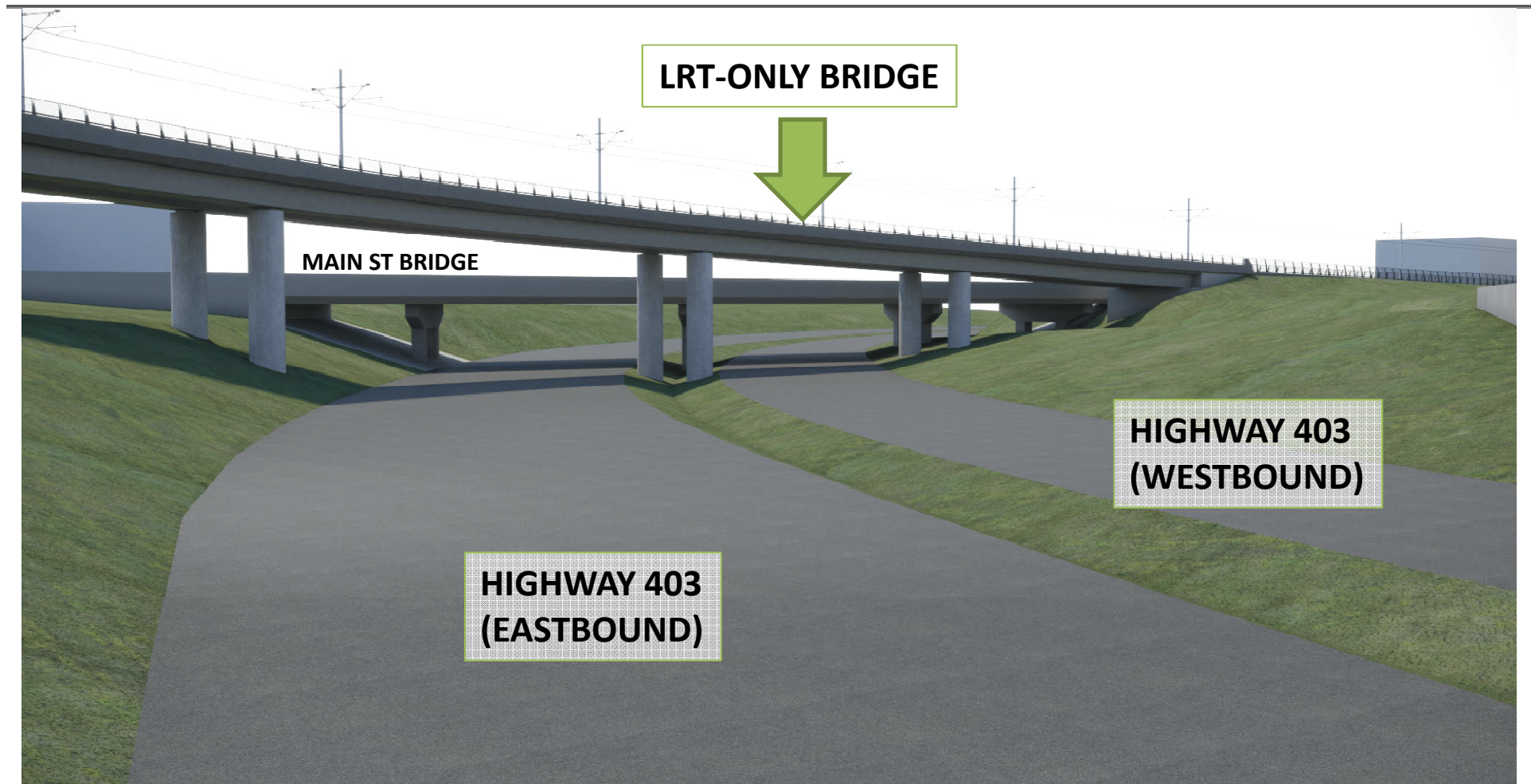


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LRT-Only Bridge Over Hwy 403



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Pedestrian Connection

Hughson Street (James Street Stop to Hamilton GO Centre)



High quality civic corridor,
prioritizing pedestrians and
supporting safe, convenient
and comfortable connections.

**Conceptual Rendering Only*

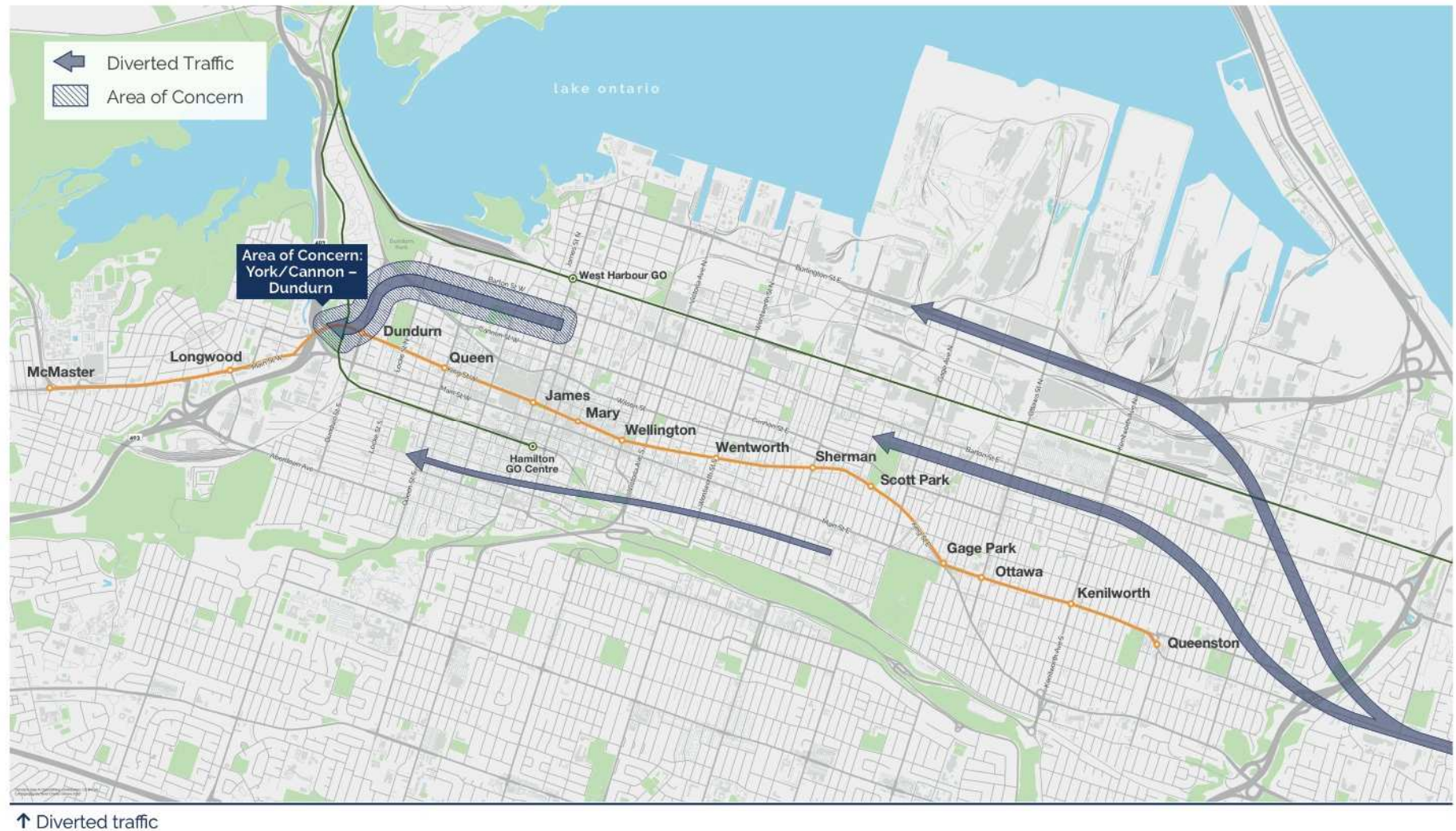
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Traffic Circulation

- King Street will be converted to a two-way road for most of the length of the LRT route.
- Left turns will be prohibited at many side streets.
- U-turn movements will be permitted at main intersections.
- Traffic model indicated the network can accommodate traffic.
- Identified an area of concern in West Hamilton.
 - Continuing to develop mitigation plans for York Blvd and Dundurn Street, including cycling alternatives.

Where Will Traffic Go?



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Environmental Studies

- Environmental Studies completed in 2011 were updated to reflect the new design changes:
 - Stage 1 Archaeological Assessment & Cultural Heritage Resource Assessment
 - Noise & Vibration Study
 - Air Quality Study
 - Natural Environmental Studies (aquatic ecosystems, vegetation and wildlife)

Cultural Heritage Study

- All known directly and indirectly (partially) impacted properties were screened to determine potential for heritage significance with the following criteria:
 - Properties older than 40 years.
 - Physical and contextual attributes of the asset.
 - Ministry screening process questions plus additional.
 - Designations by other organizations.
- 53 Cultural Heritage Evaluations were conducted for all directly impacted properties. Of those, approximately 6 Heritage Impact Assessments will be undertaken.
- Approximately 25 Cultural Heritage Evaluations to be conducted at detailed design for indirect/partial properties.

Wellington Stop



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Looking Eastbound Towards Kenilworth Stop



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Wellington Stop



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James Stop (Gore Park)



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Aerial View of James Stop (Gore Park)



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