



CITIZEN COMMITTEE REPORT

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| To: | Audit, Finance and Administration Committee |
| From: | Women and Gender Equity Advisory Committee _____ Deanna Allain, Chair |
| Date: | October 27, 2022 |
| Re: | Inclusionary Zoning Along the LRT Corridor |

Recommendation

The Women and Gender Equity Advisory Committee recommends the following:

- a) That the City of Hamilton apply inclusionary zoning along the future Light Rail Transit (LRT) corridor as a measure to address housing accessibility and affordability;
- b) That the City of Hamilton create a housing action coalition, including but not limited to developers, community organizations, neighbourhood groups, environmentalists, low-income housing activists, and local businesses, for the negotiation between stakeholders for the development of the tenets of the inclusionary zoning by-laws in the LRT corridor;
- c) That inclusionary zoning includes rental and for-sale units targeted to households in low to middle income; and
- d) That inclusionary zoning includes rental and for-sale units targeted to households who require accessible units.

Background

The implementation of new transit infrastructure provides an opportunity for development along the transit corridor. Examples of such projects include the cities of San Francisco and San Diego for the Bay Area Rapid Transit (BART) system and Washington D.C. for the Columbia Heights Metro station (Pfeiffer, 2007; Howell, 2020). These examples provided the following recommendations for the development of inclusionary zoning tenets, particularly around new transit developments: a) the implementation of a housing coalition;

b) a forum for negotiation; and c) incremental enactments, first in the development area then to the city at large (Pfeiffer, 2007).

Inclusionary zoning is defined as an ordinance that allow for an increase of low-cost housing stock through private market development so that “new projects, over a threshold size, rent or sell a portion of their units at reduced rates” (Pfeiffer, 2007).

Municipal governments have the power to mitigate housing inequalities through inclusive urbanization (Tonkiss, 2020). The development of the LRT corridor provides an opportunity for the redistribution of equitable housing.

Women and non-binary folks experience housing unaffordability, inadequacy, and unsuitability issues, as well as discrimination by property owners and managers (Schwan et al., 2021). Nearly 80% of women and non-binary folks who experience homelessness have a self-disclosed disability (Schwan et al., 2021).

Analysis/Rationale

There are presently not enough affordable housing units in the City of Hamilton, with a waitlist for affordable housing exceeding 6,000 applications. Cis and trans women and non-binary folks, especially when combined with the intersectionality of race, sexuality, and lower socio-economic status, are disproportionately affected by precarious housing conditions. Additionally, women and non-binary folks who are Black, Indigenous, racialized, and newcomers were significantly financially impacted by job loss and unemployment due to the COVID-19 pandemic and ongoing systemic barriers. Recognizing the impact that a housing affordability crisis has on women, trans and gender non-conforming people in the City of Hamilton, action is necessary by Council to ensure truly affordable shelter is available throughout Hamilton, especially along the LRT corridor.

References

Howell, K. L. (2020). Winning in a “lose-lose” environment of economic development: housing, community empowerment, and neighborhood redevelopment in the Columbia heights neighborhood of Washington D.C. *Housing and Society*, 47(1), 22-21.

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Pfeiffer, D. (2007). Passing a mandatory inclusionary housing ordinance: Lessons from San Francisco and San Diego. *Berkeley Planning Journal*, 20.

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Schwan, K., Vaccaro, M.-E., Reid, L., Ali, N., Baig, K. (2021). The Pan-Canadian women’s housing & homelessness survey. *Canadian Observatory on Homelessness*.

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Tonkiss, F. (2020). City government and urban inequalities. *City*, 24(1), 286-301.

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