

LRT meeting notes, October 12 2016

Guests:

- Michael Hodge - Metrolinx
- Kelly Anderson, City of Hamilton
- Trevor Horzelenberg, Metrolinx
- Molly Hayes, Spectator
- Peter Olak, MetroLinx
- Dave Wilkinson, Architect

<p>Budget/Bid Process</p>	<p>Budget OMSF (Operations, Maintenance and Storage Facility) is part of the 1 billion budget</p> <p>Question: Is the Longwood Bridge (modification or replacement) part of the 1 billion budget</p> <p>Answer: Any bridge work (modification or replacement) needed to support the LRT/OMSF is included. Anything that does not directly support the LRT / OMSF plan will be the responsibility of the City and will fall to their discretion-City decides where the allocation of funds to occur</p> <ul style="list-style-type: none">✓ Bike lanes are not a requirement for the LRT/OMSF plan and may or may not fall under the 1 billion budget✓ City is looking at road width, pedestrian and bike lanes as part of the EA being done✓ An EA was done earlier included above items, was not filed so not guaranteed at this time there for guidance only <p>Frid street extension has a completed and filed EA. Bike lanes recommended and will be part of the plan</p> <p>Bid Process MLinx will develop the specs and rough drawings of the site Will then be sent to tender (3 quotes) Bidders will propose approaches, alignments, creative solutions, design and innovation to address the specs Some areas, will be more prescriptive is required such as in the International Village Design needs to be balanced with cost</p>
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	<p>Once the contract is awarded it's firm. It will not be opened up for consideration again since this typically leads to increased costs</p> <p>Question: can a community member, such as representative from KNA, be a member of the procurement committee</p> <p>Answer: No but final awarded bid will be finalized by council so input forwarded to council can be addressed before bid awarded</p>
<p>Build considerations</p>	<p>Approx. 20 other sites were considered</p> <p>Very few close enough to the B line to be considered</p> <p>EA process to date supported the decision of this proposed OMSF site and very unlikely that something will come up at this time to change this decision</p> <p>Hamilton Area Conservation Authority managed lands will not be included in the plan</p> <p>Leeds silver requirements will be followed for build-confirmed no green roof</p> <p>Question: Given the vicinity to MIP and its innovation mandate can research/innovation space be worked into the plan?</p> <p>Answer: MLinX does not feel that this is feasible but can bring the idea to the table for discussion</p> <p>1/3 of the OMSF will be indoor space, 2/3 outdoor space (tracks)</p> <p>Aim is for 24 cars on opening day and for this number to double once OMSF at capacity (note: conceptual drawings show much larger track areas than what will be built)</p> <p>OMSF will support current A spur and B lines and any future extensions specific to A and B lines</p> <p>Future rapid system lines will not be supported by OMSF and will not necessarily be LRT</p>

	<p>OMSF is expected to be 3 stories (15-16 metres) an will include turntables, elevated catwalks and pits to service cars</p> <p>Question: can the building be next to residents vs. tracks to act as buffer?</p> <p>Answer: submit request through EA but it is expected that the tracks will be located between residents and building. Better set up for facility and more in keeping with MIP’s vision of the overall site</p> <p>EA for facility being conducted. Recommendations will incorporate current standards relevant to noise, vibration, lighting etc.</p> <ul style="list-style-type: none"> ✓ note lighting was described as directional and of reduced brightness (security lighting) but this will require more poles to be effective ✓ aim is for lighting to not cross property lines ✓ Sound barriers, berms will be considered and follow EA recommends ✓ Welded rails vs. bolted to reduce noise <p>Current buildings on the site are being assessed but it is not looking promising right now. Might need to come down to support new design needs. Contamination studies are included to determine what needs to be done to support needs of build and workers</p> <p>Each partner involved in the land purchase will have land purchase protocols to follow from a contamination perspective</p> <p>Question: Can building facade be saved?</p> <p>Answer: too early to say but if this is desired make this formal request now through EA process</p> <p>Question: Are they open to working with CLC during construction phase</p> <p>Answer: Yes</p>
Line/Yard operations	<p>LRT vehicles will move from the OMSF onto the line outside of peak hrs-aim to have them on the line 6:30-7:30am</p> <p>A small % of vehicles will return the OMSF during the day to prep for a return to the line during afternoon peak times</p>

	<p>First customer stop on the line will be at Main and Longwood-no stops along the line between the yard and this location</p> <p>Lanes will be mixed use and not result in any reduction in lane use for cars</p> <p>Noise-very quiet</p> <ul style="list-style-type: none"> ✓ No coupling noise since cars are set up and permanent for the most part ✓ No engine noise since electric ✓ Can be some noise when vehicles negotiate corners on the line itself ✓ Cars move at approx. 10km per/hr while in the yard ✓ Noise predominantly occurs inside facility
<p>Community input</p>	<p>Question: how can the community most effectively provide input?</p> <p>Answer: most effective through EA process which will conclude in February</p> <p>Phase 1: 8 public meetings held</p> <p>Phase 2: Another one scheduled for Jan which will address the community input received through Phase 1 unless more appropriate to address issue during the design phase</p> <p>Question: Can Kirkendall hold an additional meeting to address community questions and concerns?</p> <p>Answer: Yes. Idea was encouraged.</p> <p>Note: KNA will host meeting and partner with City to promote and deliver it. Proposed late Nov date so input can be incorporated into Phase 2 meeting</p> <p>Question: If there are issues after the project is done will MLinx be open to address them?</p> <p>Answer: The aim is to address issues before and during execution but in theory yes</p>