

Dimensions	Indicators	Metric Units	Service Area	Definition (key assumptions or limitations)	Impacts on City revenue or budget	Anticipated LRT Impact	Baseline Year	Reporting Frequency	Tracking Area	Other Change Factors
ECONOMIC	Employment	# of jobs i.e. # people working	Heritage and Urban Design	The City's employment survey data for the lands along the corridor will be utilized to track the number of people working in the area. Job data will also be available through Census records.	It is anticipated that unemployment rates and labour market will have fluctuations over time.	We expect that the LRT initiative during its different phases of development and implementation may have impacts on small businesses and general employment.	2011	Bi-annually	LRT Area	This indicator could change over time due to other reasons relating to economy, labor market, work from home, etc.
ECONOMIC	Land Use Mix	% of primary City land use within the influence zones, compared to the rest of the city	Heritage and Urban Design	Land use categories are based on the City's Land Use Codes & MPAC property codes correlation tables. Extensive work has been completed on the assessment and determination of primary & secondary land uses on a given property.	Staff anticipate that changes in land use mix can have implications on City revenue.	The LRT initiative is expected to have significant impact on changes in land use mix over time.	2011	Annually	For every Influence Tracking Area	Additional development applications and building permits are expected as a results of LRT project initiative.
ECONOMIC	Land Use Scale	Average building height (m)	Heritage and Urban Design	Using building permit applications, staff can generate information relating to building height by first establishing the current existing conditions in terms of average building heights along the corridor, then going forward, re-calculating and monitoring new high rise construction projects by building permits data.	Staff anticipate that changes in land use scale can have implications on City revenue.	LRT will have a significant impact (indirectly) on high density development along the corridor.	2011	Annually	For every Influence Tracking Area	Additional development applications and building permits are an expected result of LRT initiative.
ECONOMIC	Active residential with vacant store frontage	Area of vacant store for an active residential building (hectares)	Heritage and Urban Design	Staff can use information relating to ground floor (street level) vacancies (for commercial properties only) to determine areas of vacant store for an active residential building.	Changes in area of vacant stores for active residential buildings can have implications on City revenue.	It is expected that LRT may have impacts on vacant stores particularly during the construction phase.	2016	Annually	For every Influence Tracking Area	Currently, we don't anticipate other factors leading to this change.
ECONOMIC	Vacant Land	Area of land assessed as vacant land (hectares)	Heritage and Urban Design	Staff gather information using the Vacant Land Inventory.	Changes in area of vacant lands can have implications on City revenue.	It is expected that LRT may have impacts on vacant lands during the construction phase.	2016	Annually	For every Influence Tracking Area	Currently, we don't anticipate other factors leading to this change.

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ECONOMIC	Grocery Stores	# of grocery stores	Heritage and Urban Design	Staff currently track for the number of active grocery stores across the city.	Changes in number of active grocery stores do not have implications on City revenue.	Staff anticipate minimal impacts on change to the number of active grocery stores during the LRT development and implementation phase.	2011	Annually	For every Influence Tracking Area	The City actively monitors for environments which would be suitable and help grocery stores to thrive.
ECONOMIC	Building Construction Activity	Number and type of issued building permits, including total construction value (\$millions).	Building	Staff use building permit data to identify type and scope of work occurring along the corridor. Building permits include new construction renovation/addition and demolition.	Staff anticipate short- and long-term effects to building permit volumes during the duration of LRT construction.	It is anticipated that building permit volumes would fluctuate throughout the development of the LRT.	2023	Annually	LRT Area	Changes in this indicator may also be driven by economic factors.
ECONOMIC	Municipal Tax Levy	Dollar value for tax levied (millions)	Revenue Services	Revenue that is collected from property taxes to support/fund City Services and provincially shard programs; does not include education taxes.	Higher municipal taxes levied could be an indication higher budget increase, growth, etc.	Tax and assessment on properties lying within proximity of the corridor could see financial impacts, possibly due to new development; however, it will take some effort to identify (if possible, at all) the exact factors leading to the increase, as it may be attributed to other factors.	2022	Annually	LRT Area	Other factors leading to change in this indicator include planning policies such as MTSA, or Zoning and budget increase, reassessment, development/demos for other reasons.
ECONOMIC	Property Assessed Value	Assessed value of properties (\$ billions) or % for the whole City	Revenue Services	Staff works through the MPAC assessment property data and GIS can generate a list of roll numbers within the desired boundary.	Typically, the higher the Current Value Assessment (CVA), the higher the municipal tax levy, especially if CVA is in the non-residential property class. CVA is the market value determined by Municipal Property Assessment Corporation (MPAC) as of, valuation date January 1, 2016, for all properties in Ontario for the purpose property taxes.	It is anticipated that the LRT initiative could have a significant impact on this indicator, as it relates to new developments; however, it will take some effort to identify (if possible, at all) the exact factors leading to the increase, as it may be attributed to other factors.	2022	Annually	For every Influence Tracking Area	Other factors leading to change in this indicator include Real Estate Market, Economy reassessment, development/demos for other reasons
ECONOMIC	Business Support	# of inquiries or advisory services requested by business owners	Commercial Districts and Small Business	The number of business support inquiries are monitored and tracked through the Hamilton Business Centre (Walk-ins, client calls, emails and consultation sessions).	This indicator does not have implications to the city's revenue.	It is anticipated that with LRT initiative, greater outreach and engagement may be required; due to business impacts and those businesses seeking financial grants to support their operation.	2025	Semi-annually	for every Influence Tracking Area	Small businesses can experience daily impacts due to changes in Federal Policy, leadership/ elections, macro economy challenges and the fluctuation in dollar value.

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ECONOMIC	Grant Applications	# of businesses that benefited from City funded frontage improvements	Commercial Districts and Small Business	The City tracks the number of grant applications under Commercial Districts and Small Business i.e. Starter Company Plus and Summer Company initiatives, received from business owners.	Tax grants approvals are expected to have an impact on City revenue	LRT initiative is expected to have an impact on the number of applications received by the City.	2025	Annually	For every Influence Tracking Area	Other factors such as economy, availability of trades and interest rates can lead to changes in this indicator.
ENVIRONMENTAL	Cycling infrastructure and multi-use paths (MUPs)	Length of cycling infrastructure and multi-use paths (km)	Transportation Planning Services	Staff account for the inventory of all “centerline kilometers” of cycling and Multi-Use Path (MUP) facilities (not including sidewalks) and identifies those to be built within the LRT corridor.	Changes to the City revenue are not expected due to this indicator.	Impacts to boulevard landscape and urban design are anticipated throughout the construction phases of the projects, depending on Active Transportation scope.	2016	Annually	LRT Area	Updating, upgrading, and building new trails & cycling networks will be ongoing as part of the City's business as usual.
ENVIRONMENTAL	Publicly owned Parklands	Area of public Parklands (hectares or m2)	Landscape and Architectural Services	Staff currently account for all parklands publicly owned by all levels, municipal, provincial or federal and those by public utilities, school boards and conservation authorities.	Changes to City revenue relating to this indicator are not anticipated.	It is expected that LRT may have impacts on publicly owned parklands during the LRT implementation phase.	2021	Annually	For every Influence Tracking Area	Other factors – such as City policies, joint activities with school boards, conservation authorities and other layers of government - can lead to changes in publicly owned parklands.
ENVIRONMENTAL	Publicly accessible privately owned greenspaces	Area of public greenspaces (m2)	Heritage and Urban Design	Staff use development applications and the City's GIS tools to keep track and account for.	Changes to City revenue relating to this indicator are not anticipated.	Changes in boulevard landscape and urban design are anticipated during the design and implementation of the LRT initiative.	2016	Annually	For every Influence Tracking Area	The City's regular business as usual could influence how such greenspaces change over time.
ENVIRONMENTAL	Trees (Publicly owned only)	# of public trees only	Forestry and Horticulture	Staff account for public trees only; privately owned trees (i.e., school property, residential property, etc.) are not accounted for.	Publicly owned tree removals are permitted through an application process, with fees associated with that removal, as a source of compensation to the City.	It is anticipated that there will be a significant loss of trees related to construction impacts, and a lower level of replacement trees due to corridor constraints.	2023	Annually	For every Influence Tracking Area	Other causes such as natural disasters or significant threat to urban trees like a new invasive species can also be contributing factors to changes in this indicator.

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ENVIRONMENTAL	Trees (Canopy area for private and public trees)	# total canopy of trees (privately and publicly owned)	Forestry and Horticulture	Staff account for all tree canopy, both privately and publicly owned.	Publicly owned tree removals are permitted through an application process, with fees associated with that removal, as a source of compensation to the City.	It is anticipated that there will be loss of trees related to construction impacts, and a lower level of replacement trees due to corridor constraints.	2023	Annually	For every Influence Tracking Area	Other causes such as natural disasters or significant threat to urban trees like a new invasive species can also be contributing factors to changes in this indicator.
SOCIAL	Population	% of the City's residents living in the tracking area	Heritage and Urban Design	The 2021 Census (or more recent) or City Data will be used.	No change to population is anticipated at this time further than those captured in the City's Planning studies such as MTSA.	At this point in time, it is not anticipated that the LRT initiative would have an impact, during its different phases of development and implementation, other than those accounted for as part of the City's MTSA Planning study.	2011	Annually	LRT Area	This indicator could change over time due to other reasons such as those relating to economy, labor market, work from home, etc.
SOCIAL	Demographic Shifts (Youth)	# or % of youth living in the tracking area	Heritage and Urban Design	The 2021 Census (or more recent) or City Data will be used.	Some change to demographic shifts for youth is anticipated. The LRT has the potential to attract “young professionals”. For this indicator, comparison to City-wide shifts can provide useful information.	Age Demographic shifts are influenced by a complex array of factors; LRT may potentially attract more youth to the lands adjacent to the corridor.	2021	Every 5 years	LRT Area	This indicator could change over time due to other reasons such as those relating to migration, Immigration, and affordability.
SOCIAL	Demographic Shifts (Seniors)	# or % of Seniors living in the tracking area	Heritage and Urban Design	The 2021 Census (or more recent) or City Data will be used.	Some change to demographic shifts for seniors is anticipated. The LRT has the potential to attract seniors who downsize. For this indicator, comparison to City-wide shifts can provide useful information.	Age Demographic shifts are influenced by a complex array of factors; LRT may potentially attract more seniors to the lands adjacent to the corridor.	2021	Annually	LRT Area	This indicator could change over time due to other reasons such as those relating to migration, immigration, and affordability.
SOCIAL	Demographic Shifts (Households with children)	# of households with children living in the tracking area	Heritage and Urban Design	The 2021 Census (or more recent) or City Data will be used.	No change to demographic shifts of families with children is anticipated at this time further than those captured in the City's Planning studies such as MTSA.	Demographic shifts are influenced by a complex array of factors; LRT may potentially attract more families with children to the lands adjacent to the corridor.	2021	Annually	LRT Area	This indicator could change over time due to other reasons such as those relating to economy, affordability, and public safety
SOCIAL	Transit Mode Share (Mobility)	% of mode of travel using transit	Transportation Planning and Parking	Mode share query is based on assumption of all trip purposes over a 24-hour period for traffic zones within the influence tracking areas.	In general staff don't anticipate changes to City revenue due to changes in transit mode share from a mobility perspective.	Impacts on trip patterns and mode share are anticipated throughout the construction phases of the project. Disruptions in route patterns may have positive or negative impacts on mode choices.	2022	Every 5 years	For every Influence Tracking Area	Events such as pandemics or major infrastructure failures or initiatives could impact mode choice or amplify impacts.

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SOCIAL	Active Transportation (Mobility)	% of mode of travel share which was pedestrian and cyclist	Transportation Planning and Parking	Mode share query is based on assumption of all trip purposes over a 24-hour period for traffic zones within the MTSA boundaries.	In general staff don't anticipate changes to City revenue due to changes in share of active transportation from a mobility perspective.	Impacts on active transportation are anticipated throughout the construction phases of the project. Disruptions in route pattern may have positive or negative impacts.	2022	Every 5 years	For every Influence Tracking Area	Events such as pandemics or major infrastructure failures or initiatives could impact mode choice or amplify impacts.
SOCIAL	Share of travel using Micromobility i.e. Bike Share Program, e-scooters (Mobility)	Micromobility trips and kilometers travelled as a whole (not separated by bike share and e-scooter)	Transportation Planning Services	Staff will track the number of trips, number of users and the kilometers travelled as a whole (not separated by Bike Share and e-scooter)	In general staff don't anticipate changes to City revenue due to changes in micromobility share of travel.	Impacts on share of travel using bike share and e-scooters are anticipated throughout the construction phases of the project. Disruptions in this usage may have positive or negative impacts.	2022	Annually	For every Influence Tracking Area	In general, growth in the service area or improvements to service could impact the use of micromobility alternatives.
SOCIAL	Access to employment (all jobs) by transit (referenced in CityLAB Dec 2023 Report)	# of jobs within 45min by transit	Transit Strategic Planning	This indicator will count the total number of job opportunities reachable by transit in a given travel time. Measurement is based on AM peak service but can be completed for any desired time. Metric is expressed as # of jobs; comparisons between subareas can be made as well as trends over time.	Increasing access by transit, especially relative to driving, can grow transit ridership. More ridership means more revenue through fares.	It is anticipated that there may be local disruption i.e., small commercial stores, reduced access to food or shopping during the construction phase. Transit travel times will vary based on construction and rerouting.	2024	Annually	LRT Area	General growth of City, with density targeting the LRT line can lead to more opportunities that will be located along key network line.
SOCIAL	Access to populations (all social groups and communities) by transit (referenced in CityLAB Dec 2023 Report)	# of people within 45min by transit	Transit Strategic Planning	This indicator will count the total number of people reachable by transit in a given travel time. Measurement is based on AM peak service but can be completed for any desired time. Metric is expressed as # of people; comparisons between subareas can be made as well as trends over time.	Increasing access by transit, especially relative to driving, can grow transit ridership. More ridership means more revenue through fares.	It is anticipated that there may be local disruption i.e., small commercial stores, reduced access to food or shopping. Transit travel times will vary based on construction and rerouting.	2024	Annually	LRT Area	General growth of City, with density targeting the LRT line can lead to more opportunities that will be located along key network line.

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SOCIAL	Door to Door service for Accessible Transit Services (ATS) customers (referenced in CityLAB Dec 2023 Report)	# Late trips	Accessible Transportation Services	Late trips can impact cost per trip due to decreased vehicle productivity. Staff will draw on two definitions: (1) ATS performance reports count trips that are more than 30min past the negotiated pick-up time as late, (2) complaints about trips more than 15 min past the negotiated pick-up time, counted internally. Staff will determine which unit will be more appropriate during the monitoring phase.	Late trips will impact budgeted cost per trip because of impact to vehicle productivity.	It is anticipated that there may be impacts to boarding and alighting for ATS customers; vehicle operators do not cross streets or intersections with clients as many are not able to do so quickly enough in a safe manner, and vehicles must always be kept in sight of the operator due to other vulnerable passengers on board.	2023	Annually	LRT Area	Other City initiatives such as transition to 2-way traffic on Main St. or other occasional roadwork or events (e.g., Supercrawl, Santa Claus Parade) can impact this indicator.
SOCIAL	Outdoor Patios (seasonal/temporary)	# of Temporary Outdoor municipal property Patio Permits issued per season (April to Oct)	Economic Development	Staff account for the number of Temporary Outdoor municipal property Patio Permits issued per season (April to Oct).	It is anticipated that there will be impacts to the City review associated with this indicator	During the LRT construction phase, this may impede small businesses' participation in the Temporary Outdoor Patio Program (if they are along or adjacent to the LRT construction corridor). Values recorded within the LRT boundaries can also be compared to city-wide trends.	2024	Annually	For every Influence Tracking Area	The global economic conditions in general can also have implications on this indicator.
SOCIAL	Affordability of Home Ownership (referenced in CityLAB Dec 2023 Report)	Average sale price of single detached dwelling OR condo DIVIDED BY the median annual household income	Housing Secretariat	The average purchase price of a home or condo is a reliable indicator to measure change in housing affordability over time.	MPAC and property tax revenues are expected to change due to impacts to this indicator.	It is expected that the LRT initiative may lead to an increase in home prices in proximity of the corridor. Values recorded within the LRT corridor can also be compared to city-wide averages and trends.	2024	Every 5 years	LRT Area	This indicator can also be impacted by mortgage rates.
SOCIAL	Affordability of Rental Accommodation (referenced in CityLAB Dec 2023 Report)	% of renters spending less than 30 per cent of their household income on shelter-related costs	Housing Secretariat	The measure by StatsCan is a reliable measure of housing affordability for renters and a means of getting a sense on triggers for gentrification.	Staff do not anticipate any impacts to City revenue associated with changes in this indicator.	It is anticipated that the LRT initiative may have implications on rents. Values recorded within the LRT corridor can also be compared to city-wide averages.	2024	Every 5 years	For every Influence Tracking Area	This indicator can also be impacted by inflationary pressures across the City.

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SOCIAL	Supply of Community Housing (referenced in CityLAB Dec 2023 Report)	# of Community Housing Units	Housing Services	Staff account of legacy social housing units, rent supplemented units, and new supportive housing units that have been built by non-profits who hold agreements with the City of Hamilton).	Staff anticipate impacts to City budgets and rent-geared-to-income unit targets associated with changes in this indicator.	It is anticipated that affordable housing units are demolished/sold and rebuilt along the corridor.	2023	Annually	LRT Area	Other factors such as natural redevelopment initiatives can lead to changes in this indicator.
SOCIAL	Traffic Collisions (all types)	# of total collisions	Transportation Operations	Staff will track collision patterns and trends.	No impacts are expected to City revenue or budget due to changes in this indicator.	It is anticipated that collisions would increase due to different elements of LRT initiative such as factors relating to construction and re-configuration of road, leading to new potential safety concerns. Collision occurrences may offset onto additional roadways surrounding the proposed project corridor. Values recorded within the LRT corridor can also be compared to city-wide trends.	2023	Annually	LRT Area	Other known factors causing collisions such as human factors and environmental factors will continue to lead to changes in this indicator.
SOCIAL	Traffic Collisions (Ped and Cyclist Related Collisions)	# of collisions involving pedestrians or cyclists.	Transportation Operations	Staff will track collision patterns and trends, specifically accounting for data regarding vulnerable roadway users i.e. pedestrians, cyclists, high collision locations/intersections. The data will be pulled from the annual collision report, through the Vision Zero initiative)	No impacts are expected to City revenue due to changes in this indicator.	It is anticipated that collisions would increase due to different elements of LRT initiative such as factors relating to construction, re-configuration of road, leading to new potential safety concerns. Collision occurrences may offset onto additional roadways surrounding the proposed project corridor. Values recorded within the LRT corridor can also be compared to city-wide trends.	2023	Annually	For every Influence Tracking Area	Other known factors causing collisions such as human factors and environmental factors will continue to lead to changes in this indicator.
SOCIAL	Calls for Police Service (Perception of Safety)	# or % of Call for Services (CFS) for different incidents i.e. crimes against persons, property related and social disorder)	Hamilton Police Service	Hamilton Police Service (HPS) can generate a quantitative value for the number of calls.	It is anticipated that changes in this indicator could have implications in City revenue i.e. higher perception of safety, more business, higher revenue.	Drawing on criminology concepts, there may be implications on place-based crime with positive or negative impacts, depending on if there are any infrastructure and service displacement that attracts and/or detracts concentration of crime and/or social disorder.	2023	Annually	For every Influence Tracking Area	HPS has mechanisms in place to explain the context of the change but Calls for Service (CFS) can be sensitive to change depending on a variety of variables. For example, COVID had a huge impact to calls for service and crime patterns.

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SOCIAL	Crime Severity (Overall)	Weighted crime harm index for the seriousness of the crime offense (overall)	Hamilton Police Service	Hamilton Police Service (HPS) can generate weighted score of the seriousness of interactions. A higher score means a worsened overall condition.	It is anticipated that changes in this indicator could have implications in City revenue i.e. higher perception of safety, more business, higher revenue.	Drawing on criminology concept, there may be implications on place-based crime, positive or negative impacts, depending on if there are any infrastructure and service displacement that attracts and/or detracts concentration of crime and/or social disorder.	2023	Annually	Influence Tracking Area-Ward	HPS has mechanisms in place to explain the context of change in crime severity and this can be sensitive to a variety of other factors. For example, COVID had a huge impact to calls for service and crime patterns.
SOCIAL	Crime Severity (Violence)	Weighted crime harm index for the seriousness of the crime offense (crimes against persons)	Hamilton Police Service	Hamilton Police Service (HPS) can generate weighted score of the seriousness of interactions. A higher score means a worsened condition relating to crimes against persons.	It is anticipated that changes in this indicator could have implications in City revenue i.e. higher perception of safety, more business, higher revenue.	Drawing on criminology concept, there may be implications on place-based crime, positive or negative impacts, depending on if there are any infrastructure and service displacement that attracts and/or detracts concentration of crime and/or social disorder.	2023	Annually	For every Influence Tracking Area	HPS has mechanisms in place to explain the context of change in crime severity and this can be sensitive to a variety of other factors. For example, COVID had a huge impact to calls for service and crime patterns.
SOCIAL	Crime Severity (Property related)	Weighted crime harm index for the seriousness of the crime offense (involving properties)	Hamilton Police Service	Hamilton Police Service (HPS) can generate weighted score of the seriousness of interactions. A higher score means worsened conditions involving properties.	It is anticipated that changes in this indicator could have implications in City revenue i.e. higher perception of safety, more business, higher revenue.	Drawing on criminology concept, there may be implications on place-based crime, positive or negative impacts, depending on if there are any infrastructure and service displacement that attracts and/or detracts concentration of crime and/or social disorder.	2023	Annually	For every Influence Tracking Area	HPS has mechanisms in place to explain the context of change in crime severity and this can be sensitive to a variety of other factors. For example, COVID had a huge impact to calls for service and crime patterns.
CULTURE*	Public Art	# of public art pieces	Tourism and Culture	Staff propose using the number of public art pieces within the selected boundaries. the baseline will consist of a survey of the number of public art pieces already existing.	Staff anticipate no immediate or eventual change to City revenue due to this indicator.	LRT construction, operation and maintenance will affect placemaking events and public art installations; they will need to be coordinated with LRT construction. The installation of permanent public art pieces along the LRT corridor will require permits from Metrolinx.	2022	Annually	For every Influence Tracking Area	Staff will closely work with the LRT Project Office to maximize opportunities for public art placement.

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CULTURE*	Heritage Resources	# of heritage properties, including Inventoried, Listed (Registered) and Designated properties	Heritage and Urban Design	Staff will work with the existing heritage property GIS information to track for the number of heritage properties.	No impacts are expected to City revenue due to changes in this indicator.	It is anticipated that the LRT initiative will have impacts on the number of heritage properties.	2019	Annually	For every Influence Tracking Area	Factors such as speculative development in anticipation of the LRT can be other factors leading to changes in this indicator.

* Per Cultural Plan 2013, cultural vitality recognized as the fourth pillar of sustainability – equal to economic prosperity, social inclusion and environmental responsibility.