



**City of Hamilton**  
**PUBLIC WORKS COMMITTEE**

**Meeting #:** 18-001  
**Date:** January 15, 2018  
**Time:** 9:30 a.m.  
**Location:** Council Chambers, Hamilton City Hall  
71 Main Street West

Lauri Leduc, Legislative Coordinator (905) 546-2424 ext. 4102

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	<b>Pages</b>
<b>1. CEREMONIAL ACTIVITY</b>	
1.1 CUPE 1567 Video Presentation on Vital Services provided to the Citizens of Hamilton  <a href="https://www.youtube.com/watch?v=hpNOcOnmquk&amp;featureyoutu.be">https://www.youtube.com/watch?v=hpNOcOnmquk&amp;featureyoutu.be</a>	
<b>2. APPROVAL OF AGENDA</b>  (Added Items, if applicable, will be noted with *)	
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**12. GENERAL INFORMATION / OTHER BUSINESS**

12.1 Outstanding Business List

12.1.a Item requiring a revised due date:

Everyone Rides Pilot Project

Due date: December 4, 2017

New due date: February 5, 2018

12.1.b Items considered complete and to be removed:

Hamilton Harbour Remedial Action Plan Recommendation Findings (Item 5.3 of today's agenda)

Proactive Enforcement at Albion Falls (Item 8.1 of today's agenda)

Dundas Wastewater Treatment Plant and Cootes Paradise (Item 8.2 of today's agenda)

Lincoln Alexander Parkway and Red Hill Valley Parkway Transportation and Safety Update (Item 8.3 of today's agenda)

**13. PRIVATE AND CONFIDENTIAL**

**14. ADJOURNMENT**



## **PUBLIC WORKS COMMITTEE**

### **MINUTES 17-014**

**9:30 a.m.**

**Monday, December 4, 2017**

**Council Chambers**

**Hamilton City Hall**

**71 Main Street West**

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**Present:** Councillor A. VanderBeek (Chair)  
Councillor L. Ferguson (Vice Chair)  
Councillors S. Merulla, C. Collins, T. Whitehead and  
D. Conley

**Absent with Regrets:** Councillors T. Jackson and R. Pasuta - Personal

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### **THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:**

**1. Selection of Chair and Vice Chair for 2018 (Item A)**

**(Merulla/Whitehead)**

- (a) That Councillor L. Ferguson be appointed Chair of the Public Works Committee for 2018; and,
- (b) That Councillor T. Jackson be appointed Vice-Chair of the Public Works Committee for 2018.

**CARRIED**

**2. Intersection Control List (PW17001(i)) (Wards 2, 6, 7, 11 and 15) (Item 5.1)**

**(Ferguson/Merulla)**

That the appropriate By-law be presented to Council to provide traffic control as follows:

Intersection		Stop Control Direction		Class	Comments / Petition	Ward
Street 1	Street 2	Existing	Requested			
<b>Section "C" Flamborough</b>						
(a)	Mill Street	Albert Street	WB	ALL	A	Converting to all-way stop, Clr Approved 15
<b>Section "E" Hamilton</b>						
(b)	Hess Street	Robinson Street	EB	ALL	A	Converting to All-Way Stop, Clr Approved 2
(c)	Queen Victoria Drive	Rainham Street	NB	ALL	A	Converting to All-Way Stop, Clr Approved 6
(d)	Dodson Street	McElroy Road	EB/WB	ALL	A	Converting to All-Way Stop, Clr Approved 7
(e)	Upper Wentworth Street	Vineberg Drive	EB/WB	ALL	B	Converting to All-Way Stop, Clr Approved 7
<b>Section "F" Stoney Creek</b>						
(f)	Pinot Crescent	Sonoma Lane	NC	SB	A	Plan of New Subdivision 11
(g)	Sonoma Lane	Foothills Lane	NC	All	A	Plan of New Subdivision 11
(h)	Zinfandel Drive	Pinot Crescent	NC	NB	A	Plan of New Subdivision 11
(i)	Zinfandel Drive	Sonoma Lane/Foothills Lane	NC	NB/SB	A	Plan of New Subdivision 11
(j)	Zinfandel Drive /Sauvignon Crescent	Foothills Lane	NC	WB/EB	A	Plan of New Subdivision 11

**Legend**No Control Existing (New Subdivision) - **NC**Intersection Class: **A** - Local/Local **B** - Local/Collector **C** - Collector/Collector **D** – Arterial/Arterial**E** – Arterial/Collector**CARRIED****3. 2018 Volunteer Committee Budget – Keep Hamilton Clean and Green Committee (PW17098) (City Wide) (Item 5.4)****(Ferguson/Merulla)**

- (a) That the Keep Hamilton Clean and Green Advisory Committee's 2018 base budget submission attached as Appendix A to Report PW17098 in the amount of \$18,250, be approved and referred to the 2018 budget process for consideration;

- (b) That, in addition to the base funding, a one-time budget allocation for 2018 of \$2,000, funded by the Keep Hamilton Clean & Green Committee reserve, be approved and referred to the 2018 budget process for consideration.

**CARRIED**

**4. Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 1246 Scenic Drive, Hamilton (PW17102) (Ward 12) (Item 6.1)**

**(Ferguson/Merulla)**

That the application of the owner of 1246 Scenic Drive, Hamilton, to permanently close and purchase a portion of road allowance abutting the east side of 1246 Scenic Drive, Hamilton ("Subject Lands") as shown on Appendix "A", attached to Report PW17102, be approved, subject to the following conditions:

- (a) That the City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close and sell the highway, for enactment by Council;
- (b) That the Real Estate Section of the Planning and Economic Development Department be authorized and directed to sell the closed highway to the owner of 1246 Scenic Drive, Hamilton, in accordance with By-law 14-204 (Sale of Land Policy), at fair market value;
- (c) That the City Solicitor be authorized and directed to register a certified copy of the by-laws permanently closing and selling the highway in the proper land registry office;
- (d) That the Public Works Department publish any required notice of the City's intention to pass the by-laws and/or permanently sell the closed highway pursuant to City of Hamilton By-law 14-204 (Sale of Land Policy);
- (e) That the applicant enters into agreements with any Public Utility requiring easement protection;
- (f) That the City retains a 10 foot strip along the existing road;
- (g) That the applicant deposit a reference plan under the Registry Act and that said plan be prepared by an Ontario Land Surveyor to the satisfaction of the Manager, Geomatics and Corridor Management Section, and that the applicant deposit a reproducible copy of said plan with the Manager, Geomatics and Corridor Management Section.

**CARRIED**

**5. Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 75 Steel City Court, Hamilton (PW17106) (Ward 4) (Item 6.2)****(Merulla/Ferguson)**

That the application of the owner of 75 Steel City Court, Hamilton, to permanently close and purchase a portion of road allowance abutting the south/east side of 75 Steel City Court, Hamilton ("Subject Lands"), as shown on Appendix "A", attached to Report PW17106, be approved, subject to the following conditions:

- (a) That the City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close and sell the highway, for enactment by Council;
- (b) That the Real Estate Section of the Planning and Economic Development Department be authorized and directed to sell the closed highway to the owner of 75 Steel City Court, Hamilton, in accordance with By-law 14-204 (Sale of Land Policy), at fair market value;
- (c) That the City Solicitor be authorized and directed to register a certified copy of the by-laws permanently closing and selling the highway in the proper land registry office;
- (d) That the Public Works Department publish any required notice of the City's intention to pass the by-laws and/or permanently sell the closed highway pursuant to City of Hamilton By-law 14-204 (Sale of Land Policy);
- (e) That the applicant enters into agreements with the City of Hamilton and any Public Utility requiring easement protection;
- (f) That the City retains rights to a 6 metre strip to facilitate a multi-use trail, such rights to be satisfactory to the General Manager of Public Works and in a form satisfactory to the City Solicitor;
- (g) That the applicant deposit a reference plan under the Registry Act and that said plan be prepared by an Ontario Land Surveyor to the satisfaction of the Manager, Geomatics and Corridor Management Section, and that the applicant deposit a reproducible copy of said plan with the Manager, Geomatics and Corridor Management Section.

**CARRIED**

**6. Proposed Permanent Closure and Sale of Portions of Public Unassumed Alleys Abutting 34 Alma Street and 31 Victoria Street, Dundas (PW17048(a)) (Ward 13) (Item 6.3)****(Merulla/Whitehead)**

That the application of the owners of 34 Alma Street and 31 Victoria Street, Dundas, to permanently close and purchase a portion of the north/south and east/west public unassumed alleyways abutting the side of 34 Alma Street and the rear of 31 Victoria Street, Dundas ("Subject Lands") respectively, as shown on Appendix "A", attached to Report PW17048(a), be approved, subject to the following conditions:

- (a) That the applicant makes an application to the Ontario Superior Court of Justice, under Section 88 of the Registry Act, for an order to permanently close the Subject Lands, if required by the City, subject to:
  - (i) The General Manager of Public Works, or designate, signing the appropriate documentation to obtain any required court order; and
  - (ii) The documentation regarding any required application to the Ontario Superior Court of Justice being prepared by the applicant, to the satisfaction of the City Solicitor;
- (b) That the applicant be fully responsible for the deposit of a reference plan in the proper land registry office, and that said plan be prepared by an Ontario Land Surveyor to the satisfaction of the Manager, Geomatics and Corridor Management Section and that the applicant also deposit a reproducible copy of said plan with the Manager, Geomatics and Corridor Management Section;
- (c) That, subject to any required application to the Ontario Superior Court of Justice to permanently close the Subject Lands being approved:
  - (i) The City Solicitor be authorized and directed to prepare any necessary by-laws to permanently close and sell the alleyways, for enactment by Council;
  - (ii) The Real Estate Section of the Planning and Economic Development Department be authorized and directed to sell the closed alleyways to the owners of 34 Alma Street and 31 Victoria Street, Dundas as described in Report PW17048(a), in accordance with Sale of Land Policy By-law 14-204, for a nominal fee;
  - (iii) The City Solicitor be authorized and directed to register a certified copy of the by-laws permanently closing and selling the alleyways in the proper land registry office;



- (iv) The Public Works Department provide any required notice of the City's intention to pass the by-laws and/or permanently sell the closed alleyways pursuant to City of Hamilton Sale of Land Policy By-law 14-204;
- (d) That the applicant enters into agreements with any Public Utility requiring easement protection;
- (e) That the applicant enters into private agreements with those property owners abutting the north – south portion of the Subject Lands, to allow those property owners unobstructed access to their properties over the north-south portion of the Subject Lands.

**CARRIED**

**7. Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 1170 Upper James Street, Hamilton (PW17100) (Ward 8) (Item 6.4)**

**(Whitehead/Collins)**

That the application of the owner of 1170 Upper James Street, Hamilton, to permanently close and purchase a portion of road allowance abutting the north side of 1170 Upper James Street, Hamilton, as shown on Appendix "A", attached to Report PW17100, ("Subject Lands") be approved, subject to the following conditions:

- (a) That the City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close and sell the highway for enactment by Council;
- (b) That the Real Estate Section of the Planning and Economic Development Department be authorized and directed to sell the closed highway to the owner of 1170 Upper James Street, Hamilton, in accordance with By-law 14-204 (Sale of Land Policy), at fair market value;
- (c) That the City Solicitor be authorized and directed to register a certified copy of the by-laws permanently closing and selling the highway in the proper land registry office;
- (d) That the Public Works Department provide any required notice of the City's intention to pass the by-laws and/or sell the permanently closed highway pursuant to City of Hamilton By-law 14-204 (Sale of Land Policy) and the Public Notice Policy By-Law;
- (e) That the applicant enters into agreements with any Public Utility requiring easement protection;

- (f) That the applicant deposit a reference plan under the Registry Act and that said plan be prepared by an Ontario Land Surveyor to the satisfaction of the Manager, Geomatics and Corridor Management Section, and that the applicant deposit a reproducible copy of said plan with the Manager, Geomatics and Corridor Management Section;
- (g) That as both the expropriating authority and the approving authority, the sale of the Subject Lands, being previously expropriated lands, is approved in accordance with section 42 of the Expropriations Act.

**CARRIED**

**8. Central Composting Facility Odour Mitigation Update (PW17099) (City Wide) (Outstanding Business List Item) (Item 8.1)**

**(Merulla/Ferguson)**

That Report PW17099 respecting the Central Composting Facility Odour Mitigation Update, be received.

**CARRIED**

**9. Sale of Merchant Capacity at the Hamilton Central Composting Facility (CCF) (PW17031) (City Wide) (Item 8.2)**

**(Merulla/Whitehead)**

~~(a) That City staff be directed to seek out and enter into strategic partnerships to promote and sell merchant capacity at the City's Central Composting Facility;~~

(a) *That staff be directed to execute the extension of current merchant capacity contracts at the Hamilton Central Composting Facility (CCF);*

(b) That, ***following the implementation of long-term odour mitigation measures at the CCF*** staff be directed to respond to proposals for processing Source Separated Organics in a form that is satisfactory to the General Manager of Public Works;

(c) That such proposals be accepted only where, in the opinion of staff, there will be a net financial benefit to the City resulting from the acceptance of said proposal;

(d) That the General Manager of Public Works be authorized and directed to execute all required documents to enter into the agreements in a form satisfactory to the City Solicitor;

(e) That 50% of the revenue from merchant capacity contracts be placed into Reserve Account #112271 (WM Facilities – Replace – Upgrade) with the

remaining 50% of revenue directed to Operating Account #512725 where it is used to offset operating costs at the CCF;

- (f) ***That staff provide regular updates to the Public Works Committee on the implementation of the long-term odour mitigation measures at the CCF.***

**Main Motion as Amended CARRIED**

**10. Red Light Camera Program – New Sites for 2018 (PW17103) (City Wide) (Item 8.3)**

**(Ferguson/Conley)**

That the following locations be approved for the installation of Red Light Cameras in 2018:

- (a) Twenty Road at Upper James Street – Southbound (Ward 11);
- (b) Cannon Street at James Street – Northbound (Ward 2);
- (c) Fennell Avenue at Upper James Street – Northbound (Ward 7/8);
- (d) Wentworth Street at Wilson Street – Southbound (Ward 3);
- (e) Stone Church Road at Upper Gage Avenue – Eastbound (Ward 6).

**CARRIED**

**11. Advanced Traffic Management System (ATMS) – City Wide Phase (PW15006(a)) (City Wide) (Item 8.4)**

**(Merulla/Conley)**

- (a) That Kimley-Horn & Associates be approved under Procurement Policy #14 Standardization to:
  - (i) Supply all goods and services associated with the city wide phase of the Advanced Traffic Management System (ATMS) implementation for an estimated total one time contract amount of \$1,742,000;
  - (ii) Provide ongoing maintenance of the KITS-Kadence Advance Traffic Management System for an estimated four year contract amount of \$268,000 with the terms of the service maintenance agreements ending on December 31, 2021;
- (b) That \$982,000 of the \$1,742,000 for the City Wide ATMS implementation be funded from the approved 2017 Capital Project ID 4661720001 – ATMS;
- (c) That \$760,000 of the \$1,742,000 for the Transit Signal Priority development be funded from the approved Public Transit Infrastructure Fund Project #HAM-005, Project ID 5301755700 Transit Priority Measures on A line;

- (d) That the Annual Maintenance fee estimated at \$67,000 per year (four year contract amount \$268,000) be funded from the Traffic Operations & Engineering annual operating account 55916-466045;
- (e) That the General Manager of Public Works, or their designate, be authorized and directed to enter into and sign, on behalf of the City of Hamilton, in a form satisfactory to the City Solicitor, all negotiated agreements and associated documents to implement recommendation (a) with Kimley-Horn & Associates.

**CARRIED**

**12. Standardization of Hamilton Water Equipment, Parts, Supplies and Services (PW17101) (City Wide) (Item 8.5)**

**(Whitehead/Collins)**

- (a) That the standardization of the products, services and suppliers identified in Appendices A, B and C to Report PW17101 pursuant to Procurement Policy #14 – Standardization be approved as the single source of supply for the listed equipment, parts, supplies and services for the Hamilton Water Division;
- (b) That the General Manager of Public Works, or his designate, be authorized to negotiate, enter into and execute any required Contract and any ancillary documents required to give effect thereto with those suppliers identified in Appendices A, B and C to Report PW17101 with content acceptable to the General Manager of Public Works, and in a form satisfactory to the City Solicitor;
- (c) That the General Manager of Public Works, or his designate, be authorized, in the event that a supplier identified in Appendices A, B and C to Report PW17101 undergoes a name change, to amend any Contracts executed and any ancillary documents as required in a form satisfactory to the City Solicitor.

**CARRIED**

**FOR INFORMATION:**

**(a) APPROVAL OF THE AGENDA (Item 1)**

The Committee Clerk advised of the following change to the agenda:

**1. ADDED NOTICES OF MOTION (Item 10)**

10.1 Waste Audits and Recycling in City of Hamilton Public Locations

**(Merulla/Ferguson)**

That the Agenda for the December 4, 2017 meeting of the Public Works Committee be approved, as amended.

**CARRIED****(b) DECLARATIONS OF INTEREST (Item 2)**

There were no declarations of interest.

**(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 3)****(i) November 13, 2017 (Item 3.1)****(Ferguson/Conley)**

That the Minutes of the November 13, 2017 Public Works Committee meeting be approved, as presented.

**CARRIED****(d) DELEGATION REQUESTS (Item 4)****(i) Lino Tavares respecting Speeding on Market Street South, Dundas (Item 4.1)****(Merulla/Conley)**

That the delegation request from Lino Tavares respecting Speeding on Market Street South, Dundas, be approved for a future meeting.

**CARRIED****(ii) Arthur Gallant respecting Low-income Transit Options (Item 4.2)****(Merulla/Conley)**

That the delegation request from Arthur Gallant respecting Low-income Transit Options, be approved for a future meeting.

**CARRIED****(e) CONSENT ITEMS (Item 5)****(i) Minutes of the Glanbrook Landfill Coordinating Committee dated September 25, 2017 (Item 5.2)****(Ferguson/Merulla)**

That the Minutes of the Glanbrook Landfill Coordinating Committee dated September 25, 2017, be received.

**CARRIED**

**(ii) Minutes 17-002 of the Accessible Transit Service Review Sub-Committee dated July 26, 2017 (Item 5.3)**

**(Ferguson/Merulla)**

That the Minutes 17-002 of the Accessible Transit Service Review Sub-Committee dated July 26, 2017, be received.

**CARRIED**

**(f) PUBLIC HEARINGS / DELEGATIONS (Item 6)**

**(i) Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 1246 Scenic Drive, Hamilton (PW17102) (Ward 12) (Item 6.1)**

Chair VanderBeek advised that notice of the proposed closure and sale of a Portion of Road Allowance Abutting 1246 Scenic Drive, Hamilton was given as required under the City's By-law #14-204 – the Sale of Land Policy By-law.

The Committee Clerk advised that no individuals registered to speak to the matter.

The Chair asked if there were any members of the public in attendance who wished to come forward to speak to the matter. No individuals came forward.

For disposition of this matter, refer to Item 4.

**(ii) Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 75 Steel City Court, Hamilton (PW17106) (Ward 4) (Item 6.2)**

Chair VanderBeek advised that notice of the proposed closure and sale of a Portion of Road Allowance Abutting 75 Steel City Court, Hamilton was given as required under the City's By-law #14-204 – the Sale of Land Policy By-law.

The Committee Clerk advised that no individuals registered to speak to the matter.

The Chair asked if there were any members of the public in attendance who wished to come forward to speak to the matter. No individuals came forward.

For disposition of this matter, refer to Item 5.

**(iii) Proposed Permanent Closure and Sale of Portions of Public Unassumed Alleys Abutting 34 Alma Street and 31 Victoria Street, Dundas (PW17048a) (Ward 13) (Item 6.3)**

Chair VanderBeek advised that notice of the proposed closure and sale of Portions of Public Unassumed Alleys Abutting 34 Alma Street and 31 Victoria Street, Dundas was given as required under the City's By-law #14-204 – the Sale of Land Policy By-law.

The Committee Clerk advised that no individuals registered to speak to the matter.

The Chair asked if there were any members of the public in attendance who wished to come forward to speak to the matter. No individuals came forward.

For disposition of this matter, refer to Item 6.

**(iv) Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 1170 Upper James Street, Hamilton (PW17100) (Ward 8) (Item 6.4)**

Chair VanderBeek advised that notice of the proposed closure and sale of a Portion of Road Allowance Abutting 1170 Upper James Street, Hamilton was given as required under the City's By-law #14-204 – the Sale of Land Policy By-law.

The Committee Clerk advised that no individuals registered to speak to the matter.

The Chair asked if there were any members of the public in attendance who wished to come forward to speak to the matter. No individuals came forward.

For disposition of this matter, refer to Item 7.

**(g) DISCUSSION ITEMS (Item 8)****(i) Sale of Merchant Capacity at the Hamilton Central Composting Facility (CCF) (PW17031) (City Wide) (Item 8.2)****(Merulla/Ferguson)**

That Report PW17031 respecting the Sale of Merchant Capacity at the Hamilton Central Composting Facility (CCF), tabled at the April 20, 2017 meeting of the Public Works Committee, be LIFTED from the table.

**CARRIED**

(Merulla/Whitehead)

~~(a) That City staff be directed to seek out and enter into strategic partnerships to promote and sell merchant capacity at the City's Central Composting Facility;~~

(a) That staff be directed to execute the extension of current merchant capacity contracts at the Hamilton Central Composting Facility (CCF);

(b) That, following the implementation of long-term odour mitigation measures at the CCF staff be directed to respond to proposals for processing Source Separated Organics in a form that is satisfactory to the General Manager of Public Works;

(f) That staff provide regular updates to the Public Works Committee on the implementation of the long-term odour mitigation measures at the CCF.

**Amendment CARRIED**

For disposition of this matter, refer to Item 9.

(ii) **Proactive Enforcement at Albion Falls (PED17207) (City Wide) (Outstanding Business List) (Item 8.6)**

(Merulla/Collins)

That Report PED17207 respecting Proactive Enforcement at Albion Falls, be TABLED until the January 15, 2018 meeting of the Public Works Committee.

**CARRIED**

(h) **NOTICES OF MOTION (Item 10)**

(i) **Waste Audits and Recycling in City of Hamilton Public Locations (Added Item 10.1)**

Councillor Collins introduced the following Notice of Motion:

(a) That staff be directed to conduct waste audits in 2018 to review the materials collected and the contamination rates in the City's public space recycling containers located in select City parks, BIAs, and other City-owned public areas; and,

(b) That the results of the audit be utilized to develop an enhanced public recycling plan to increase the number of recycling containers in staffed parks and other City-owned public areas with the goal of increasing the City's waste diversion and recycling rates in



consideration of the requirements addressed in the provincial *Waste-Free Ontario Act*; and,

- (c) That the plan, and associated cost of implementation, be presented to the Public Works Committee for consideration.

**(i) GENERAL INFORMATION/OTHER BUSINESS (Item 11)**

**(i) Changes to the Outstanding Business List (Item 11.1)**

**(Collins/Conley)**

That the following changes to the Outstanding Business List, be approved:

11.1 Changes to the Outstanding Business List:

- (a) Items requiring a revised due date:

Review and Update Option 4 - Strategic Renewal and New Construction Strategy

Current Date: October 30, 2017

Revised Date: April 5, 2018

Waste Management System Development - Waste Management Systems Alternatives and Resources Recovery and Circular Economy Act

Current Date: December 4, 2017

Revised Date: January 15, 2018

Full Review of Aberdeen Ave. from Queen to Longwood

Current Date: December 4, 2017

Revised Date: Q1 2019

Making Upper James Street More Pedestrian Friendly

Current Date: December 4, 2017

Revised Date: Q4 2018

Expansion of the RHVP and LINC

Current Date: December 4, 2017

Revised Date: January 15, 2018

Feasibility of Implementing the Hamilton Harbour Remedial Action Plan (Urban Runoff and Nutrient and Sediment Management)

Current Date: December 4, 2017

Revised Date: January 15, 2018

Feasibility of implementing the Hamilton Harbour Remedial Action Plan (Erosion and Sediment Control)  
Current Date: December 4, 2017  
Revised Date: January 15, 2018

Dundas Wastewater Treatment Plant and Cootes Paradise  
Current Date: December 4, 2017  
Revised Date: January 15, 2018

Traffic Incidents on the Linc and Red Hill  
Current Date: December 4, 2017  
Revised Date: January 15, 2018

Status Report about Issues Relating to the Linc and Red Hill  
Current Date: December 4, 2017  
Revised Date: January 15, 2018

Everyone Rides Pilot Project  
Current Date: December 4, 2017  
Revised Date: March 19, 2018

Functional Traffic Study for Kenilworth Ave from Main to Barton  
Current Date: December 4, 2017  
Revised Date: June 18, 2018

**CARRIED**

**(ii) Lighting on the Red Hill Valley Parkway (Added Item 11.2)**

**(Conley /Collins)**

That staff be directed to report back to the Public Works Committee on the cost of installing brighter lights on the southern portion of the Red Hill Valley Parkway (RHVP) and that the report also address what, if any, impact the brighter lighting may have on the Environmental Assessment currently in place for the RHVP.

**CARRIED**

**(j) ADJOURNMENT (Item 13)**

**(Ferguson/Conley)**

That there being no further business, the Public Works Committee be adjourned at 10:05 a.m.

**CARRIED**

Respectfully submitted,

Councillor A. VanderBeek, Chair  
Public Works Committee

Lauri Leduc  
Legislative Coordinator  
Office of the City Clerk



# Hamilton

## MINUTES

### Waste Management Advisory Committee

Wednesday September 27, 2017

1:30 p.m.

City Hall, 2<sup>nd</sup> Floor, Room 264

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**Present:**

Chair: Councillor Maria Pearson  
Vice-Chair: Councillor Doug Conley  
Members: Councillor Robert Pasuta  
Peter Hargreave  
Kevin Hunt

**Also Present:**

Emil Prpic, Manager of Recycling and Waste Disposal  
Raffaella Morello, Sr. Project Manager, Waste Operations  
Jacquie Colangelo, Project Manager, Community Outreach

**Regrets:**

Craig Murdoch, Director of Environmental Services  
Angela Storey, Manager of Operations Support  
Colin Vidler, Manager of Waste Collections

**Recorder:** Hayley Court-Znottko

**1. CHANGES TO THE AGENDA**

None

**2. DECLARATIONS OF INTEREST**

None to declare

**3. APPROVAL OF MINUTES OF PREVIOUS MEETING**

3.1 [Waste Management Advisory Committee Meeting Minutes, dated May 31, 2017](#)

CONLEY/HUNT

**CARRIED**

#### 4. CONSENT ITEMS

There are no consent items.

#### 5. PRESENTATIONS

There are no presentations.

#### 6. DISCUSSION ITEMS

##### 6.1 2020 Waste System Contract Planning

- **Contract Preparation**

Contract negotiations for the City's Central Composting Facility and Material Recycling Facility are ongoing. Staff is preparing the specifications for the Transfer Stations, Community Recycling Centres and the Glanbrook Landfill to issue a Request for Proposals (RFP). A staff report is being prepared to provide information to Council on these negotiations and the RFPs.

##### 6.2 Waste-Free Ontario Act Updates

Report PW17056 Waste Free Ontario Act, 2016, Discussion Paper: Addressing Food and Organic Waste in Ontario was received at the July 13, 2017 Public Works Committee. This report provided an overview on the discussion paper that was posted on the Province's Environmental Registry (EBR) to allow the public the opportunity to provide input on the development of the Food and Organic Waste Framework.

In August 2017, the Ministry of the Environment and Climate Change issued a letter regarding the first phase transition of the Blue Box Program Plan. The letter directs the Resource Productivity and Recovery Authority and Stewardship Ontario to develop a proposal for an amended program with municipalities, stewards and affected stakeholders.

##### 6.3 Operations Update

- **"Green Your Routine" Waste Diversion Advertising Campaign**

In June 2017, the City launched the "Green Your Routine" campaign to increase participation in the green bin program. Since the launch, over 1,500 residents have pledged to use their green bin to help divert food waste. Part of the pledge included completing a 30-day follow-up survey to provide feedback on the green bin program. Staff received the first phase of the completed surveys and will compile the results for an upcoming Waste Management Advisory Committee meeting.

- **Multi-Residential Waste Diversion Program**

Staff are preparing the report on the Multi-Residential Waste Diversion Program for the November 13, 2017 Public Works Committee. The report includes an overview of the previous activities related to the multi-residential waste diversion program, challenges the City faces with the program, and recommendations to improve diversion rates at multi-residential properties.

An Appendix will be included with the report that will outline a recommended action plan for the multi-residential waste diversion program. This action plan includes strategies to increase stakeholder involvement, improve communication materials, and the recommendation to reduce the waste container limit to one container per unit for all buildings, as specified in the Solid Waste Management By-law. In addition, staff is collaborating with inter-municipal groups to discuss best practices and strategies that have been implemented in other municipalities to improve their multi-residential programs.

- **Joint Departmental Report on the City's Food Waste Reduction Strategy**

Waste Management staff and Public Health Services staff are preparing a Council report addressing the Food Waste Reduction Strategy in response to an item on the Board of Health's Outstanding Business List. The motion directed staff to address food waste reduction and expand on the Hamilton Food Strategy. The report will outline potential strategies to reduce food waste and to educate the public on this initiative.

- **Central Composting Facility Upgrades**

Staff discussed the upcoming odour mitigation pilot project at the Central Composting Facility. The pilot involves installing a stand-alone odour management system in the composting facility's curing building. Staff submitted an application to the Ministry of the Environment and Climate Change to amend the CCF's Environmental Compliance Approval in order to install the unit. Staff anticipates that a permanent solution will be finalized by Q2 2018, pending the results of the pilot.

- **Fall Compost Give-Away Event**

Staff advised that two compost give-away events have been scheduled on Saturday September 30<sup>th</sup>. The locations for these events are the Rymal Road Public Works Yard and the Brampton Street Public Works Yard. Both locations will be open from 7 a.m. to 11 a.m., or while quantities last.

**7. OTHER BUSINESS & GENERAL INFORMATION**

- Staff is reviewing potential cost saving options for the 2018 Operating budget review. Potential cost saving measures being assessed includes amendments to the compost giveaway events and revisions to the distribution of waste diversion containers, e.g. focus on distributing smaller sized green carts. As part of this review, staff will examine the possible cost savings and the service level impact.
- Staff requested approval to enter into the second Amending Agreement with Product Care Association of Canada to support the Paint Reuse program at the Household Hazardous Waste Depots located at the City's three Community Recycling Centres.

**8. ADJOURNMENT**

That, there being no further business the meeting adjourned at 2:05pm.

CONLEY/HARGREAVE

**CARRIED**



**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
*Transportation Division*

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	January 15, 2018
<b>SUBJECT/REPORT NO:</b>	King Street West (Dundas) Bridge 248 Municipal Class Environmental Assessment (PW18002) (Ward 13)
<b>WARD(S) AFFECTED:</b>	Ward 13
<b>PREPARED BY:</b>	Janelle Trant (905) 546-2424, Extension 4101  Alan Kirkpatrick (905) 546-2424, Extension 4173
<b>SUBMITTED BY:</b>	John Mater Associate General Manager and Director of Transportation Public Works Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

- (a) That the General Manager, Public Works, be authorized and directed to file the King Street West (Dundas) Bridge 248 Class Environmental Assessment Project File Report with the Municipal Clerk for a minimum thirty (30) day public review period;
- (b) That upon completion of the thirty day review period, the General Manager, Public Works, be authorized and directed to proceed with the detailed design and implementation of the preferred alternative identified in the Municipal Class Environmental Assessment (MCEA) process.

### EXECUTIVE SUMMARY

The King Street West (Dundas) Bridge 248 provides a connection between the communities of Dundas and Greensville, crossing over Spencer Creek, as illustrated in Appendix "A". The bridge consists of two vehicular traffic lanes and a sidewalk along the north side of the bridge.

The City of Hamilton has completed a study following the Municipal Class Environmental Assessment (MCEA) process, to address improvements needed for the King Street West (Dundas) Bridge 248. The purpose of this study is to identify a preferred alternative that will address issues with the existing structure. The Project File Report is complete and ready to be filed on the public record for the minimum thirty day review period. Upon Council approval of this MCEA and subject to comments received

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**SUBJECT: King Street West (Dundas) Bridge 248 Municipal Class Environmental Assessment (PW18002) (Ward 13) - Page 2 of 7**

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during the review period, staff will proceed with the detailed design and implementation of the preferred alternative.

***Alternatives for Consideration – See Page 6***

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: Funding for the construction of Bridge 248 is included in the proposed 2019 Capital Budget, in the revised amount of \$1,700,000 to \$1,800,000, subject to detailed design.

Staffing: N/A

Legal: N/A

**Municipal Class Environmental Assessment Process**

The study has been conducted in accordance with the Municipal Engineers Association Class Environmental Assessment document (October 2000, as amended 2007, 2011 and 2015) Municipal Class EA (MCEA) process with the intent to determine the preferred alternative to address the structural issues and the heritage value of the existing structure. As a result, the study has fulfilled the MCEA requirements for Phases 1 and 2 to determine the preferred solution and has been confirmed to be a Schedule B project. This study will therefore fulfil all legal requirements of the planning process pertaining to the bridge.

The City will be providing the Project File Report to the public for a minimum thirty day review in order for the public to provide any final comments that they may have with respect to this planning process. This will also be an opportunity for a Part II Order (appeal) for the public and agencies.

**HISTORICAL BACKGROUND**

The King Street West (Dundas) Bridge 248 provides a connection between the communities of Dundas and Greensville, crossing over Spencer Creek (Appendix “A”). The bridge consists of two vehicular traffic lanes and a sidewalk along the north side of the bridge. The King Street West (Dundas) Bridge 248 is classified as a major arterial roadway in the Urban Hamilton Official Plan (2013). The bridge has an operational status of being open and in use. The original bridge was built in circa 1930. In 2004 the bridge underwent rehabilitation.

A bi-annual, bridge structure monitoring program has been underway since 2012. In addition to the bi-annual monitoring program, a detailed delamination survey was completed in 2015 by MMM Group Limited (now WSP Group Canada Limited). Results from this study identified that the bridge is in need of extensive rehabilitation work.

The MCEA applies to the construction, reconstruction or alteration of a structure over forty years old, confirmed to have heritage value. The City of Hamilton Bridge Master Plan Heritage Bridge Inventory Review (2015) completed by Stantec confirmed that this bridge requires additional cultural heritage study (i.e. a Cultural Heritage Evaluation

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**SUBJECT: King Street West (Dundas) Bridge 248 Municipal Class Environmental Assessment (PW18002) (Ward 13) - Page 3 of 7**

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Report, CHER). Based on these findings, the City of Hamilton retained a consulting firm to complete the MCEA to assess alternatives for replacing the existing structure. This study shall fulfil the requirements of a Schedule B Process, due to overall costs estimated to be less than \$2.3M.

Further to the City of Hamilton Bridge Master Plan Heritage Bridge Inventory Review, Stantec completed a Cultural Heritage Evaluation Report (CHER) for the King Street West (Dundas) Bridge. The bridge was evaluated against O. Reg. 9/06 and the Hamilton Bridge Guideline. The bridge was found to have Cultural Heritage Value or Interest under O. Reg. 9/06 and have moderate heritage value as a Class C structure as per the Hamilton Bridge Guideline, and it was recommended that a Heritage Impact Assessment (HIA) be completed for the structure. Through the EA process a HIA was completed. Public feedback regarding the heritage value of the structure received at the Public Information Centre (PIC) was incorporated into this assessment. Recommendations from the HIA will be considered during the detailed design phase.

Prior to the initiation of the MCEA, a Stages 1 and 2 Archaeological Study was completed that included this study area. Results and recommendations of this study will be considered during the detailed design phase. Once the extent of construction is confirmed, the need to undertake any further archaeological studies will be confirmed.

As part of the EA, a Natural Heritage Characterization Study was completed. Results and recommendations of this study will be considered during the detailed design phase.

The bridge's design and construction are currently scheduled for 2018 and 2019, respectively.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

This King Street West (Dundas) Bridge 248 (Bridge 248) study was undertaken complying with the MCEA requirements.

**RELEVANT CONSULTATION**

The King Street West (Dundas) Bridge 248 is located within Ward 13. The preferred alternative in the MCEA study is the replacement of the existing King Street West (Dundas) Bridge 248 in its current location. The Ward Councillor is aware of the preferred alternative and the proposed wider cross-section to accommodate an additional sidewalk and cycling facilities for active transportation purposes.

The MCEA process required public consultation according to the requirements of a Schedule B project. Consultation plans were developed and followed.

Public consultation was carried out in the form of a Notice of Study Commencement and Public Information Centre (PIC) # 1 issued on Thursday January 19, 2017 and Thursday January 26, 2017 in the Dundas Star News. A mail out to pertinent agencies, City staff and residents/land owners within the immediate study area was also sent out. In addition, a physical sign was posted near the bridge to provide information about the project and the PIC.

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**SUBJECT: King Street West (Dundas) Bridge 248 Municipal Class Environmental Assessment (PW18002) (Ward 13) - Page 4 of 7**

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A PIC was held on Wednesday, February 1, 2017, from 6:00 p.m. to 8:00 p.m. at the Dundas Baptist Church, 201 Governors Road, Dundas. The PIC followed a drop-in format which allowed attendees to review the display information, present their comments and discuss them directly with City of Hamilton and their consultants. A total of fifty people signed in at the PIC over the course of the evening.

The pertinent project information was made available throughout the study on the project website: [www.hamilton.ca/kingstwbridgeEA](http://www.hamilton.ca/kingstwbridgeEA).

Responses, expressions of interest and other comments were received from various individuals and agencies, including but not limited to members of the public, the Hamilton Conservation Authority, Haudenosaunee Development Institute (HDI), the Ministry of the Environment and Climate Change and Union Gas. All comments have been addressed and are contained within the Project File Report.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

The King Street West (Dundas) Bridge 248 study follows the planning and design process of the MCEA. The City is completing this study in accordance with the planning process applicable to Schedule B projects. These projects are approved under the Environmental Assessment Act, as long as they are planned, designed and constructed according to the requirements of the MCEA document.

The specific requirements of the above MCEA process depend on the type of project, its complexity and the significance of environmental impacts. Four categories of projects are identified in the MCEA document, including Schedule A, A+, B and C projects. The replacement of the King Street West (Dundas) Bridge 248 is classified as a Schedule B Project. It has been identified as such because it is being considered for reconstruction or alteration, it is a structure that is more than forty years old, confirmed to have some heritage value, and its reconstruction is estimated to cost less than \$2.3M.

Schedule B projects follow Phases 1 and 2 of the MCEA process. Phase 1 of the Class EA consisted of identifying the problem or opportunity. Phase 2 consisted of identifying alternative solutions to the problem or opportunity, evaluating the alternative solutions, identifying recommended solutions, consulting with review agencies and the public, selecting the preferred solution(s), and confirming the MCEA schedules for subsequent phases to design and implement the solution(s). Phase 2 includes an impact assessment of the recommended design of the new bridge, including measures to avoid/mitigate any adverse impacts and documentation of the MCEA process in a Project File Report (PFR). This Report is placed on the public record for a thirty day review by the public and review agencies, with opportunity to request a Part II Order (appeal) to the Minister of Environment and Climate Change (MOECC).

**Screening of Alternative Solutions**

The King Street West (Dundas) Bridge 248 MCEA Study has followed the required process for Schedule B projects, fulfilling Phases 1 and 2.

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**SUBJECT: King Street West (Dundas) Bridge 248 Municipal Class Environmental Assessment (PW18002) (Ward 13) - Page 5 of 7**

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The MCEA process recognizes that there are many ways of solving a particular problem and requires various alternative solutions to be considered. A possible alternative solution to address the problem and opportunity statement would be to replace the King Street West (Dundas) Bridge 248 which would maintain traffic and operations on the bridge.

#### Rationale for Selection of Alternative Solutions

Alternative solutions were developed to address the problem and opportunity statement with a specific focus on improving structural integrity of the subject bridge and minimizing impacts to safety and traffic operations on King Street West (Dundas). In addition to the “Do Nothing” alternative, specific alternatives were developed. The evaluation of the alternatives revealed that replacing the bridge in its existing location with new bridge that complies with current design standards (including the provision of active transportation) is the recommended alternative.

#### Identification and Description of Alternative Solutions:

Four alternative solutions were identified and evaluated as part of this study and are described in Appendix “B”.

#### Preferred Alternative

The alternatives were assessed against the evaluation criteria as appropriate. The overall comparison of alternatives did not include the assignment of factor significance weightings, however transportation/safety, long term cost and engineering considerations were considered to be the three most important criteria groupings.

The selection of the recommended alternative involved identifying and making trade-offs among the advantages and disadvantages of the alternatives. The alternative that had the best overall balance of advantages and disadvantages was recommended as the preferred alternative.

The conclusion of the study indicated the preferred alternative is Alternative 3, replacing the bridge at existing location. The new bridge will have a configuration similar to that of the existing structure, and will include additional active transportation facilities. Including additional active transportation facilities is consistent with existing City plans. The 2007 Cycling Master Plan identifies this location as a proposed cycling route. Including sidewalks on both sides of all urban roads is consistent with the Pedestrian Mobility Plan.

Sympathetic design elements to the existing bridge will be considered during the design phase, recognizing the moderate heritage value of the bridge. Prior to the detailed design phase, the estimated cost is \$1,700,000 to \$1,800,000 which will include, two-lanes for traffic, two-sidewalks and two-cycling lanes. A retaining wall may be required for this project, therefore the range has been provided at this time until the design is complete.

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**SUBJECT: King Street West (Dundas) Bridge 248 Municipal Class Environmental Assessment (PW18002) (Ward 13) - Page 6 of 7**

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**ALTERNATIVES FOR CONSIDERATION**

The preferred alternative solution has been identified using an evaluation and screening process that fulfills the requirements of the MCEA for Phases 1 and 2 for Schedule B projects. These projects are approved under the Environmental Assessment Act once the required four phase process is complete and subject to a public review period.

The MCEA document was approved under the Environmental Assessment Act. If the City does not follow the process outlined in the MCEA document, the City would be in violation of the document and as a result would have contravened the Environmental Act. The Minister of the Environment and Climate Change could revisit the approval of a project or take away the City's right to use the MCEA process in the future.

The preferred alternative solution is to proceed with Alternative 3. There are two alternatives for Council to consider with respect to the recommendations of this report:

1. To file the King Street West (Dundas) Bridge 248 Municipal Class Environmental Assessment, Schedule B project with the City Clerk for a minimum thirty day public review period in order to complete the first two phases of the process. This will offer the public and agencies the opportunity for placement of a Part II Order (appeal) with the Minister of Environment and Climate Change and fulfil the City's legal obligations under the EA Act.
2. To not file the King Street West (Dundas) Bridge 248 Municipal Class Environmental Assessment, Schedule B project with the City Clerk for a minimum thirty day public review period and, as a consequence, to not proceed with implementation.

Should Council not wish to approve the filing of the King Street West (Dundas) Bridge 248 MCEA, Schedule B project, the MCEA process would be considered by the provincial government as incomplete and the City will not have approval under provincial environmental legislation to implement the preferred alternative required to address structural problems of the existing bridge. The outcome would be equivalent to the "Do nothing" alternative, which would result in the inability to effectively address both the short-term and the long-term infrastructure needs for the study area. Eventually the City would have to repeat the MCEA process, which would likely result in the same recommendations.

The alternative to not approve the filing of the King Street West (Dundas) Bridge 248 MCEA Project File Report is not recommended.

**ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

**Community Engagement & Participation**

*Hamilton* has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

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**SUBJECT: King Street West (Dundas) Bridge 248 Municipal Class Environmental Assessment (PW18002) (Ward 13) - Page 7 of 7**

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**Economic Prosperity and Growth**

*Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.*

**Healthy and Safe Communities**

*Hamilton is a safe and supportive city where people are active, healthy, and have a high quality of life.*

**Clean and Green**

*Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.*

**Built Environment and Infrastructure**

*Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.*

**Our People and Performance**

*Hamiltonians have a high level of trust and confidence in their City government.*

**APPENDICES AND SCHEDULES ATTACHED**

Appendix A – Study Area Map

Appendix B – Evaluation of Alternative Solutions

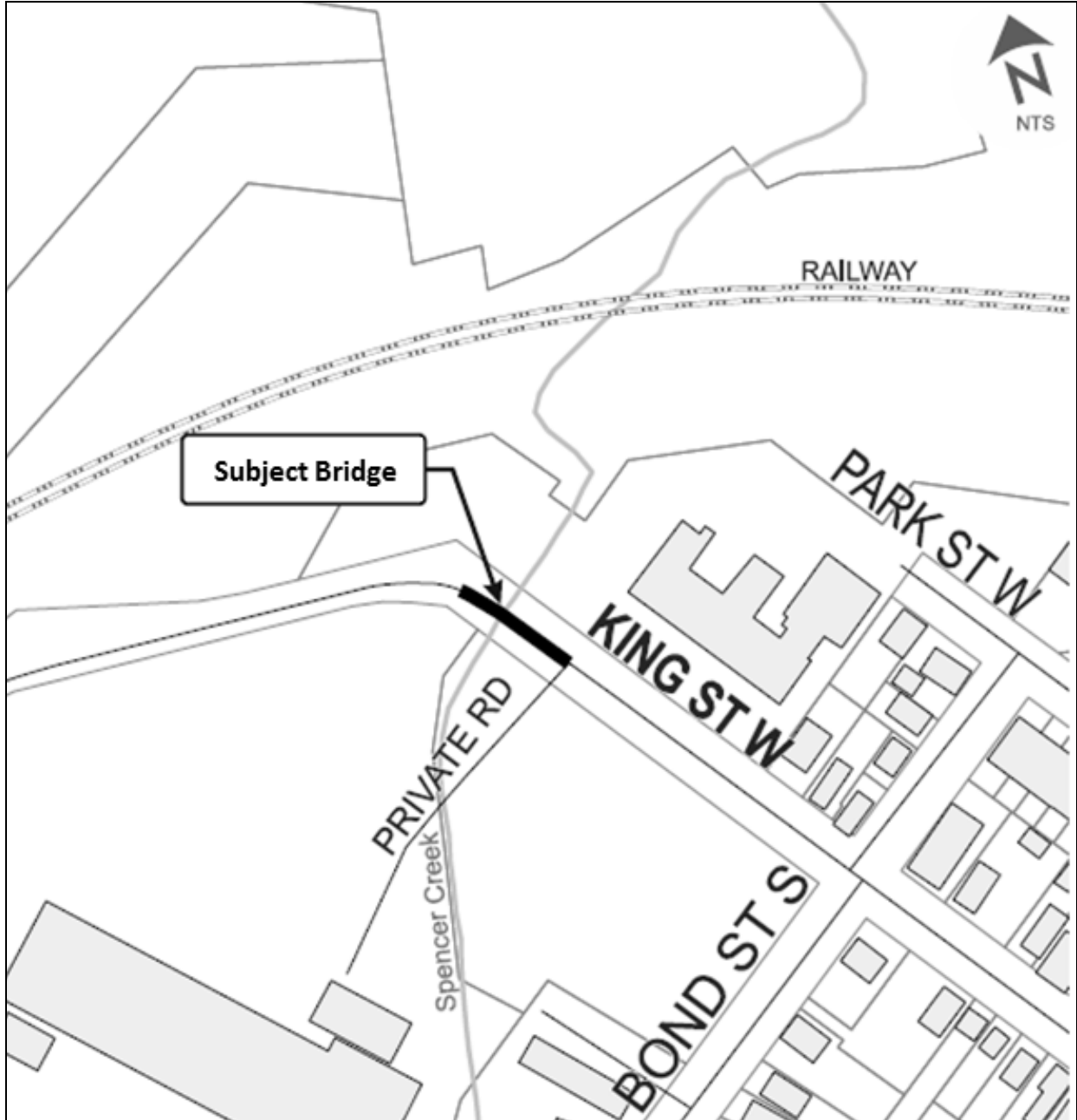
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### Study Area Map





# INFORMATION REPORT

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	January 15, 2018
<b>SUBJECT/REPORT NO:</b>	Hamilton Harbour Remedial Action Plan Recommendation Findings (PW18006) (Outstanding Business List)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Anne McArthur (905) 546-2424, Extension 1223
<b>SUBMITTED BY:</b>	Mark Bainbridge Director, Water & Wastewater Planning & Capital Public Works Department
<b>SIGNATURE:</b>	

## Council Direction:

General Issues Committee at its meeting of November 16, 2016 approved the following:

“That staff be directed to review the feasibility of implementing the Hamilton Harbour Remedial Action Plan, Urban Runoff Hamilton Report and Recommendations for Nutrient and Sediment Management, dated October 20, 2016 and report back to the General Issues Committee.”

## Information:

Hamilton Harbour is a valuable natural feature that lies on the western tip of Lake Ontario, and is separated naturally from the lake by a sandbar. Hamilton Harbour was designated as an Area of Concern in 1987 by the International Joint Commission (IJC) due to increased pollutant loadings during historical industrial development and population growth. A Remedial Action Plan (RAP) was created to address the health of the harbour through remediation efforts guided by a number of targets that aim to improve harbour conditions. The RAP recommended that a committee be formed to implement the plan; thus the Bay Area Implementation Team (BAIT) was formed and is mandated to implement the remedial actions. In addition to BAIT, the Bay Area Restoration Council (BARC) was formed and is mandated to monitor and promote RAP progress and report on actions and inactions as well as being the primary connection to the public.

Stormwater runoff has been identified as a non-point source pollutant to Hamilton Harbour. Runoff occurs when water flows over impervious surfaces, such as driveways,

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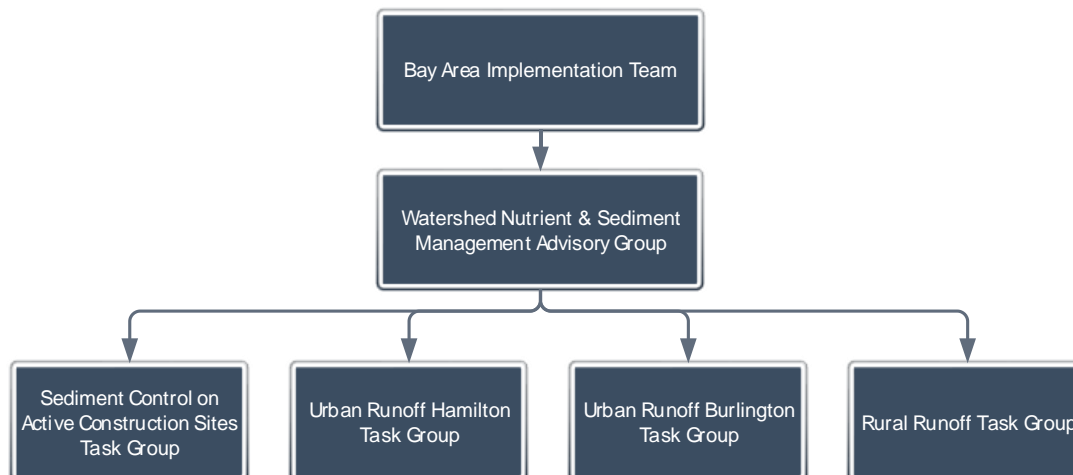
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**SUBJECT:** Hamilton Harbour Remedial Action Plan Recommendation Findings  
(PW18006) (City Wide) Page 2 of 4

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sidewalks and roads, picking up pollutants along its route and carrying them to the nearest body of water. To further investigate non-point sources contaminating Hamilton Harbour BAIT formed four task groups; Sediment Control on Active Construction sites, Urban Runoff Hamilton, Urban Runoff Burlington and Rural Runoff.



The Task Groups consist of stakeholders of Hamilton Harbour including representation from the Conservation Authorities, Federal, Provincial, and Municipal Governments. Of the four aforementioned task groups, Council received presentations regarding recommendations from two. John Hall, RAP Coordinator, presented to the General Issues Committee the recommendations from the Urban Runoff Report on November 16, 2016 and the Erosion and Sediment Control on Active Construction Sites Report on December 7, 2016. The Rural Runoff Task Group report is expected to be presented to Council once this work is complete with final recommendations, while the Urban Runoff Burlington Task Group will present their findings to Burlington City Council. Hamilton Water assumes the responsibility for reporting back to Council regarding the feasibility of implementing the Urban Runoff Report recommendations while Planning & Economic Development will report to Council regarding the feasibility of implementing Erosion and Sediment Control on Active Construction Sites Report recommendations.

The Hamilton Harbour Remedial Action Plan (HHRAP) outlined recommendations in the Urban Runoff Report for implementation such as guidelines, program opportunities, training and additional resources associated with the Task Group mandate. Council directed staff to review the feasibility of implementing the HHRAP recommendations and report back to the General Issues Committee. Due to the subject matter of this report (PW18006) it has been redirected to the Public Work Committee.

The Urban Runoff Report included 29 recommendations focused on stormwater management for new and existing infrastructure, instituting a sustainable funding model and opportunities for improved stormwater management on private properties.

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**SUBJECT:** Hamilton Harbour Remedial Action Plan Recommendation Findings  
(PW18006) (City Wide) Page 3 of 4

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City staff found all the recommendations to be valuable and organized them into the following categories for further evaluation:

- Already in practice or being updated
- Feasible with current resources
- Feasible with additional resources
- Responsibility of outside partners

Many of the recommendations are already in practice or are being updated by staff. These include recommendations such as updating policy documents and asset inventories. Hamilton Water is currently reviewing the Sewer Use By-law and exploring opportunities to tighten limits on chemicals such as total phosphorus that are discharged into the sewers. In addition, staff is updating the Water and Wastewater Master Servicing Plan and the Flooding and Drainage Master Servicing Study which will incorporate Low Impact Development (LID) technologies.

Implementation of recommendations which are feasible with current resources require increased collaboration with City partners or the optimization of existing programs. An example of such a recommendation is to improve the efficiency of the catch basin cleaning program with the use of new sediment capturing technologies. Integration of recommendations within existing programs will begin in 2018.

To satisfy recommendations which were identified as feasible with additional resources new programs will need to be developed and implemented. An example would be the implementation of new incentive programs, both social and financial, for private parties who engage in sustainable stormwater management activities. Another example is an enforcement program to ensure that private industrial, commercial and institutional landowners maintain their stormwater management facilities and oil grit separator systems. Staff support these opportunities and will begin to develop a framework for these recommendations in 2018. Many of the recommendations contained within the Urban Runoff Report are dependent upon a stable financial model for stormwater management based on an equitable rate structure. Many municipalities in Ontario have implemented a dedicated Stormwater Rate to fund stormwater initiatives and capital investment. Staff will provide an update to Council once the framework for a sustainable stormwater funding model has been developed.

Finally there were recommendations in the Urban Runoff Report for which the City is not responsible to lead. For example, the development of a Provincial Policy that supports LID solutions with the Ontario Building Code and the Ministry of the Environment and Climate Change (MOECC) Planning and Design Manual. Staff are supportive of these initiatives and will collaborate with partners, such as the Conservation Authorities and the Provincial Government, to support their implementation.

For a complete listing of HHRAP recommendations and the implementation process, including descriptions of programs, next steps or the identification of the responsible lead, refer to the attached Appendix A.

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**SUBJECT:** Hamilton Harbour Remedial Action Plan Recommendation Findings  
(PW18006) (City Wide) Page 4 of 4

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Many Divisions of the Public Works Department were consulted in the development of this report (PW18006) including Hamilton Water, Operations and Engineering Services. Staff verified information associated with programming as it was relevant to the recommendations presented by the HHRAP. In addition the Hamilton Conservation Authority and the Bay Area Restoration Council were contacted to confirm their responsibilities for investigation and implementation of recommendations presented by the HHRAP as detailed within the attached Appendix A.

**Appendices and Schedules Attached**

Appendix A – Urban Runoff Report – Summary of Recommendations

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**Urban Runoff Report**

Recommendation Categorization Summary	Total	Reference #
Already in Practice or Being Updated	6	B4, C2, C5, C8, E3, E8
Feasible with Current Resources	3	B6, C3, C6
Feasible with Additional Resources	6	C4, C7, D2, E1, E4, E7
Responsibility of Outside Partners	14	B1, B2, B3, B5, B 7, B8, B9, B10, C1, D1, E2, E5, E6, E9

***Already in Practice***

The following recommendations are already in practice within the City and will be continuing and looking to perform and improve the programs associated.

Recommendation Reference & Description	Steps for Implementation
<p><b>B4:</b> It is recommended that the City of Hamilton, in consultation with the Hamilton Conservation Authority and Conservation Halton, develop or update a stormwater management manual and Master Plans for development in Hamilton based on the Province of Ontario's LID Guidance Manual, the 2003 MOECC Stormwater Planning and Design Manual, and other relevant references.</p>	<p>The City is updating both the Citywide Water, Wastewater and Stormwater Master Plans and the Flooding and Drainage Master Servicing Study. In addition the City maintains Comprehensive Development Guidelines. Below are brief descriptions:</p> <p>Citywide Water, Wastewater, and Stormwater Master Plans:</p> <p>The project will develop City Wide Water / Wastewater And Stormwater Master Plans to assist with the operation of existing systems and allow for optimization of existing infrastructure, long range planning of improvements and enhancements to the systems. The scope of the project includes establishment of the capacities of existing systems, review of the City's current policies / design criteria, evaluation of the systems' operation and reliability, identification of study problems / opportunities, generation, assessment and evaluation of alternative servicing solutions, public consultation and preparation of water / wastewater and stormwater master plans.</p> <p>Flooding and Drainage Master Servicing Study:</p> <p>The Flooding and Drainage Master Servicing Study has been initiated to review the level of service for the City's urban drainage systems (underground and surface drainage) which are located within the combined sewer system area.</p>

	<p>A key part of this study will include an assessment of the impact of planned growth, land use intensification and climate change on Hamilton's flood risk, conveyance, wet weather management, treatment strategies and impact on Hamilton Harbour and its associated Remedial Action Plan (HHRAP). Flooding and drainage system improvements will be identified, conceptual designs will be developed, and opportunities to reduce storm flows into the combined system will be verified.</p> <p>Comprehensive Development Guidelines:</p> <p>The Comprehensive Development Guidelines detail the development engineering requirements related to subdivision and site plan process requirements, sanitary sewers and wastewater treatment, storm sewers and storm water management, watermains and water supply and more.</p>
<p><b>C2:</b> It is recommended that the City of Hamilton inventory the area to confirm and update location and ownership of all stormwater management infrastructure and OGS on municipal and where possible private lands.</p>	<p>The City feels they have a comprehensive list with owner identified and City divisions are maintaining as required.</p> <p>There is limited visibility on private lands however the environmental monitoring and enforcement (EME) group does track those on private land when they come across it in the field and record findings in the sewer-use by-law assessment report. In addition EME will notify owners of their responsibility to maintain the stormwater management infrastructure and make recommendations for maintenance. Subdivisions are not under the purview of EME.</p>
<p><b>C5:</b> It is recommended that the City of Hamilton continue the practice of updating its catch basin inventory and cleanout maintenance program.</p>	<p>The City maintains a Drainage Program in which the catch basin inventory is updated regularly with information from new developments and road improvements. The current maintenance frequency, as agreed with City Council, is every two years. This will be reviewed and if necessary a revised frequency could be recommended to Council.</p>
<p><b>C8:</b> It is recommended that the City of Hamilton continue with the program for optimization and improvements in their combined sewer system.</p>	<p>The City has an ongoing infrastructure project to optimize the combined sewage management and capture/treatment through enhancements to the City's Real Time Control (RTC). The City's combined sewer network captures both sewage and rainwater for treatment at the Woodward Avenue Wastewater Treatment Plant (Woodward WWTP). During dry weather 100% of the sewage collected is conveyed to Woodward for treatment. However, this legacy system was originally design to also allow excess sewer volume to overflow to Hamilton Harbour as Combined Sewer Overflow-CSO. RTC allows operator controlled gates to optimally direct flow to the Woodward WWTP and away from the harbor</p>

	The Flooding and Drainage Master Servicing Study will also investigate and recommend ways of increasing the performance of the City's Combined Sewer System possibly through both traditional grey infrastructure solutions, and also through green infrastructure solutions such as Low Impact Development-LID systems. The Ministry of the Environment and Climate Control is expected to release regulations for stormwater infrastructure system that will require Municipalities to manage a portion of the initial rainfall in the geographic area where it lands (infiltration, storage, evaporation, etc.).
<b>E3:</b> It is recommended that the City of Hamilton review their Sewer Use By-Law regarding including a limit for total phosphorus discharged into storm sewers.	There is currently a review of the Sewer Use By-Law underway which will look into the total phosphorus discharge. A consultant has been engaged to review the bylaw and it is expected that total phosphorus levels would be brought up. The urban runoff HHRAP report has been identified as a report to add to the consultants review.
<b>E8:</b> It is recommended that the City of Hamilton continue to provide additional staffing and funding to accelerate the identification and remediation of cross connections from the sanitary to the separated storm sewer system.	A cross connection program is currently operating under the Water Distribution and Wastewater Collection section of Hamilton Water. The program is approved temporarily until 2020 as per Council directive however a report will be presented to Council in November 2017 to report on progress and support the continuation of the program.

### ***Feasible with Current Resources***

These recommendations are supported by City staff and may be implemented within the current resources available.

<b>Recommendation Reference &amp; Description</b>	<b>Steps for Implementation</b>
<b>B6:</b> It is recommended that the City of Hamilton, the Hamilton Conservation Authority, and Conservation Halton review their watershed basin reports and develop a list to identify updates and priorities.	The City's Public Works Department, Planning & Economic Development Department and Conservation Authorities have all completed sub-watershed studies. In order to meet this recommendation a specific collaboration with the Conservation Authorities and the various City Divisions are to meet to present their inventory of existing and active watershed reports. PW/P&ED/HCA annual meeting agenda item to review, update & prioritize list as per the recommendation.

<p><b>C3:</b> It is recommended that the City of Hamilton establish a new monitoring procedure for the accumulation of sediment within City owned stormwater management ponds. This would provide information beyond a visual inspection to assist with forecasting dredging work.</p>	<p>The Roads &amp; Maintenance Section of the Public Works Department currently inspects City owned stormwater management ponds under the SWM Pond/Creek Maintenance Program. This program includes the structural rehab/ replacement of components, vegetation restoration, siltation/ debris removal and bank stabilization within the pond or watercourse.</p> <p>Currently investigating the feasibility of taking cross section measurements, using in house resources, across each of the SWM ponds to not only forecast dredging work but to check the functionality of the SWP. It is anticipated that a trial run with the SWM crew would be undertaken in 2018.</p>
<p><b>C6:</b> It is recommended that the City of Hamilton, within the Hamilton Harbour watershed, explore opportunities to improve the efficiency of their catch basin cleaning program with the use of new sediment capturing technologies.</p>	<p>The Roads &amp; Maintenance Section of the Public Works Department currently clean catch basins under the Drainage Program. Roads &amp; Maintenance are working on programming to help optimize resources &amp; increase efficiencies including the use of Goss traps in our catch basins.</p> <p>A further review will be completed to determine if there is an opportunity to monitor areas to predict sediment loading. This information would help in developing appropriate cleaning frequency. Discussions should take place with Development Engineering to see if there are opportunities to advance sediment capturing technology in new developments.</p>

### ***Feasible with Additional Resources***

These recommendations are supported by City staff however in order to implement the recommendations additional resources would need to be approved. If approved by Council further investigation by staff would be required to understand and articulate the additional resources and next steps for implementation.

<b>Recommendation Reference &amp; Description</b>	<b>Steps for Implementation</b>
<p><b>C4:</b> It is recommended that the City of Hamilton, in collaboration with the Hamilton Conservation Authority and Conservation Halton, develop a monitoring program to examine the functioning of stormwater management facilities to determine if they are addressing water quality requirements, functioning as designed, and if their performance can be optimized.</p>	<p>Stormwater management facilities are currently monitored under the SWM Pond/Creek Maintenance Program. This program includes the structural rehab/ replacement of components, vegetation restoration, siltation/ debris removal and bank stabilization within the pond or watercourse.</p> <p>The City has 60+ wet ponds where water quality can be monitored. Roads &amp; Maintenance are investigating methods for measuring the TSS loading for the ponds. Resources and equipment have not been identified for this yet. Investigation will proceed in 2018 with potential budget inclusion in 2019 for equipment or contract service.</p>

<p><b>C7:</b> It is recommended that the City of Hamilton, Hamilton CA, and Conservation Halton update and maintain an inventory of erosion sites within the City and CA owned creek blocks and prioritize appropriate remedial actions.</p>	<p>Both the conservation authorities and the City have completed work to get an inventory of creeks and measure erosion. The Hamilton Conservation Authority is measuring creek banks to get a baseline at which point they will return to measure any changes. Roads &amp; Maintenance have completed an inventory of all City owned watercourses however are not completing any measurements to monitor erosion. In order to meet this recommendation technical infrastructure would have to be created to house the inventory and additional staff would be required to maintain the inventory and be in the field inspecting and updating measurements to monitor for erosion.</p>
<p><b>D2:</b> It is recommended that the City of Hamilton create a municipal financial model for stormwater management based on an equitable rate structure for a stable funding source.</p>	<p>Since 2005 City staff have recommended the implementation of a stormwater rate to Council with the latest attempt in 2015 when Finance &amp; Corporate Services presented a Stormwater Funding Review FCS15061/PW15067 to GIC on October 7, 2015 with the following recommendations:</p> <ul style="list-style-type: none"> <li>(a) <i>That staff be directed to evaluate the benefits of an alternative Stormwater Fee structure and report back to the General Issues Committee on the following:</i> <ul style="list-style-type: none"> <li>(i) <i>residential Stormwater Fee;</i></li> <li>(ii) <i>multi-residential (MR)/Industrial/Commercial/Institutional (ICI) Stormwater Fee;</i></li> <li>(iii) <i>Stormwater Fee Credit Program;</i></li> <li>(iv) <i>identify budget restatement amounts for both the property tax and rate supported budgets;</i></li> <li>(v) <i>cost to implement and maintain an alternative stormwater fee based program;</i></li> <li>(vi) <i>billing mechanism and related policy/business process considerations;</i></li> </ul> </li> <li>(b) <i>That staff be authorized and directed to issue a Request for Proposals (“RFP”) for Consulting Services for a Stormwater Funding Review; and,</i></li> <li>(c) <i>That the total cost of the Stormwater Funding Review with an upset limit of \$600,000 be funded from the Stormwater reserve (108010).</i></li> </ul>



	At that time the motion was defeated. Staff can update the reports and present again to council to pass a stormwater rate in Hamilton which will provide a stable funding source for stormwater management as recommended by HHRAP.
<b>E1:</b> It is recommended that the City of Hamilton investigate and explore measures to ensure maintenance is carried out by private industrial, commercial, and institutional landowners to ensure that efficiency of all private stormwater management facilities and private OGS systems are maintained.	In 2014 the sewer use bylaw was updated to include enforcement opportunities for private OGS. The EME group does not inspect subdivisions however industrial, commercial and institutional landowners are all under the bylaw mandate. Currently there are not enough staff to proactively enforce private stormwater management systems. However a program can be developed and enforced through EME if enough resources are provided for implementation.
<b>E4:</b> It is recommended that the City of Hamilton, the Hamilton Conservation Authority, Conservation Halton, and local community groups provide and/or expand programs for social incentives to recognize community participation in sustainable stormwater management and the adoption of LIDs (e.g. awards, recognition programs).	Hamilton Water does extensive outreach and education to the community with the Customer Service and Community Outreach Section. In order to develop and maintain a LID program with social incentives a project manager would be required to deliver a similar campaign to the lead and flushables.
<b>E7:</b> It is recommended that the City of Hamilton, in collaboration with Hamilton Conservation Authority and Conservation Halton, investigate the opportunity to develop an incentive program to encourage the use of LIDs on private lands.	Along similar terms to recommendation E4 the project manager for LID would also be responsible for the development and implementation of an incentive program.

**Responsibility of Outside Partners**

These recommendations are lead by outside partners to which the City follows or works with closely. The City would be supportive in assisting those organizations in the investigation or implementation of recommendations.

Recommendation Reference & Description	Steps for Implementation
<b>B1:</b> It is recommended that the Province of Ontario complete development of the Low Impact Development (LID) Guidance Manual to complement the current MOECC Stormwater Planning and Design Manual	Lead by the Provincial Government
<b>B2:</b> It is recommended that the Province of Ontario provide guidance with respect to the stormwater volume reduction that may be possible through crediting LID techniques as part of a treatment train approach to stormwater management, particularly implications for designing stormwater management wet ponds.	Lead by the Provincial Government
<b>B3:</b> It is recommended that the Province of Ontario review the existing building code to include recommendations that support and/or promote implementing LID techniques for buildings and structures subject to the building code.	Lead by the Provincial Government
<b>B5:</b> It is recommended that the City of Hamilton develop LID guidance for reconstruction of urban roads based on LID stormwater management techniques developed by the Province, other municipalities, and Conservation Authorities.	New guidance document that needs to be created by the provincial government. City of Hamilton will adapt provincial guideline or modify. May even just take the Provincial guidance document and include Hamilton Logo. It is feasible but we would need to adopt it as a standard and get buy in. Would have to do a study to understand cost implications.
<b>B7:</b> It is recommended that the Hamilton	To be lead by the Hamilton Conservation Authority

<p>Conservation Authority water quality monitoring program and the associated aquatic monitoring and terrestrial monitoring program continue and be expanded to ensure a thorough understanding of water quality issues from headwaters to Cootes Paradise/Hamilton Harbour.</p>	
<p><b>B8:</b> It is recommended that the City of Hamilton, the Hamilton Conservation Authority, Conservation Halton, and the Province of Ontario develop a local workshop/conference for the development industry and practitioners to share new LID guidelines, LID construction and design tools, LID maintenance, and resources.</p>	<p>Conservation Halton should lead as already sponsoring workshops on the lifecycle of LID assets. Could follow similar programs to TRCA and CVC</p>
<p><b>B9:</b> It is recommended that the City of Hamilton, with support from the Province of Ontario, create and implement a training program in LID, SWM, and maintenance for municipal engineers, planners, building department staff, and maintenance operations staff (Parks and Rec, Roads and Parks Maintenance, etc.) involved in all stages of development to ensure full integration of changes/updates to LID and SWM guidelines and manuals.</p>	<p>Conservation Authorities would be best to lead this as they have done with Aquafor beech/Amec Foster Wheeler</p>
<p><b>B10:</b> It is recommended that the Hamilton Conservation Authority and Conservation Halton, with support from the Province of Ontario, create and implement a training program in LID, SWM, and maintenance for its engineers, planners, enforcement, and ecology staff involved in all stages of</p>	<p>To be lead by the conservation authorities</p>

development to ensure full integration of changes/updates to LID and SWM guidelines and manuals.	
<b>C1:</b> It is recommended that the Province of Ontario include guidance regarding the frequency of quantity and/or quality monitoring of stormwater management infrastructure.	To be lead by the Provincial Government
<b>D1:</b> It is recommended that the Province of Ontario provide guidance and direction for new financial models that allow stormwater infrastructure to be separately and predictably funded.	To be lead by the Provincial Government
<b>E2:</b> It is recommended that the Province of Ontario provide updated guidance for storm sewers and include requirements related to nutrients for incorporation into municipal sewer use bylaws.	To be lead by the Provincial Government
<b>E5:</b> It is recommended that a neighbourhood based stormwater stewardship program be delivered in the communities of Ancaster, Upper and Lower Hamilton, and Flamborough and ensure that collaboration in these initiatives occurs between local organizations and governments.	HCA to investigate and implement throughout the community
<b>E6:</b> It is recommended that the numerous existing outreach and education programs being delivered currently by Hamilton Conservation Authority, Conservation Halton, the City of Hamilton, and local non-profit agencies be enhanced and ensure that collaboration in these initiatives occurs.	HCA to be Hamilton lead.

<p><b>E9:</b> It is recommended that local government and community groups in the Hamilton Harbour Watershed collaborate on stormwater stewardship outreach and education initiatives to maximize effectiveness of messaging to urban residents to promote acceptance and implementation at the lot level to address urban stormwater runoff.</p>	<p>Suggest to be lead by Bay Area Restoration Council &amp; other non-municipal bodies.</p>
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# INFORMATION REPORT

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	January 15, 2018
<b>SUBJECT/REPORT NO:</b>	Pedestrian Crossover Program (PW18007) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Joanne Starr, C.E.T. (905) 546-2424, Extension 4372  Martin White, C.E.T. (905) 546-2424, Extension 4345
<b>SUBMITTED BY:</b>	John Mater, C.E.T. Associate General Manager and Director of Transportation Public Works Department
<b>SIGNATURE:</b>	

## Council Direction:

In June 2017, Public Works Committee and Council approved the Hamilton Strategic Road Safety Program 2017-2018 report PW17045, which permits staff to install Pedestrian Crossovers (PXO)'s throughout the City of Hamilton with a budget of \$400,000 in 2018, funded through the Red Light Camera Reserve #112203.

## Information:

The Pedestrian Crossover Program is one of the primary road safety areas of focus for the Hamilton Strategic Road Safety Program. Legislative changes to the Highway Traffic Act, effective on January 1, 2016; now permits municipalities to install Pedestrian Crossovers to provide pedestrians the right-of-way over motor vehicles at designated locations through the use of signs and pavement markings. To date, the Pedestrian Crossover Program has resulted in the implementation of 37 Pedestrian Crossovers (see Appendix A).

While these types of traffic control devices are still relatively new, the Pedestrian Crossover Program has been an overwhelming success and requests for Pedestrian Crossovers continues to be received. Working in partnership with Public Works Communications staff, the City has undertaken an extensive education program to raise awareness of these new facilities utilizing print and social media, video productions and the creation of a dedicated web-page (<https://www.hamilton.ca/streets-transportation/driving-traffic/pedestrian-crossovers>).

Traffic Engineering staff have been maintaining an inventory of locations where pedestrian crossing treatments have been requested. With a list of over one hundred

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requested Pedestrian Crossovers and limited resources, staff have established a process for ranking and prioritizing locations for installation.

Following a comprehensive technical review and a review of practices followed in other jurisdictions across North America and Europe, a new process has been established for ranking and prioritizing requests for Pedestrian Crossovers in Hamilton. Similar to the process used for prioritizing traffic signal requests, a point-based system has been developed using three key parameters, specifically:

- 1) Distance to adjacent traffic control devices;
- 2) Proximity to typical pedestrian generators, schools, parks and bus stops;
- 3) Existing pedestrian and vehicle volumes.

This new process allows staff to rank and prioritize all of the locations, as well as add new locations which are then automatically ranked. Through this new process, staff will be able to identify the highest priority locations for implementation and identify the locations proposed for installation through the annual Capital Budget process.

Using the new prioritization and ranking criteria staff will begin the process of installing the priority locations as identified in Appendix B, up to a cost of \$400,000 and as resources permit. Staff will continue to work with area councillors as Pedestrian Crossovers are being designed and prepared to be installed within the designated Wards.

#### **Appendices and Schedules Attached**

Appendix A – Pedestrian Crossovers Installed To Date

Appendix B – Priority Ranking of Pedestrian Crossover Locations

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Pedestrian Crossovers Installed to Date		
	Street A (Road Pedestrians Cross)	Cross St./Segment
1	Wilson Street	At Todd Street/Dunham Drive
2	Governors Road	At Avon Drive
3	Garth Street	160 metres South of Stone Church Road
4	Upper Sherman	At trail crossing, South of Limeridge Road
5	Upper Sherman	At Rowntree Drive/Atherly Drive
6	Winterberry Drive	At trail crossing, 195 metres North of Highland Road
7	Longwood Road	At Marion Avenue
8	Limeridge Road	At Rail Trail (East of Upper Kenilworth Avenue)
9	Concession Street	At East 27th Street
10	Mount Albion Road	At Greenhill Avenue (Northbound right-turn channel)
11	MacNab Street	At Transit Terminal (Northbound)
12	MacNab Street	At Transit Terminal (Southbound)
13	Vinton Road	At Guest Street
14	Fall Fair Way (South leg)	At Pumpkin Pass
15	Fall Fair Way (North leg)	At Pumpkin Pass
16	Pumpkin Pass (West leg)	At Fall Fair Way
17	Gray Road	At Jasper Drive
18	Mohawk College	At Transit Terminal 1
19	Mohawk College	At Transit Terminal 2
20	Mohawk College	At Transit Terminal 3
21	Hollybush Drive	At Trail Crossing between Ryans Way and Pentland
22	Mountain Transit Hub	At Transit Terminal 1
23	Mountain Transit Hub	At Transit Terminal 2
24	Raymond Road (North leg)	At Whittington Drive
25	Raymond Road (South leg)	At Whittington Drive
26	Whittington Drive (East leg)	At Raymond Road
27	Whittington Drive (West leg)	At Raymond Road
28	Regional Road 56	185 metres South of Viking Drive
29	Regional Road 56	At Library Lane
30	Fall Fair Way (North leg)	At Binbrook Road
31	Fall Fair Way (South leg)	At Binbrook Road
32	Binbrook Road (East leg)	At Fall Fair Way
33	Binbrook Road (West leg)	At Fall Fair Way
34	Queen Street	At Herkimer Street
35	Herkimer Street	At Queen Street (Northbound right turn channel)
36	Herkimer Street	At Queen Street (Southbound right turn channel)
37	Locke Street	At Stanley Avenue



## Priority Ranking of Pedestrian Crossover Locations

Location		Ward	2018 Installation	Pedestrian Crossover Type & Cost Estimate	
Street A (Road Pedestrians Are Crossing)	Cross Street/Segment				
Hunter Street	Hughson Street South	2	X	C	\$35,000
Barton Street East	Brunswick Street	4	X	B	\$70,000
Wilson Street	Trail Crossing (East of Dalley Drive)	12	X	B	\$35,000
Limeridge Road	650 metres west of West 5th Street (Annunciation of Our Lord School)	8	X	B	\$35,000
Queen Street	Napier Street	1 & 2	X	B	\$35,000
Bay Street South	Jackson Street West	2	X	1B & 2D	\$50,000
Wilson Street	Between Academy Street and Sulphur Springs	12	X	B	\$35,000
Amberly Boulevard	Concerto Court	12	X	B	\$35,000
Gray Road	Federal Street	10	X	B	\$35,000
Old Ancaster	Hamilton - Brantford Rail Trail	13	X	C	\$25,000
Braithwaite Avenue	Panabaker Drive	12			
Braithwaite Avenue	Donnelly Street	12			
Mountain Park Avenue	Ben Lomond Place	6			
Gatestone Drive	North of Foxtrot Drive	9			
Claremont Access	West of Upper James Street	8			
Mountain Park Avenue	E37th Street	6			
Mountain Park Avenue	Juravinski Hospital	6			
Pinehill Drive	Dakota Boulevard	11			
Hunter Street West	Park Street	2			
York Boulevard	Caroline Street	2			
Dundana Avenue	Old Ancaster Road	13			
Pinehill Drive	Hyslop Avenue	11			
Redfern Avenue	East of Jewel Street	8			
Cannon Street East	London St (North Leg)	4			
Cannon Street East	Edgemont Street North	4			
Upper Sherman Avenue	Princip Street	7			

Location		Ward	2018 Installation	Pedestrian Crossover Type & Cost Estimate	
Street A (Road Pedestrians Are Crossing)	Cross Street/Segment				
Concession St.	East 33 <sup>rd</sup> Street	6			
Sherman Access	Wentworth Stairs (mid-way on access)	2 & 3			
Bay Street	Mulberry Street	2			
Hamilton Street North	John Street				
Gatestone Drive	South of Beachgrove Crescent	9			
Van Wagners Beach Road	300 metres north of Nash Road (Barangas on the Beach)	5			
First Road West	Slinger Avenue	9			
Florence Street	Inchbury Street	1			
Sanatorium Road	South of Redfern Avenue	8			
King Street West	Paradise Road North	1			
Ottawa Street	Argyle Avenue	3 & 4			
Amberly Boulevard	East of Devonshire Terrace	12			
Quigley Road	North of Rail Track	5			
Wellington Street	Kelly Street	2			
Limeridge Road	Rockingham Drive	7			
Emerson Street	Hamilton - Brantford Rail Trail	1			
James Street North	Colbourne Street	2			
Whitedeer Road	Candlewood Drive	9			
Halsen Street	south of Wilson (Rail Trail)	12			
Bay Street	Bold Street	2			
Kitty Murray Lane	South of Belfort Terrace	12			
Upper Paradise Road	B/W LINC and Hadeland Avenue	8			
Mount Albion Road	Congress Crescent	5			
McClure Road	Wilson Street	12			
Ottawa Street	Britannia Avenue	3 & 4			
Limeridge Road	Birchview Drive	6			
Marston Street	Valley Park (Trail Crossing)	9			
Broadway Avenue	Rail Trail North of Ward	1			

Location		Ward	2018 Installation	Pedestrian Crossover Type & Cost Estimate	
Street A (Road Pedestrians Are Crossing)	Cross Street/Segment				
	Avenue				
John Frederick Drive	Bookjans Drive	12			
Binbrook Road	Great Oak Terrace	11			
Dundas Street	West Street	13			
Stroud Road	Rail Trail	1			
Morwick Drive	Stevenson Street	12			
Golf Links Road	Golfdale Place	12			
Stone Church Road	Rochelle Avenue	6			
Stone Church Road West	Omni Boulevard	8			
Longwood Road	Franklin Avenue	1			
Stone Church Road West	West of Chelsey Street	8			
Mohawk Road	East 45th Street				
Delawana Avenue	Fairington Crescent	5			
King Street West	Haddon Avenue South	1			
Wentworth Street South	Cumberland Avenue	2 & 3			
Barton Street East	Milton Avenue	3			
Hunter Street West	Pearl Street	1			
Limeridge Road	Kendale Court	8			
Wilson Street	Meadowbrook Drive	12			
Barton Street (Winona)	West of Fifty Road, in front of St. Gabriel School	11			
Leland Street	Glenmount to Ward	1			
Southcote Road	Gray Ct Drive	12			
Balleagio Avenue	Boulder (E. Leg)	11			
Baseline Road	West of East Street	11			
Braithwaite Avenue	Liam Drive	12			
Braithwaite Avenue	Somerville Lane	12			
Kitty Murray Lane	Roelfson Drive	12			
Kitty Murray Lane	Thoroughbred Boulevard	12			
John Frederick Drive	Annalee Drive	12			
Morwick Drive	Moore Crescent	12			
Kimberly Drive	Scotia Avenue	5			
Highland Road West	Cityview Cres. (West Leg)	9			
Watercrest Drive	Springbreeze Heights	11			
Mercer Street	Joya Place	13			

Location		Ward	2018 Installation	Pedestrian Crossover Type & Cost Estimate	
Street A (Road Pedestrians Are Crossing)	Cross Street/Segment				
Wilson Street	#356 Wilson St E (Old Memorial School building) (Ancaster)	12			
Balleagio Avenue	Boulder (W. Leg)	11			
King Street West	Paisley Street	1			
Kitty Murray Lane	Suffolk Street	12			
Morwick Drive	Valmont Street	12			
Raymond Road	Irwin Avenue	12			
Raymond Road	Grandell Drive	12			
Stonehenge Drive	Cloverleaf Drive	12			
Stonehenge Drive	Raymond Road	12			
Garth Street	100 metres North of Twenty Road	11			
Kitty Murray Lane	Stonehenge Drive	12			
Stonehenge Drive	Thoroughbred Boulevard	12			



**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
**Hamilton Water Division**

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	January 15, 2018
<b>SUBJECT/REPORT NO:</b>	Biosolids Management Project - Technical Advisory Services (PW18003) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Dan Chauvin (905) 546-2424, Extension 5988
<b>SUBMITTED BY:</b>	Dan Chauvin Director, Woodward Upgrade Project Public Works
<b>SIGNATURE:</b>	

**RECOMMENDATION**

- (a) That Purchase Order #76429 be increased in the amount of \$152,851.00 pursuant to Procurement Policy #11 - Non-competitive Procurements, to Deloitte LLP, for contract C11-58-14, Transaction Advisor Services for the Biosolids Management Project from account 5160966910 WWTP - Biosolids MP Implementation, and that the General Manager, Public Works Department be authorized to negotiate and amend the existing Contract with Deloitte LLP including any ancillary documents required to give effect thereto, in a form satisfactory to the City Solicitor.

**EXECUTIVE SUMMARY**

The City of Hamilton (City) executed contract C11-58-14 with Deloitte LLP (Deloitte) in October 2014 in the amount of \$2,186,723. Deloitte serves as the prime consultant for all transaction advisory services required in securing a long term service provider to design, build, finance, operate and maintain the City's Biosolids Management Project (Project), and assist with securing committed funds from PPP Canada. The scope of the assignment includes Project Management, Financial, Legal and Technical services for all phases of the Project, including Request for Qualification (RFQ), Request for Proposal (RFP), Commercial/Financial Close and Construction Oversight.

The Project has reached the Commercial/Financial Close and the City has successfully executed a biosolids management contract with Harbour City Solutions as detailed in Report PW11098e/FCS11112e, dated March 28, 2017. Deloitte has recently submitted a claim in the amount of \$152,815.00 for additional costs incurred during the Commercial/Financial Close phase of the Project. Staff has reviewed the claim and recommends expanding the existing purchase order to accommodate the claim.

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**SUBJECT: Biosolids Management Project - Technical Advisory Services  
(PW18003) (City Wide) - Page 2 of 4**

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Sufficient funds are available in the project account 5160966910 Wastewater Treatment Plant (WWTP) - Biosolids MP Implementation.

***Alternatives for Consideration - Page 4***

**FINANCIAL - STAFFING - LEGAL IMPLICATIONS**

**Financial:** Sufficient funds exist in the project account 5160966910 WWTP Biosolids MP Implementation to support this recommendation.

**Staffing:** There are no staffing implications associated with the proposed recommendations.

**Legal:** There are no legal implications associated with the proposed recommendations.

**HISTORICAL BACKGROUND**

Through PW11098c/FCS11112c, February 19, 2014, Council approved staff to proceed with hiring transaction advisor services through Request for Proposal (RFP) process. This assignment is in support of the Biosolids Management Project (Project) to assist the City in securing a long term service provider to design, build, finance, operate and maintain the City's Biosolids program, while securing committed funds from PPP Canada.

As a result, staff issued RFP C11-58-14 and Deloitte LLP was the successful proponent and the associated contract was executed with purchase order 76429 being issued October 22, 2014 valued at \$2,186,723. Scope of the assignment was to serve as the prime consultant for all transaction advisory services which include providing Project Management, Financial, Legal and Technical services for all phases including, Request for Qualification (RFQ), Request for Proposal (RFP), Commercial/Financial Close and Construction Oversight.

In December, 2016 Purchase Order #76429 was increased through the use of Policy 11 - Non-Competitive Procurement for \$249,000 for a claim by Deloitte for additional services related to elements of the Procurement Phase of the transaction process. In general, the additional work incurred was related to increased effort in support of; reviewing alternate proposed financing structures, payment performance regime, co-ordination and completion issues specific to the site, risk allocation within the Project Agreement, the technical scope of the facility, and the need to comply with the City's Affordability Threshold.

The Project achieved Financial Close and the City executed a contract with Harbour City Solutions as detailed in Report PW11098e/FCS11112e, dated March 28, 2017.

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**SUBJECT: Biosolids Management Project - Technical Advisory Services  
(PW18003) (City Wide) - Page 3 of 4**

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Staff is in receipt of a second claim from Deloitte for additional services related to the Commercial & Financial Close phase of the project. Scope includes effort required to support the following tasks which are additional to the original scope of the Project:

- Procurement of Independent Certifier (IC) services - including modification of City standard template documents, and negotiation of retainer with firm selected as the IC;
- Addition of Sanitary Sewer Extension - engaged on issues related to the Sanitary Sewer Extension, including drafting and reviewing proposed Project Agreement revisions, briefing materials and multiple teleconferences;
- Request for specific provisions relating to change of control - engaged in multiple meetings regarding a proponents request for change in control amendments to the Project Agreement; reviewing and revising multiple drafts of revised language; preparing briefing materials and supporting documentation for City;
- Project Opposition - engaged in assisting the City to respond to a proponent opposing the Biosolids Project, the procurement process and the award to Harbour City Solutions; participating in multiple conference calls; preparing briefing material and supporting documentation for City;
- Solicitor's Opinion - drafting opinion and certificate delivered by the City Solicitor for the Biosolids Project; reviewing and revising Solicitor's Opinion and certificate based on comments received from the City; engaging in multiple conference calls regarding the Solicitor's Opinion with the City and Project co-counsel.

The second claim submitted by Deloitte exceeds the cumulative threshold value of \$250,000.00 and therefore Council approval is required for further expansion of the Purchase Order pursuant to Procurement Policy 11 - Non-Competitive Procurements.

### **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

The recommendations of this report comply with By-Law 17-064, Procurement Policy, specifically Policy #11, Non-Competitive Procurements.

### **RELEVANT CONSULTATION**

In developing this report, the following internal consultation was undertaken;

- Procurement Section, Corporate Services was consulted regarding the appropriate procurement authority required to facilitate the increase of the purchase order and this report's recommendations;
- Capital Budgets Section, Financial Planning and Policy Division, Corporate Services Department;
- Legal Services, Corporate Services Department.

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**SUBJECT: Biosolids Management Project - Technical Advisory Services  
(PW18003) (City Wide) - Page 4 of 4**

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**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

Staff analysed the claim items against the original request for proposal and are in agreement the effort is considered additional scope supporting Deloitte's claim through this recommendation. Staff's rationale for the recommendation is that the claim is valid and Deloitte brought good value to the City overall through the following measures:

- A savings of \$2.5 million NPV as compared to the City's established Affordability Threshold of \$111.0 million;
- Achievement of desired risk transfer related to Biosolids management through a complex procurement process and PPP market;
- Completion of an innovative open technology procurement that enabled the 'market to decide' on the technology that brought the most value to the City, and
- City saved approximately \$6.5 million from its capital budget during construction and \$1.7 million during the operating period, with an additional risk transfer to sustainable solution for the next 30 years.

**ALTERNATIVES FOR CONSIDERATION**

The claim from Deloitte for additional services could be denied. However, staff do not recommend this alternative as the additional work provided good value to the project. PPP Canada projects are complex and require flexibility to navigate the process and ensure all requirements are met.

**ALIGNMENT TO THE 2016 - 2025 STRATEGIC PLAN**

**Built Environment and Infrastructure**

*Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.*

**APPENDICES AND SCHEDULES ATTACHED**

N/A

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## 6. DISCUSSION ITEMS

### 6.1 Correspondence

**Share the Road organization, Climate Change Action Plan letter** – The Citizen Committee Report is to be on the PWC June 19 agenda.

**Duty Tax letter** – The Citizen Committee Report is planned to be on the PWC June 19 agenda.

**Cycling Season Review Meeting** – It is requested that this meeting be held early every calendar year (perhaps February).

**Community in Motion Awards** – Ann provided a summary of the 2017 awards, announced at the annual Bike-to-Work celebration at City Hall.

**Committee member resignation** – Trevor Jenkins has submitted his resignation from the Cycling Committee due to scheduling difficulties.

### 6.2 Updates from HCyC reps on committees

**Cycle Hamilton** – This community organization had an information booth at Bike-to-Work day at City Hall. The organization also submitted an opinion article to The Spectator, and has hired two summer students.

### 6.3 Maintenance

No issues identified.

### 6.4 Budgets

A funding application form is being reviewed in order to receive community cycling initiative ideas.

### 6.5 Discussion

**City Cycling website** – Content on the website [www.Hamilton.ca/cycling](http://www.Hamilton.ca/cycling) was reviewed and suggestions were made to improve the layout of information so the public can more easily find information. Important topics identified include safety, etiquette, and ebikes.

### 6.6 Building the Network and Councillor Outreach

Staff provided highlights of certain projects in development for 2017 including: Bay St (Stuart St to Aberdeen Ave), Hunter St bicycle lanes (Catharine to MacNab), Gage Ave (Burlington St to Lawrence Rd), and Garth St (Rymal Rd to Twenty Rd).

### 6.7 Other Bicycle Infrastructure Projects

**Provincial Cycling Network** – Staff provided follow-up information on this planned network, envisioned to be focused on recreational routes. Many of the routes through Hamilton are existing high-profile facilities such as the Great Lakes Waterfront Trail and the GreenBelt Route.

### 6.8 Public Education

**Hamilton Bike Map** – The 2017 edition is posted on the City website.

**“Share the Road – Respect the Rules” campaign** – The street banner is planned to be installed in July as part of this campaign.

## 7. GENERAL INFORMATION & OTHER BUSINESS

### Announcements

**Bike Month is June**, so watch for cycling events.

## 8. ADJOURNMENT

### (Moved/Seconded)

That, there being no further business, the meeting be adjourned at 7:45 p.m.



**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
 Transportation Division

<b>TO:</b>	Chair and Members Public Work Committee
<b>COMMITTEE DATE:</b>	January 15, 2018
<b>SUBJECT/REPORT NO:</b>	2018 Volunteer Committee Budget Submission – Hamilton Cycling Committee (PW18004) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Daryl Bender, B.E.S. (905) 546-2424, Extension 2066  Martin White, C.E.T. (905) 546-2424, Extension 4345
<b>SUBMITTED BY:</b>	John Mater, C.E.T. Associate General Manager and Director of Transportation Public Works Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

- (a) That the Hamilton Cycling Committee (HCyC) 2018 base budget submission, in the amount of ten thousand dollars (\$10,000), as described in Appendix “A” to report PW18004, be approved and referred to the 2018 budget process for consideration;
- (b) That, in addition to the base funding, a one-time budget allocation for 2018 of two thousand five hundred dollars (\$2,500), funded by the Hamilton Cycling Committee (HCyC) reserve, be approved and referred to the 2018 budget process for consideration.

### EXECUTIVE SUMMARY

The Hamilton Cycling Committee (HCyC) has developed a request for funding, for planned activities in 2018. With the endorsement of the HCyC members, this request for funding is submitted to Public Works Committee as Appendix “A”. This report presents this proposed budget to Public Works Committee for consideration as part of the 2018 budget process.

The HCyC is proposing a 2018 budget of twelve thousand five hundred dollars (\$12,500). Their proposed budget would be financed with \$10,000 from the levy and \$2,500 from their Reserve. This budget would therefore have a zero impact on the 2018 budget as their approved budget in 2017 also had ten thousand dollars (\$10,000) funded from the levy.

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**SUBJECT: 2018 Volunteer Committee Budget Submission – Hamilton Cycling Committee (PW18004) (City Wide) - Page 2 of 4**

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***Alternatives for Consideration – See page 3***

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

**Financial:** For 2018, the HCyC has requested a budget of twelve thousand five hundred dollars (\$12,500). The proposed budget will finance community educational activities plus the production of safety and promotional materials.

A comparison of the budgeted projects for 2018 versus 2017 reveals that the HCyC continues to focus on safety and cycling promotions.

Item	2017 Budget	Proposed 2018 Budget	Difference
Share the Road ad campaign	0	\$1500	+ \$1500
Cycling Safety promotions	\$3000	\$3000	0
Local Cycling promotions	\$2000	\$500	- \$1500
Special Cycling Events	\$2000	\$4000	+ \$2000
International Bike Show booth	\$1500	\$1500	0
Cycling Conferences	\$500	\$1000	+ \$500
Meeting expenses	\$1000	\$1000	0
<b>Total</b>	<b>\$10,000</b>	<b>\$12,500</b>	<b>+ \$2500</b>
Funds from levy	\$10,000	\$10,000	0
Funds from reserve	0	\$2500	+ \$2500

**Staffing:** Public Works Traffic Engineering staff will continue to act as a staff liaison to the HCyC, thus no changes to staffing.

**Legal:** N/A

**HISTORICAL BACKGROUND**

The HCyC advises the City of Hamilton on all matters related to cycling - monitoring the implementation of the Hamilton Cycling Master Plan (2009), providing input to the 2017 Cycling Master Plan update, planning for bicycling facilities (e.g. bike parking), educating citizens on matters of traffic safety, and promoting cycling both for recreation and commuting. Cycling helps to maintain personal health, thus it helps to foster a healthier community. In 2017 approximately forty thousand (40,000) bike maps were distributed and approximately sixteen kilometres (16 km) of cycling infrastructure was installed in Hamilton. The HCyC provided valuable input into these cycling projects. The HCyC's activities also help to achieve the objectives of the Transportation Master Plan.

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**SUBJECT: 2018 Volunteer Committee Budget Submission – Hamilton Cycling Committee (PW18004) (City Wide) - Page 3 of 4**

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**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

This report strongly aligns with the City’s Vision Statement, the City’s Mission Statement, and the City’s Priorities in the Strategic Plan; as these statements make reference to engaged citizens, children, health, safety, and sustainability. The City’s Transportation Master Plan and Cycling Master Plan both advance a well-connected cycling network, the promotion of active transportation, and safety education; all supported by an engaged HCyC.

**RELEVANT CONSULTATION**

In preparation of this report, Public Works staff consulted the HCyC and Corporate Services Finance and Administration staff.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

Feedback received by members of the HCyC ensures cycling projects are well vetted by the community, thereby improving the quality of cycling facilities - both for recreation and commuting.

The committee promotes cycling safety through their very successful distribution of “Share the Road” car magnets and stickers; and the distribution of bicycle lights at special events, to stress the message of improved visibility. They also plan to continue coordination with City staff on a broader cycling safety campaign during Bike Month in June 2018.

Committee members in conjunction with community groups promote cycling in Hamilton during events like “Bike for Mike”, “Bike-to-Work Day”, “Supercrawl”, and other city festivals. The HCyC also proposes to grow the profile of cycling in Hamilton by promoting the “Jane’s Ride: Trail of Two Cities” around Hamilton Harbour; and host an annual lecture in Hamilton, attracting an audience from across southern Ontario.

The committee members serve as volunteer staff for the HCyC booth at the Toronto International Bike Show, promoting Hamilton as a cycling destination and receiving feedback from people that cycle on Hamilton facilities – including Hamilton residents attending the show. The committee works with Tourism Hamilton to promote the city’s recreational assets by distributing the City map “Bike Routes, Trails & Parks”, pamphlets printed by the Hamilton Conservation Authority, and other materials.

The Committee plans to host the 2018 meeting of western Lake Ontario cycling committees, and to send a representative to one or two cycling-related conferences in 2018 to share Hamilton successes and to learn from other communities.

**ALTERNATIVES FOR CONSIDERATION**

The Public Works Committee could choose to modify the funding level of this Volunteer Committee of Council. If the HCyC’s 2018 budget request is not approved, they would have to adjust their proposed 2018 work plan to accommodate the approved funding level. The members feel that their planned budget for 2018 reflects a commitment to

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**SUBJECT: 2018 Volunteer Committee Budget Submission – Hamilton Cycling  
Committee (PW18004) (City Wide) - Page 4 of 4**

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improving safety in Hamilton, promoting cycling as an economic engine in tourism, and fostering a healthier community.

**ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

**Community Engagement & Participation**

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

**Economic Prosperity and Growth** Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

**Healthy and Safe Communities**

Hamilton is a safe and supportive city where people are active, healthy, and have a high quality of life.

**Clean and Green**

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.

**Built Environment and Infrastructure**

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

**Culture and Diversity**

Hamilton is a thriving, vibrant place for arts, culture, and heritage where diversity and inclusivity are embraced and celebrated.

**Our People and Performance**

Hamiltonians have a high level of trust and confidence in their City government.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix A – 2018 Volunteer Committee Budget Submission HCyC

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# **CITY OF HAMILTON**

**2018**

**ADVISORY COMMITTEES**

**BUDGET SUBMISSION**

**Hamilton Cycling Committee (HCyC)**

## **PART A: General Information**

### **ADVISORY COMMITTEE MEMBERS:**

Pierre Barras	Sharon Gibbons
Kate Berry	Kevin Love
Greg Blunsdon	Ann McKay
Jason Cople	Linda Meerveld
Robert Corsini	Cora Muis
Brandon Curtas	Brad Tyleman

### **MANDATE:**

The purpose of the Hamilton Cycling Committee (HCyC) is to advise the City Government on all matters related to cycling, to monitor implementation of the Hamilton Cycling Master Plan, to encourage and participate in planning for bicycling facilities, to encourage citizens to cycle instead of drive, to educate the public on the benefits and necessities of cycling, and to integrate the work of neighbouring municipal bicycle committees.

## **PART B: Strategic Planning**

### **STRATEGIC OBJECTIVES:**



The Committee's goals are:

- Review progress in implementing the City of Hamilton Cycling Master Plan and to take action to influence progress if necessary;
- Ensure community input on specific details associated with implementing the Master Plan;
- Ensure that cycling needs are emphasized in all transportation related decisions;
- Encourage legislation and policy changes that are supportive of cycling;
- Promote cycling for transportation and recreation through relevant events;
- Educate the public on the benefits, necessities and safety aspects of cycling;
- Assist in establishing secure, adequate bicycle parking facilities;
- Represent the cycling community at City of Hamilton sponsored functions/events;
- Encourage the formation of, and liaise with other municipal cycling committees; and
- Foster a mutual respect between cyclists and other road users.

### ALIGNMENT WITH CORPORATE GOALS:

Please check off which Council approved Strategic Commitments your Advisory Committee supports			
1) Community Engagement & Participation	<input checked="" type="checkbox"/>	2) Economic Prosperity & Growth	<input checked="" type="checkbox"/>
3) Healthy & Safe Communities	<input checked="" type="checkbox"/>	4) Clean & Green	<input checked="" type="checkbox"/>
5) Built Environment & Infrastructure	<input checked="" type="checkbox"/>	6) Culture & Diversity	<input checked="" type="checkbox"/>
7) Our People & Performance	<input checked="" type="checkbox"/>		

### PART C: Budget Request

#### INCIDENTAL COSTS:

Meeting expenses	\$ 1000
<b>SUB TOTAL</b>	<b>\$ 1000.00</b>

#### SPECIAL EVENT/PROJECT COSTS:

Share the Road campaign	\$ 1500
Promotions – cycling safety	\$ 3000
Promotions – local cycling	\$ 500
Special Cycling Events	\$ 4000
International Bike Show booth (Toronto)	\$ 1500
Conferences	\$ 1000
<b>SUB TOTAL</b>	<b>\$ 11,500.00</b>

<b>TOTAL COSTS</b>	<b>\$ 12,500.00</b>
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<b>Funding from Advisory Committee Reserve (only available to Advisory Committees with reserve balances)</b>	<b>\$ 2500.00</b>
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<b>TOTAL 2018 BUDGET REQUEST (net of reserve funding)</b>	<b>\$ 10,000.00</b>
<b>PREVIOUS YEAR (2017) APPROVED BUDGET (2017 Request \$10,000.00)</b>	<b>\$ 10,000.00</b>

**CERTIFICATION:**

Please note that this document is a request for a Budget from the City of Hamilton Operating budget. The submission of this document does not guarantee the requested budget amount. Please have a representative sign and date the document below.

**Representative's Name:** **Sharon Gibbons**

**Signature:**

Signature 

**Date:** **October 25, 2017**

**Telephone # :**

# Annual Update to Public Works Committee

## Hamilton Cycling Committee 2017



# The Hamilton Cycling Committee (HCyC) Mandate:

The purpose of the Hamilton Cycling Committee (HCyC) is to **advise** the City Government on all matters related to cycling, to **monitor** implementation of the Hamilton Cycling Master Plan, to **participate** in planning for bicycling facilities, to **encourage** citizens to cycle instead of drive, to **educate** the public on the benefits and necessities of cycling, and to **integrate** the work of neighbouring municipal bicycle committees.



## Cycling Committee activities in 2017:

- 'Share the Road' Campaign – Bike month (June)
- 'Be Seen' Campaign – distributing bike lights (Nov.)
- Letter to the Ontario Ministry of the Environment & Climate Change, through the Mayor's Office – supporting investment in cycling infrastructure
- Letter to the Federal Minister of Finance – addressing import tariffs for bicycles
- Helping organize JANE'S RIDE – a Trail of Two Cities
- Staffing information booths
- Input to the updated Cycling Master Plan (within the TMP update)
- Design feedback on projects



**SoBi** continues to be an excellent addition to the City's cycling infrastructure.

- Convenient
- Well utilized with 900,000+ trips
- 75 more bikes added to the network in 2017 (825 total)



Launch of the **HSR Mountain Climber**

- Innovation for the city with an escarpment
- Well received and excellent media coverage
- A great fit with bike racks on all busses!





## **Jane's Ride:**

A Trail of Two Cities

2<sup>nd</sup> Annual in 2018

Saturday May 5

**You're Invited!**

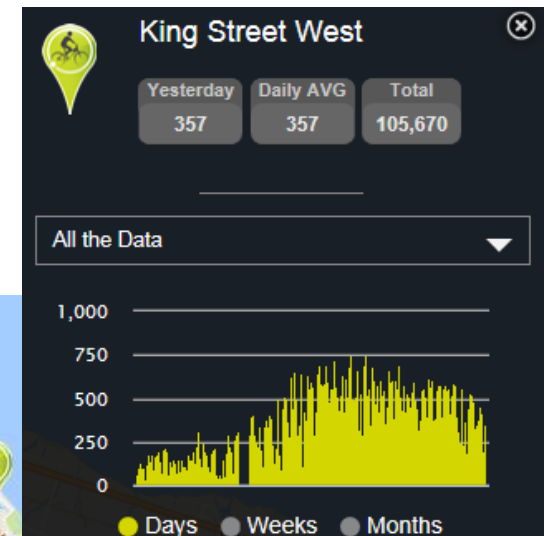
The same weekend as  
Jane Jacob's celebrations  
across the province and  
Door's Open Hamilton.



## Cycling Ridership looks to be increasing.

The City is installing more permanent bicycle counters, and some of these counters provide live data summaries online.

Cannon Cycle Track:	450 /day (max. 900+ in one day 2017)
King Street:	350 /day (max. 750 in one day 2017)
Bay Street:	100 /day
Waterfront Trail - Lake:	250 /day
Waterfront Trail - Harbour:	500 /day
Cootes Drive Trail:	230 /day
Highland Road:	25 /day
Gage Park Pump Track:	200 /day





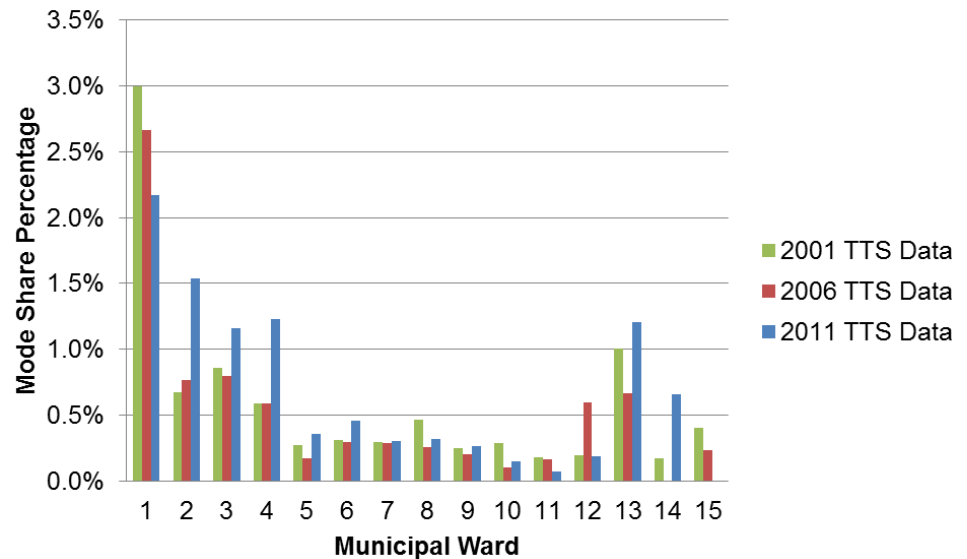
# Cycling Ridership

The City has other sources of data, and when merged and compared, form a better understanding of ridership.

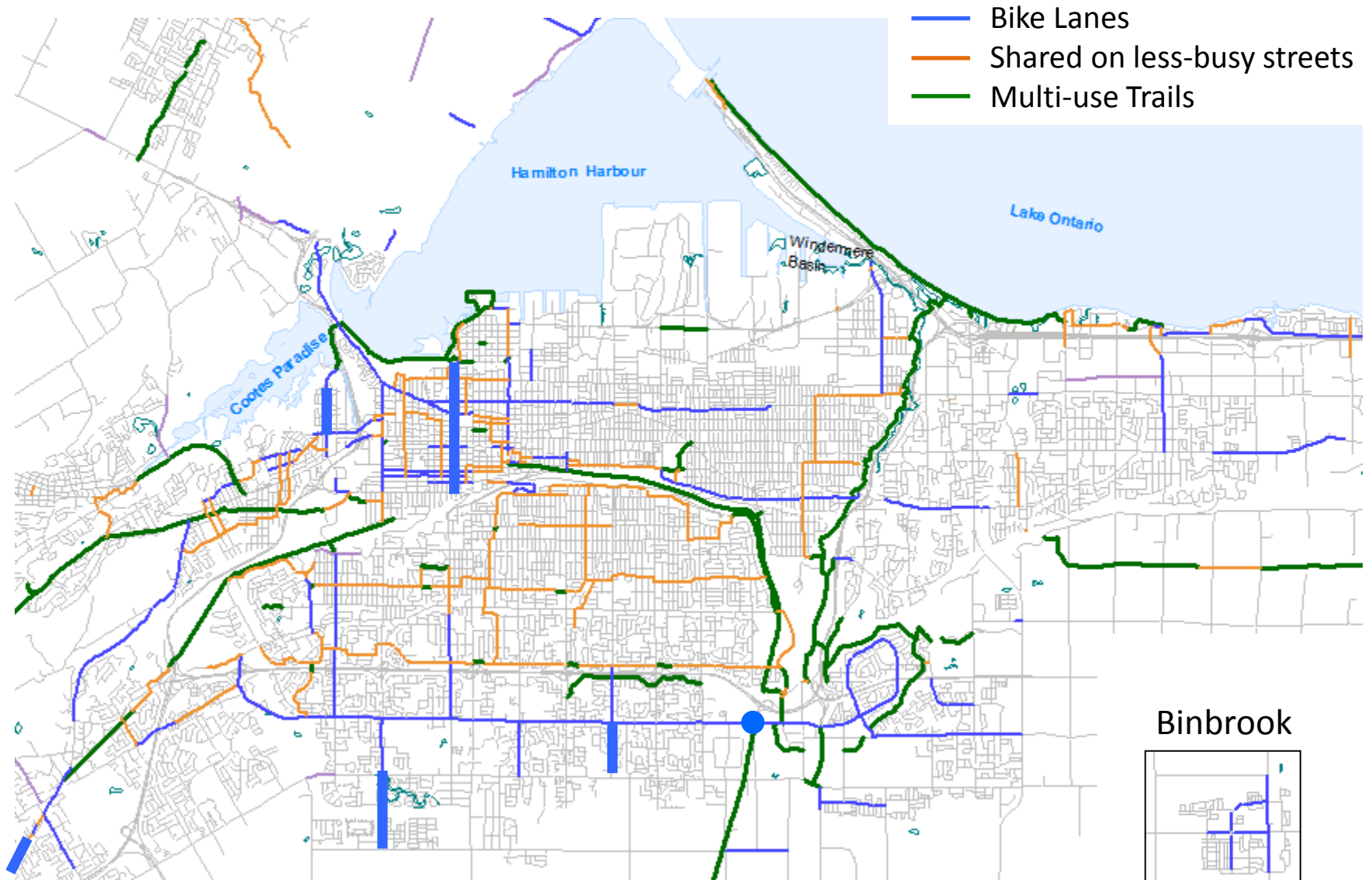
SoBi Heat Maps:



Transportation Tomorrow Survey:  
Cycling Mode Share (All Trips)

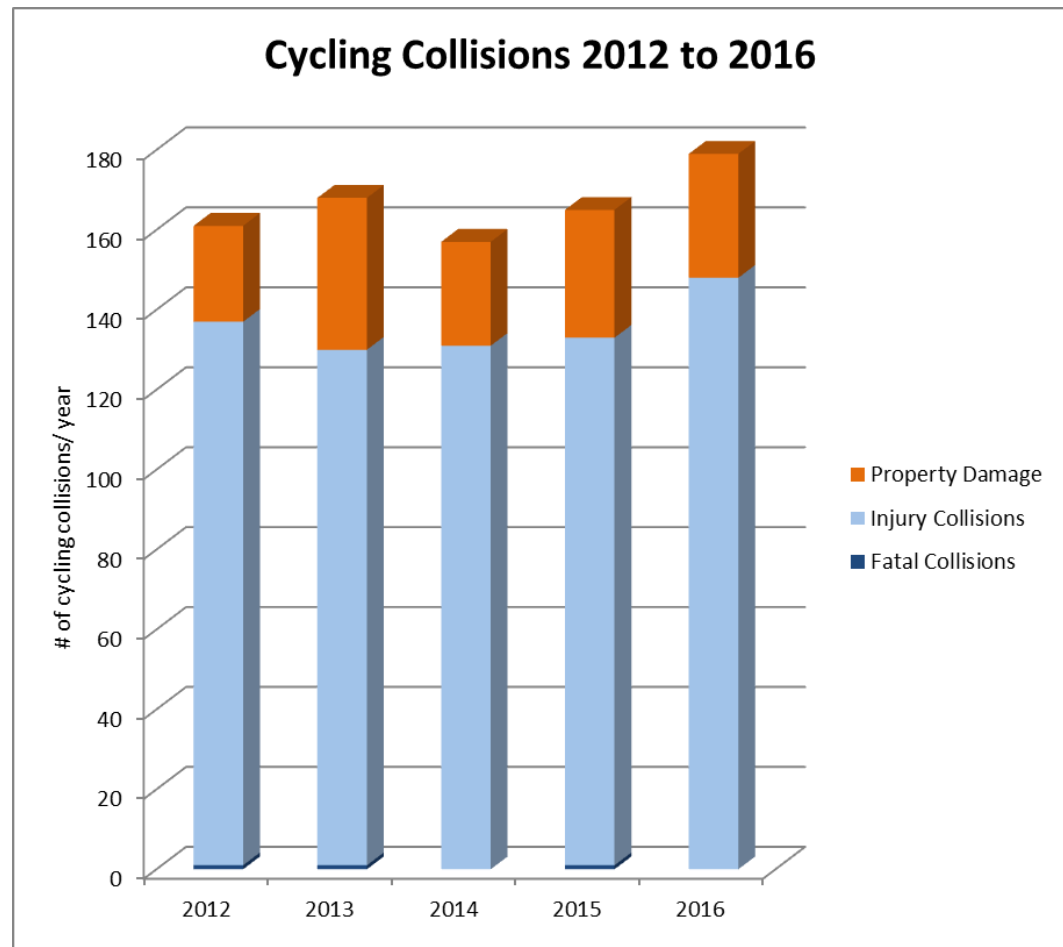


# The Developing Well-connected On-street Cycling Network

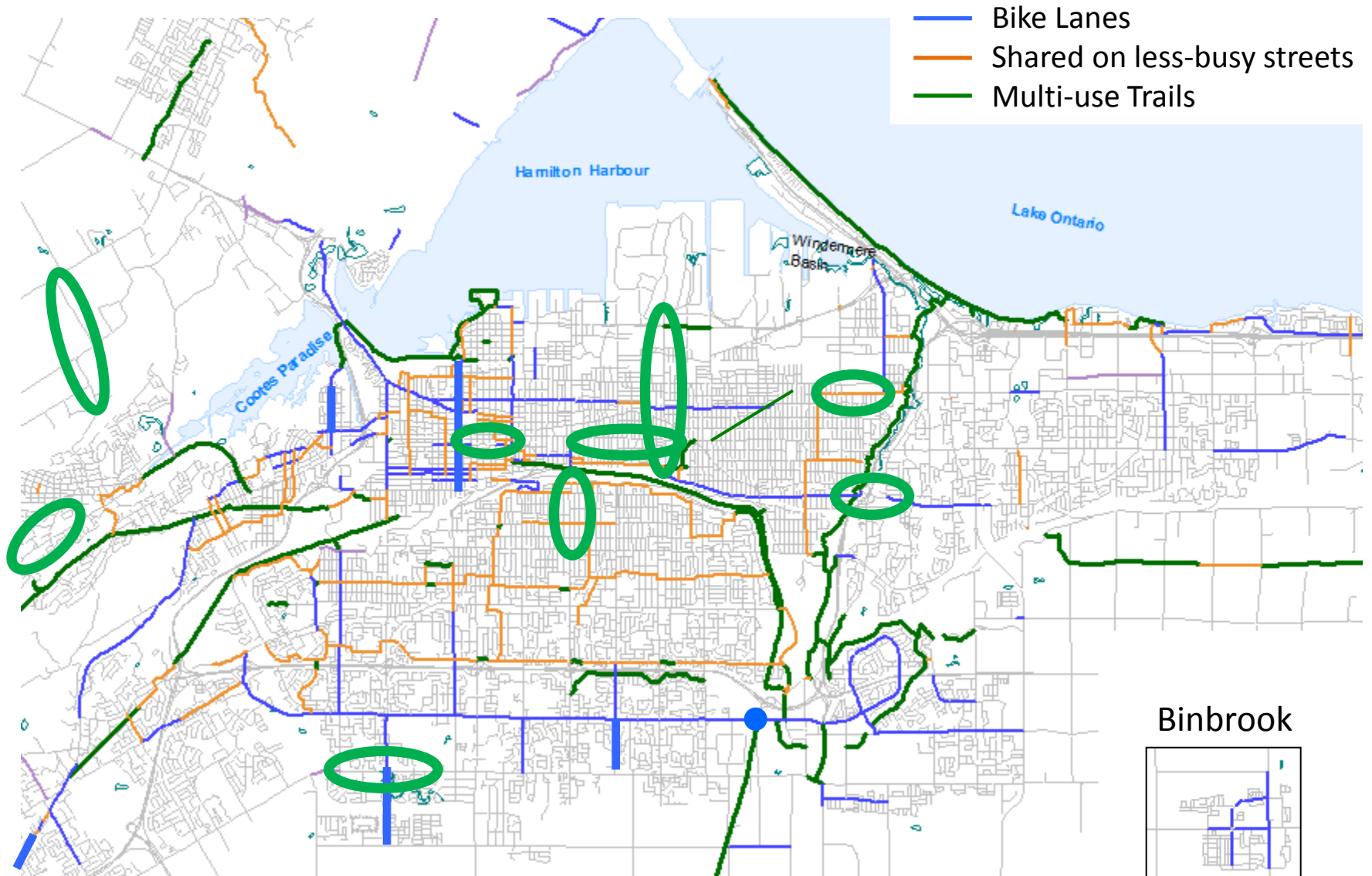


## Cycling Safety

- Annually, there are 150 – 170 reported collisions that involve cyclists in Hamilton.
- Fatalities are averaging less than 1 per year, but as per Vision Zero, the target is zero every year.
- The Hamilton Cycling Committee looks forward to the City of Hamilton adopting a Vision Zero action plan.



# ... and Plans for 2018 – A Further Expanded Network



# A Sampling of Hamilton's Cycling Festivals & Events



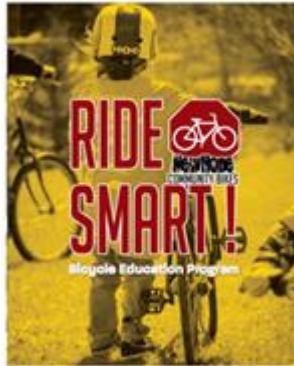
**BIKE FOR MIKE**



**BIKEABLES**



**GLOW RIDES**



**THE PUMP TRACK**



**WINTER BIKE TO WORK**



**CYCLE HAMILTON**



**JANE'S ALLEY RIDE**







**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
*Transit Division*

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	January 15, 2018
<b>SUBJECT/REPORT NO:</b>	PRESTO Operating Agreement (PW17033a) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Nancy Purser (905) 546-2424, Extension 1876
<b>SUBMITTED BY:</b>	Debbie Dalle Vedove Director, Transit Public Works Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

That the City Manager or delegate be authorized on behalf of the City of Hamilton to execute a new ten (10) year agreement with Metrolinx for the provision of the PRESTO smart card system substantially on the terms outlined in this report and in a form acceptable to the City Solicitor.

### EXECUTIVE SUMMARY

As directed by City Council on April 26, 2017, and in conjunction with representatives of other large Ontario municipalities, City staff have negotiated a new 10-year PRESTO Operating Agreement, based on four key business terms: new model; device refresh; pricing; and governance. There are two important changes to the Agreement in Principle presented to Council in April—an earlier ramp-up for fees paid to PRESTO and a clause on minimum revenue protection for Metrolinx.

***Alternatives for Consideration – See Page 4***

### FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Under the new Operating Agreement the annual operating cost of PRESTO will increase from an estimated \$422,039 in 2017 to an estimated \$4,098,005 in 2027, as shown in the chart below. The current adoption rate for PRESTO is 25% and is expected to grow to 80% by 2021. Therefore, substantial increases in costs will occur in 2019 through 2021 as both the adoption rate of PRESTO increases and the commission rates increase. On February 8, 2017, the Province announced its intention to double the municipal share of Gas Tax Funding (from 2 to 4 cents per litre) for public transit, starting in 2019. Hamilton will receive more than \$10.5M through the 2016-17 gas tax program, and, based on current projections, would see its funding increased to an

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**SUBJECT: PRESTO Operating Agreement (PW17033a) (City Wide) - Page 2 of 4**

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estimated \$21M by 2021-22. It is expected that these funds will offset the increased expenditures to the levy associated with this report.

The capital cost of Device Refresh is currently unknown, we have estimated a capital budget requirement of \$4.8M, as per the Agreement in Principle this is the responsibility of the Municipality to fund. The current cost of installing PRESTO on a bus is approximately \$15,000. The Province agrees that all parties will work together to develop a business case for the funding of the refresh program by all levels of government.

Staffing: N/A

Legal: N/A

**HISTORICAL BACKGROUND**

The Hamilton Street Railway (HSR) entered into an Operating Agreement with the Ministry of Transportation for the operation of the PRESTO system in 2006. HSR customers have been using PRESTO since 2011.

Approximately 25% of HSR's fare revenue is currently collected through the PRESTO system. The City of Hamilton is required to participate in PRESTO in order to continue receiving Provincial Gas Tax Funds. On February 8, 2017, the Province announced its intention to double the municipal share of Gas Tax Funding (from 2 to 4 cents per litre) for public transit, starting in 2019. Hamilton will receive more than \$10.5M through the 2016-17 gas tax program, and, based on current projections, would see its funding increased to an estimated \$21M by 2021-22.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

N/A

**RELEVANT CONSULTATION**

Representatives from the Finance and Administration and Legal Services divisions provided input for the report.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

Staff have been engaged in negotiations with Metrolinx to enter into a new agreement for the provision of PRESTO Fare System services and to consolidate new pricing and services for a 10-year term from December 15, 2017.

The new ten (10) year Operating Agreement remains focused on the following four key business terms:

1. New Services Model: Fully managed service model comprised of services that all 905 Transit Agencies will utilize, meaning functions such as device procurement, installation, and repair and network operation will be the responsibility of Metrolinx.
2. Devise Refresh: New equipment is required to allow for new functionalities, including open payment (using a credit card) and limited-use media (throw-away

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**SUBJECT: PRESTO Operating Agreement (PW17033a) (City Wide) - Page 3 of 4**

cards. The capital cost of the replacement equipment will be the responsibility of the municipality.

3. Pricing: All participating 905 Transit Agencies will contribute toward the costs related to the Core Services and 905 Common Core Services in delivery of the PRESTO System. Agencies will pay a fee based on the value of the fares paid through the system based on the negotiated percentages.
4. Governance: The PRESTO system will be overseen by a central “Scheme Governance Committee,” represented by five positions, Metrolinx (PRESTO), Metrolinx (Rail and Bus Operations), the TTC, Ottawa and one representative of the 905 Transit Agencies in the GTHA. That committee would meet regularly to discuss the major roles in the system, compliance with the established plan, the roadmap for future improvements, the financial impacts of proposed system changes and budgets for planned changes and the management of the Core Services which are common to all Transit Agencies.

While these key business terms remain largely unchanged, there are two important differences from what was approved by Council in April 2017, which are as follows:

1. An earlier ramp-up for fees paid to PRESTO (2018 – 2019 ONLY): The annual cost of the 905 Common Core Service has changed for the first two years of the agreement from what was presented in report PW17033 (Table 1) to Council in April 2017. This change amounts to a net increase of \$27,000, as shown in table 2, and is for services which are now expected to be in place as of January 2018; including several related to the project management and contract establishment associated with the PRESTO Device Refresh.

TABLE 1 Original reported in PW17033

PRESTO FEE CALCULATION	Forecast 2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Forecast Adoption Rate	21%	40%	65%	75%	80%	80%	80%	80%	80%	80%	80%
PRESTO Fare Payments	8,451,973	16,494,600	27,575,960	32,914,933	36,836,683	38,614,349	40,773,124	42,907,128	43,765,270	44,640,575	45,533,387
PRESTO core % of fare revenue	2.00%	3.00%	4.00%	5.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%
PRESTO Core Fee	169,039	494,838	1,103,038	1,645,747	2,210,201	2,316,861	2,446,387	2,574,428	2,625,916	2,678,435	2,732,003
PRESTO Managed Service % of revenue		0.00%	1.50%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
PRESTO Managed Service Fee	253,000	253,000	287,139	987,448	1,105,101	1,158,430	1,223,194	1,287,214	1,312,958	1,339,217	1,366,002
<b>Total Paid to PRESTO</b>	<b>422,039</b>	<b>747,838</b>	<b>1,390,178</b>	<b>2,633,195</b>	<b>3,315,302</b>	<b>3,475,291</b>	<b>3,669,581</b>	<b>3,861,641</b>	<b>3,938,874</b>	<b>4,017,652</b>	<b>4,098,005</b>
% of revenue		3.00%	5.00%	8.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%

TABLE 2 Revised

PRESTO FEE CALCULATION	Forecast 2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Forecast Adoption Rate	21%	40%	65%	75%	80%	80%	80%	80%	80%	80%	80%
PRESTO Fare Payments	8,451,973	16,494,600	27,575,960	32,914,933	36,836,683	38,614,349	40,773,124	42,907,128	43,765,270	44,640,575	45,533,387
PRESTO core % of fare revenue	2.00%	3.00%	4.00%	5.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%
PRESTO Core Fee	169,039	494,838	1,103,038	1,645,747	2,210,201	2,316,861	2,446,387	2,574,428	2,625,916	2,678,435	2,732,003
PRESTO Managed Service % of revenue		1.00%	1.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
PRESTO Managed Service Fee	253,000	417,946	149,260	987,448	1,105,101	1,158,430	1,223,194	1,287,214	1,312,958	1,339,217	1,366,002
<b>Total Paid to PRESTO</b>	<b>422,039</b>	<b>912,784</b>	<b>1,252,298</b>	<b>2,633,195</b>	<b>3,315,302</b>	<b>3,475,291</b>	<b>3,669,581</b>	<b>3,861,641</b>	<b>3,938,874</b>	<b>4,017,652</b>	<b>4,098,005</b>
% of revenue		4.00%	5.00%	8.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
<b>Net Change from PW17033</b>		164,946	-137,880								

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**SUBJECT: PRESTO Operating Agreement (PW17033a) (City Wide) - Page 4 of 4**

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2. Minimum Revenue Protection for Metrolinx: Given the large and complex nature of the PRESTO system, significant resources are required for Metrolinx to appropriately support it. Consequently, Metrolinx is requiring some revenue certainty to maintain the system in a fiscally responsible manner. With this proposed change, Hamilton will be required to meet minimum revenue generation from the PRESTO system by 2021. The revenue information will be provided by the City of Hamilton. Moving forward, it will be important for Hamilton to consider what impact a change in fare policy will have on the minimum revenue generation. Similarly, protections will now also be extended to Hamilton whenever there is a loss of revenue caused by a failure of the PRESTO service or devices.

**ALTERNATIVES FOR CONSIDERATION**

Staff currently understands that receiving future gas tax funding from the Province is contingent on achieving a successful PRESTO agreement. Considering the significant reliance Hamilton has on the Provincial Gas Tax Funding, staff has no alternatives to recommend in this regard.

**ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN****Built Environment and Infrastructure**

*Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.*

**Our People and Performance**

*Hamiltonians have a high level of trust and confidence in their City government.*

**APPENDICES AND SCHEDULES ATTACHED**

None

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**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
*Transit Division*

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	January 15, 2018
<b>SUBJECT/REPORT NO:</b>	PRESTO Third Party Retail Vendor (PW17033b)(City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Nancy Purser (905) 546-2424, Extension 1876
<b>SUBMITTED BY:</b>	Debbie Dalle Vedove Director, Transit Public Works Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

That Council authorize the General Manager of Public Works, or his/her delegate, to execute on behalf of the City all documents necessary to effect an agreement with Metrolinx for the retail distribution of the PRESTO card in a form that is acceptable to the City Solicitor.

### EXECUTIVE SUMMARY

Once approved, as part of its new operating agreement with Metrolinx, the City will be required to achieve an 80% PRESTO adoption rate by 2021. For this to occur it is necessary to remove legacy fare media (paper tickets and passes) from circulation.

One of the outstanding deliverables from the original PRESTO operating agreement (2006) is a requirement for PRESTO to develop a Third Party Network. On April 11, 2017, Metrolinx entered into an agreement with Loblaw's Inc. ("Loblaw") to be the primary distributor for PRESTO Media through its affiliate Shoppers Drug Mart. The Retail Distribution Agreement (RDA) forms part of the overall agreement between Metrolinx and Loblaw. Before Loblaw will distribute and load PRESTO media in Hamilton, the RDA requires the City of Hamilton to accept exclusivity terms for an initial period of seven (7) years with two (2) successive five (5) year renewal periods.

The City of Hamilton will incur no additional costs in regards to entering into this RDA. The City's requirement is solely to agree to the exclusivity rights of Loblaw and its brands (Appendix D). Under the RDA, Loblaw, and its brands will be the only entity with the right to distribute and load PRESTO media. This means that the City cannot enter into an agreement with a competing retail location that is within 3.5 km of a Shoppers Drug Mart location (see exclusivity maps in Appendices A and B). There are a sufficient number of Shoppers Drug Mart locations to cover the entire city. The City can,

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**SUBJECT: PRESTO Third Party Retail Vendor (PW17033b)(City Wide)- Page 2 of 6**

however, distribute and load PRESTO cards from any transit property or municipal property without restriction.

There are currently nine (9) Fortino stores that distribute and load PRESTO cards. Loblaw has indicated that it wants its Fortinos locations to be covered by the RDA and is working with Metrolinx to determine next steps. The City will work with Loblaw to plan the transition to avoid any service disruption to customers. The equipment currently used at Fortinos locations is owned by the City and will be redeployed to other City locations once the transition is complete.

***Alternatives for Consideration – See Page 4*****FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: N/A

**HISTORICAL BACKGROUND**

The PRESTO fare card was developed with the intent of replacing legacy paper tickets and paper monthly pass. In September 2014, Council entering into an agreement with Loblaw (Fortinos) to provide PRESTO card distribution and load services. This partnership has proven successful and PRESTO adoption has increased from 14% in 2015 to a current rate of 25%.

In August 2015, Metrolinx issued a request for proposal for a retail partnership. The following guiding principles informed Metrolinx's decision for the retail partnership:

- ensure PRESTO customers in all areas are well served and through a channel of their preference (to the extent possible);
- create a network that optimized resource allocation based on customer channel preferences and predicted channel usage; and
- create a network that is adaptable to new circumstances, such as introduction of new payment feature or technology

The Loblaw Agreement was signed on April 11, 2017 and announced by Minister of Transportation, Steven Del Duca on May 8, 2017. Metrolinx commenced a pilot rollout in Toronto in May 2017 at 10 locations, and as of Fall 2017, 93 Shoppers Drug Mart locations in Toronto now offer PRESTO.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

N/A

**RELEVANT CONSULTATION**

Legal has reviewed the Agreement for PRESTO Retail Distribution.

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**SUBJECT: PRESTO Third Party Retail Vendor (PW17033b)(City Wide)- Page 3 of 6****ANALYSIS AND RATIONALE FOR RECOMMENDATION**

The addition of the nine (9) Fortinos locations in 2014, improved our adoption rate from 14% in 2015 to the current level of 25%. The GTHA statistics show that most customers prefer and continue to load their PRESTO card in person.

Once approved, as part of its new operating agreement with Metrolinx, the City will be required to achieve an 80% PRESTO adoption rate by 2021. The only way to achieve the adoption rate is to remove the legacy paper tickets and passes from circulation. GO Transit, Brampton Transit, and Oakville Transit have removed their legacy fare media (save and except special purpose tickets for social agencies) and have achieved the 80% adoption rate. Entering into the RDA with Metrolinx will provide the much needed locations for HSR customers to purchase and load PRESTO cards making this the most cost effective solution for the City.

There are no additional costs associated with the RDA as it is included as part of the new PRESTO operating agreement commission structure (4% in 2018 to the maximum of 9% beginning in 2021). The City will only be responsible for abiding by the terms of exclusivity. The chart below depicts the responsibilities of each party under the Metrolinx agreement.

Metrolinx Responsibilities	Loblaw Responsibilities	City Responsibilities
<ul style="list-style-type: none"> <li>• Provide 2 devices per store</li> <li>• Installation of devices in stores</li> <li>• Maintenance and services of devices</li> <li>• Training of Shoppers Drug Mart staff</li> <li>• Overall program management and support</li> <li>• Marketing and communication</li> <li>• Management of card inventory</li> <li>• Centralized distribution of PRESTO cards to Shoppers Drug Mart</li> <li>• Manage call centre and customer support</li> <li>• Manage central system support e.g. Application Management &amp; Help Desk</li> </ul>	<ul style="list-style-type: none"> <li>• Transaction risk (fraud etc.)</li> <li>• PCI requirements</li> <li>• In store staffing costs</li> <li>• Real Estate</li> <li>• Store-level card distribution</li> <li>• Marketing and communication including in-store signage, flyer, etc.</li> <li>• Lost or stolen card inventory</li> <li>• Acquirer Relationship</li> </ul>	<ul style="list-style-type: none"> <li>• Abide by required exclusivity terms</li> </ul>

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**SUBJECT: PRESTO Third Party Retail Vendor (PW17033b)(City Wide)- Page 4 of 6**

<ul style="list-style-type: none"> <li>• Payment of commission fee to Shoppers Drug Mart</li> <li>• Payment to transit agencies for products purchased at Shoppers Drug Mart</li> </ul>		
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There are 30 franchised Shoppers Drug Mart locations throughout Hamilton (Appendix C) of which 22 currently sell legacy fare media (paper tickets and passes). Loblaw cannot compel any one of these stores to operationalize the agreement entered into with Metrolinx but are prepared to enter individual discussions with each Franchisee as they successfully did with the Toronto rollout. It is anticipated the same success will occur in Hamilton.

Should Council approve the City's participation in the RDA, rollout of PRESTO to the Shoppers Drug Mart locations would commence in the 2<sup>nd</sup> quarter of 2018, with expected date of completion by early 4<sup>th</sup> quarter of 2018.

During the rollout staff will develop a strategy and timeline to begin the gradual removal of all legacy fare media (paper tickets and passes) from the market. Concurrently staff will also develop a marketing strategy and communication plan to support our customers through this change, along with an approach to respond to the needs of the City's social agencies. Considering the significant change and impact to our customers the gradual removal of legacy fare media will not begin before 2019. Once all plans are finalized; staff will provide an information update to Council regarding the details of both the strategy for removing legacy fare media and the marketing and communication campaign to support it.

### **ALTERNATIVES FOR CONSIDERATION**

Council could direct staff to not enter into the RDA and create a network specific to Hamilton only. Staff strongly recommends that this option is avoided as the following costs would be incurred: Capital and marketing outlay of \$634,000, with annual operating costs of \$303,600 in addition to the graduated commission starting at 4% in 2018 to the maximum of 9% beginning in 2021 the City is required to pay for PRESTO services under the new operating agreement.

Details of the network setup are as follows. Staff would not be offering a PRESTO solution in any of the Shoppers Drug Mart locations; however we would look at our current vendors to offer the PRESTO solution which may be cost prohibitive to them. Assuming we are able to maintain the same number of locations, (approximately 100), there would a capital requirement of \$384,000 for equipment, (unknown future costs for upgrades or device refresh) as well as one time marketing cost of \$250,000. The on-going annual operating costs of \$93,600 (data charges), staffing to provide on-going training of \$125,000 (staff turnover at vendor locations), and other program management functions \$85,000 (vendor set up/ card management) for a total of \$303,600.

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**SUBJECT: PRESTO Third Party Retail Vendor (PW17033b)(City Wide)- Page 5 of 6**

The chart below provides the responsibilities of each party should Hamilton pursue its own third party network.

Metrolinx Responsibilities	Vendor Responsibilities	Transit Agency Responsibilities
<ul style="list-style-type: none"> <li>• Manage call centre and customer support</li> <li>• Manage central system support e.g. Application Management &amp; Help Desk</li> <li>• Payment of commission fee to Shoppers Drug Mart</li> <li>• Payment to transit agencies for products purchased at Shoppers Drug Mart</li> </ul>	<ul style="list-style-type: none"> <li>• Transaction risk (fraud etc.)</li> <li>• PCI requirements</li> <li>• In store staffing costs</li> <li>• Real Estate</li> <li>• Store-level card distribution</li> <li>• Marketing and communication including in-store signage, flyer, etc.</li> <li>• Lost or stolen card inventory</li> <li>• Acquirer Relationship</li> </ul>	<ul style="list-style-type: none"> <li>• Provide 1 or 2 devices per store depending on the location</li> <li>• Installation of devices in stores</li> <li>• Maintenance and services of devices</li> <li>• Training of Third Party Network staff</li> <li>• Overall program management and support</li> <li>• Marketing and communication</li> <li>• Management of card inventory</li> <li>• Centralized distribution of PRESTO cards to Third Party Network</li> </ul> <p style="text-align: right;"><u>Cost</u></p> <p>Capital      \$384,000  Marketing    \$250,000  Operating    \$303,600  annually</p> <p>4% in 2018 – 9% in 2021  commission on PRESTO  paid fares</p>

**ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN****Economic Prosperity and Growth**

*Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.*

**Built Environment and Infrastructure**

*Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.*

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**SUBJECT: PRESTO Third Party Retail Vendor (PW17033b)(City Wide)- Page 6 of 6**

**APPENDICES AND SCHEDULES ATTACHED**

Appendix A – Exclusivity map lower City of Hamilton

Appendix B – Exclusivity map upper City of Hamilton

Appendix C – Listing of Shoppers Drug Mart Locations

Appendix D – Listing of Loblaw Brands

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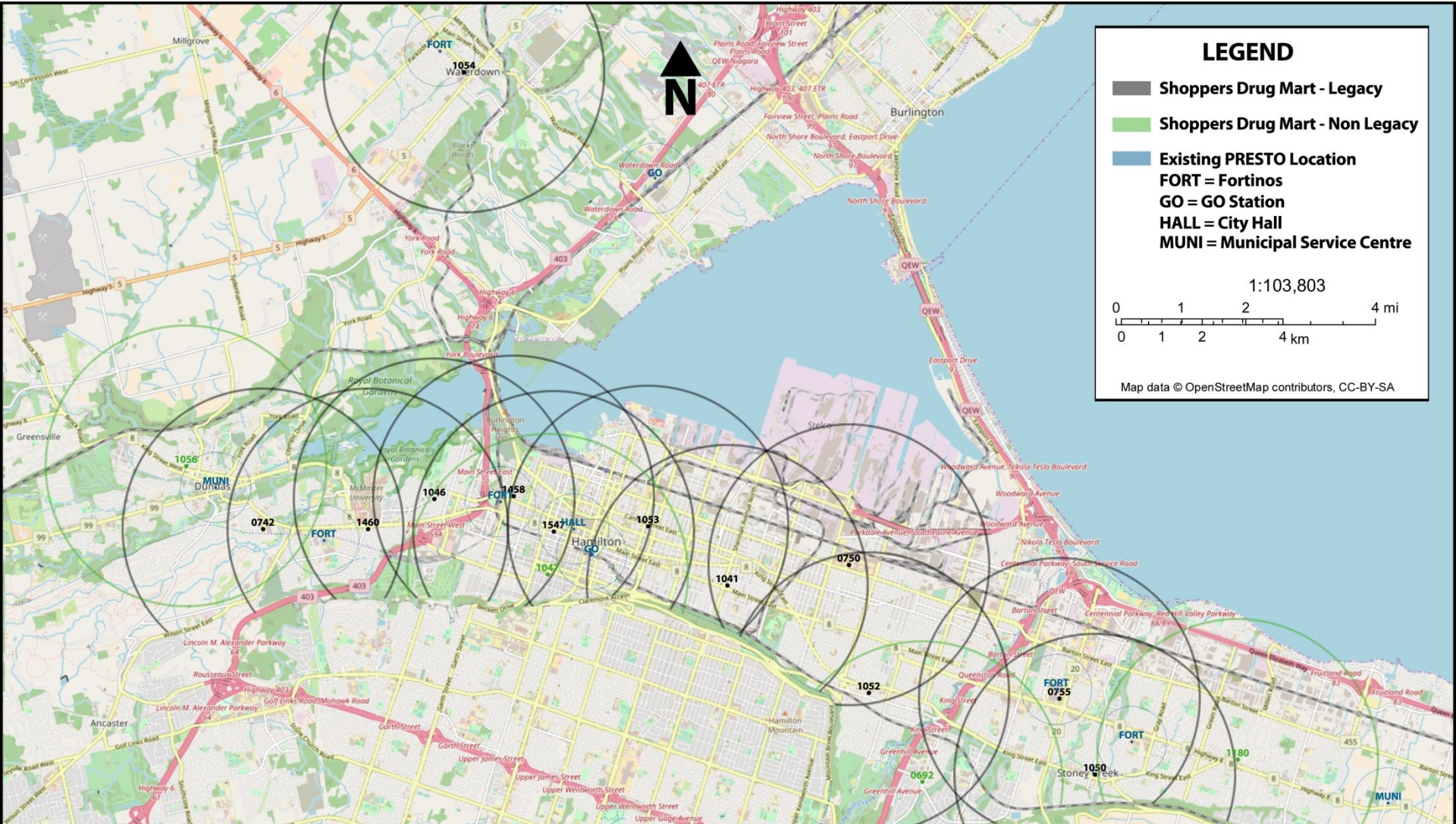
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# Exclusivity Map Lower City of Hamilton



### LEGEND

- Shoppers Drug Mart - Legacy** (Black circle)
- Shoppers Drug Mart - Non Legacy** (Green circle)
- Existing PRESTO Location**
  - FORT = Fortinos**
  - GO = GO Station**
  - HALL = City Hall**
  - MUNI = Municipal Service Centre**

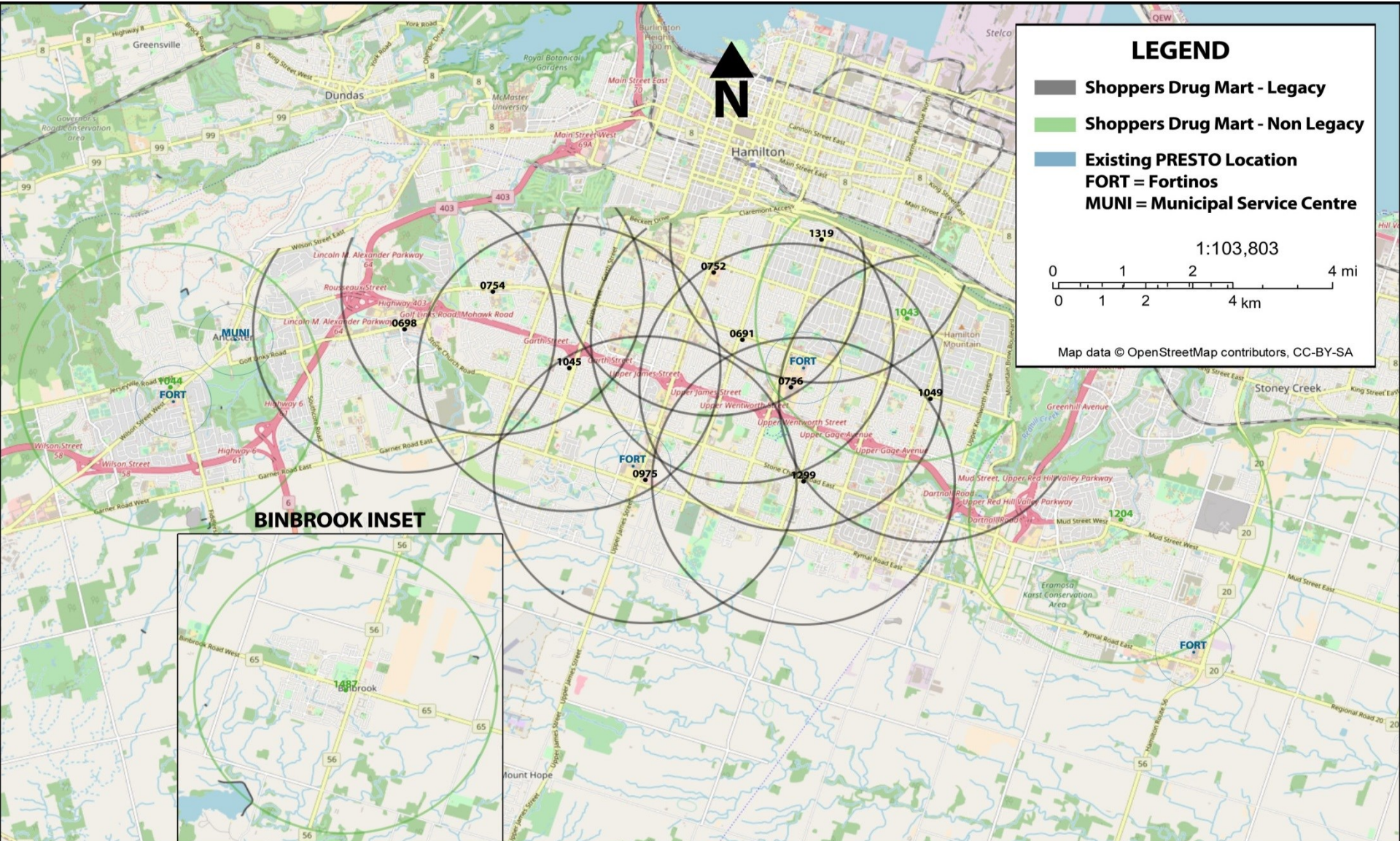
1:103,803

0 1 2 4 mi  
0 1 2 4 km

Map data © OpenStreetMap contributors, CC-BY-SA



Exclusivity Map Upper City of Hamilton



## Existing PRESTO Locations

Transit Agen	Location name/address	Street #	Address	City	P.Code	NOTES
HSR	HSR Customer Service Centre	36	Hunter Street East	Hamilton	L8N 3W8	
HSR	City Hall	71	Main Street West	Hamilton	L8P 4Y5	
HSR	Municipal Service Centre	60	Main Street East	Dundas	L9H 2E8	
HSR	Municipal Service Centre	300	Wilson Street East	Ancaster		
HSR	Municipal Service Centre	777	Highway #8 East	Stoney Creek		
HSR	Fortinos Eastgate	75	Centennial Parkway North	Hamilton	L8E 2P2	
HSR	Fortinos Mall Rd	65	Mall Road	Hamilton	L8V 5B8	
HSR	Fortinos Upper James	1550	Upper James Street	Hamilton	L9B 2L6	
HSR	Fortinos Ancaster	54	Wilson Street West	Ancaster	L9G 3T8	
HSR	Fortinos Dundurn	50	Dundurn Street	Hamilton	L8P 4W3	
HSR	Fortinos Main St	1579	Main Street West	Hamilton	L8S 1E6	
HSR	Fortinos Waterdown	115	Hamilton Street North	Waterdown	L0R 2H5	
HSR	Fortinos Upper Centennial Pky	21	Upper Centennial Parkway South	Stoney Creek	L8J 3W2	
HSR	Fortinos Fiesta Mall	102	Highway 8	Stoney Creek	L8K 1G2	

## Shoppers Drug Mart Locations

WARD	Store	Name	Street #	Address	City	P.Code	Op.Hrs.	Legacy
1	1046	WESTDALE	991	KING ST W	HAMILTON, ON	L8S 1K9		Y
1	1458	KING STREET	620	KING STREET WEST	HAMILTON, ON	L8P 1C2	24	Y
1	1460	MAIN & EMERSON	1341	MAIN STREET WEST	HAMILTON, ON	L8S 1C6	MID	Y
2	1047	MCAULEY	113	HERKIMER ST	HAMILTON, ON	L8P 2G8		
2	1547	HESS TOWER	181	MAIN STREET W	HAMILTON, ON	L8P 4S1		Y
3	1041	PARKE & PARKE	753	MAIN ST E	HAMILTON, ON	L8M 1L2	MID	Y
3	1053	CANNON & WELLINGTON	232	CANNON STREET EAST	HAMILTON, ON	L8L 0A9		Y
4	0750	THE CENTRE MALL	1183	BARTON ST E	HAMILTON, ON	L8H 2V4	MID	Y
4	1052	RUSSELL	1900	KING ST E	HAMILTON, ON	L8K 1W1		Y
5	0692	MOUNT ALBION PLAZA	399	GREENHILL AVE	HAMILTON, ON	L8K 6N5		
5	0755	EASTGATE SQUARE	75	CENTENNIAL PARKWAY N	HAMILTON, ON	L8E 2P2	MID	Y
6	1043	FENNELL SQUARE	963	FENNELL AVE. E.	HAMILTON, ON	L8T 1R1		
6	1049	UPPER OTTAWA & MOHAWK	902	MOHAWK RD E	HAMILTON, ON	L8T 2R8	MID	Y
7	0691	UPPER WELLINGTON & MOHAWK	210	MOHAWK ROAD EAST UNIT.#1, UNIT 1	HAMILTON, ON	L9A 2H6	MID	Y
7	0752	HAMILTON MOUNTAIN PLAZA	661	UPPER JAMES ST.	HAMILTON, ON	L9C 5R8	MID	Y
7	0756	LIMERIDGE MALL	999	UPPER WENTWORTH ST., UNIT 0131	HAMILTON, ON	L9A 4X5		Y
7	0975	UPPER JAMES & RYMAL, HAMILTON	1599	UPPER JAMES ROAD	HAMILTON, ON	L9B 0H7		Y
7	1299	UPPER SHERMAN & STONE CHURCH	1411	UPPER SHERMAN AVENUE	HAMILTON, ON	L8W 1C4	MID	Y
7	1319	CONCESSION & UPPER WENTWORTH	510	CONCESSION STREET	HAMILTON, ON	L9A 1C4	24	Y
8	0754	HARVARD SQUARE PLAZA	801	MOHAWK ROAD W.	HAMILTON, ON	L9C 6C2		Y
8	1045	GARTH	1300	GARTH ST.	HAMILTON, ON	L9C 4L7	MID	Y
9	1050	STONEY CREEK	1	KING ST E	STONEY CREEK, ON	L8G 1J7		Y
9	1204	MUD & PARAMOUNT	270	MUD STREET W, UNIT 1	STONEY CREEK, ON	L8J 3Z6	24	
10	1180	WORSLEY & HWY 8	369	377 HIGHWAY #8	STONEY CREEK, ON	L8G 1E7	MID	
11	1487	RR#56 & BINBROOK RD	3027	BINBROOK ROAD WEST, BLDG B	BINBROOK, ON	L0R 1C0		
12	0698	MEADOWLANDS	1000	GOLF LINKS RD	ANCASTER, ON	L9G 3K9		Y
12	1044	GLAESER	47	WILSON ST W	ANCASTER, ON	L9G 1N1		
13	0742	UNIVERSITY PLAZA	101	OSLER DRIVE, UNIT #102	DUNDAS, ON	L9H 4H4	MID	Y
13	1056	RALPH	133	KING ST W	DUNDAS, ON	L9H 1V3		
15	1054	WATERDOWN	25	HAMILTON STREET NORTH	WATERDOWN, ON	L0R 2H0		Y

APPENDIX C  
Report PW17033b  
Page 1 of 1

## Shoppers Drug Mart Locations

WARD	Store	Name	Street #	Address	City	Current Vendor
1	1046	WESTDALE	991	KING ST W	HAMILTON, ON	Y
1	1458	KING STREET	620	KING STREET WEST	HAMILTON, ON	Y
1	1460	MAIN & EMERSON	1341	MAIN STREET WEST	HAMILTON, ON	Y
2	1047	MCAULEY	113	HERKIMER ST	HAMILTON, ON	
2	1547	HESS TOWER	181	MAIN STREET W	HAMILTON, ON	Y
3	1041	PARKE & PARKE	753	MAIN ST E	HAMILTON, ON	Y
3	1053	CANNON & WELLINGTON	232	CANNON STREET EAST	HAMILTON, ON	Y
4	0750	THE CENTRE MALL	1183	BARTON ST E	HAMILTON, ON	Y
4	1052	RUSSELL	1900	KING ST E	HAMILTON, ON	Y
5	0692	MOUNT ALBION PLAZA	399	GREENHILL AVE	HAMILTON, ON	
5	0755	EASTGATE SQUARE	75	CENTENNIAL PARKWAY N	HAMILTON, ON	Y
6	1043	FENNELL SQUARE	963	FENNELL AVE. E.	HAMILTON, ON	
6	1049	UPPER OTTAWA & MOHAWK	902	MOHAWK RD E	HAMILTON, ON	Y
7	0691	UPPER WELLINGTON & MOHAWK	210	MOHAWK ROAD EAST UNIT.#1, UNIT 1	HAMILTON, ON	Y
7	0752	HAMILTON MOUNTAIN PLAZA	661	UPPER JAMES ST.	HAMILTON, ON	Y
7	0756	LIMERIDGE MALL	999	UPPER WENTWORTH ST., UNIT 0131	HAMILTON, ON	Y
7	0975	UPPER JAMES & RYMAL, HAMILTON	1599	UPPER JAMES ROAD	HAMILTON, ON	Y
7	1299	UPPER SHERMAN & STONE CHURCH	1411	UPPER SHERMAN AVENUE	HAMILTON, ON	Y
7	1319	CONCESSION & UPPER WENTWORTH	510	CONCESSION STREET	HAMILTON, ON	Y
8	0754	HARVARD SQUARE PLAZA	801	MOHAWK ROAD W.	HAMILTON, ON	Y
8	1045	GARTH	1300	GARTH ST.	HAMILTON, ON	Y
9	1050	STONEY CREEK	1	KING ST E	STONEY CREEK, ON	Y
9	1204	MUD & PARAMOUNT	270	MUD STREET W, UNIT 1	STONEY CREEK, ON	
10	1180	WORSLEY & HWY 8	369	377 HIGHWAY #8	STONEY CREEK, ON	
11	1487	RR#56 & BINBROOK RD	3027	BINBROOK ROAD WEST, BLDG B	BINBROOK, ON	
12	0698	MEADOWLANDS	1000	GOLF LINKS RD	ANCASTER, ON	Y
12	1044	GLAESER	47	WILSON ST W	ANCASTER, ON	
13	0742	UNIVERSITY PLAZA	101	OSLER DRIVE, UNIT #102	DUNDAS, ON	Y
13	1056	RALPH	133	KING ST W	DUNDAS, ON	
15	1054	WATERDOWN	25	HAMILTON STREET NORTH	WATERDOWN, ON	Y

## **Loblaws Brands**

Loblaw GreatFood / Loblaws CityMarket

Atlantic Superstore

Dominion

No Frills

Extra Foods

Real Canadian Superstore

Fortinos

Your Independent Grocer / Independent CityMarket

Valu-mart

Zehrs Markets

Maxi / Maxi & Cie

Provigo

Bloorstreet Market

SaveEasy

Joe Fresh

Wholesale Club / Club Entrepôt

Axep

Freshmart

Shop Easy Foods

SuperValu

L'Intermarché

Atlantic Cash & Carry

Les Entrepôts Presto

Lucky Dollar Foods

NG Cash & Carry

T & T Supermarket

Shoppers Drug Mart / Pharmaprix





**CITY OF HAMILTON**  
**PLANNING ANDECONOMIC DEVELOPMENT DEPARTMENT**  
**Licensing and By-law Services Division**

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	December 4, 2017
<b>SUBJECT/REPORT NO:</b>	Proactive Enforcement at Albion Falls(PED17207) (City Wide) (Outstanding Business List Item)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Robert Ustrzycki (905) 546-2424 Ext. 4721
<b>SUBMITTED BY:</b>	Ken Leendertse Director, Licensing and By-law Services Planning and Economic Development Department
<b>SIGNATURE:</b>	

### RECOMMENDATIONS

- (a) That the hiring of four Municipal Law Enforcement (MLE) Officers (Students) equivalent to 1.32 FTE to proactively enforce the City of Hamilton Parks By-law No. 01-219 at targeted City-owned waterfalls and parks in the amount of \$80,080 be referred to the 2018 budget process;
- (b) That the one-time capital cost for the purchase of two vehicles to proactively enforce the City of Hamilton Parks By-law No. 01-219 at targeted City-owned waterfalls and parks in the amount of \$52,802 be referred to the 2018 budget process;
- (c) That the item respecting the results of the enforcement at Albion Falls be identified as complete and removed from the Public Works Outstanding Business List.

### EXECUTIVE SUMMARY

City Council at its meeting held on July 14, 2017, approved Item 9 of the Public Works Committee Report 17-009, respecting Signage and Enforcement Concerns at Albion Falls. The decision comes after an increase in incidents at local waterfalls. Staff was further directed by Council to report back to the Public Works Committee the overall results at the conclusion of the enforcement action.

Public education, improved signage and the enforcement protocol at Albion Falls contributed to improve public safety at the waterfall. The fines collected at Albion Falls did not offset the financial impact for the additional Municipal Law Enforcement

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**SUBJECT: Proactive Enforcement at Albion Falls (PED17207) (City Wide) - Page 2 of 5**

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(MLE)staff required on weekends (described in the “Analysis and Rationale for Recommendation” section of this Report).

To sustain this additional response of proactive enforcement to City waterfalls, staff is recommending the hiring of four MLE Officers (Summer Students) in the ambassador program to monitor problem waterfall areas during the busy summer season.

***Alternatives for Consideration –Page 4***

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

**Financial:** The estimated total cost for four temporary MLE Officers (Students), equivalent to 1.32 FTE, and related operating costs on a four-month term is \$80,080. The one-time Capital cost for two vehicles is \$52,802.

**Staffing:** The recommendation of hiring four MLE Officers (Summer Students) to target problem waterfall areas during the busy summer season is a more moderate approach to reduce the overall financial impact and sustain MLE services levels.

**Legal:** N/A

**HISTORICAL BACKGROUND**

Councillor Jackson and Councillor Merulla expressed concern about an increase in accidents and recurrent episodes of rope rescues by emergency services at waterfalls in the City of Hamilton.

City Council, at its meeting held on July 14, 2017, approved Item 9 of the Public Works Committee Report 17-009, respecting Signage and Enforcement Concerns at Albion Falls:

- (a) That, subsequent to new signage being installed at Albion Falls, staff be directed to proactively, and aggressively, enforce municipal by-laws currently in place, as per the Parks By-Law 01-219, to prevent trespassing at Albion Falls;
- (b) That the Hamilton Police Services be respectfully asked to consider increasing enforcement at Albion Falls to ensure compliance with the *Trespass to Property Act*; and,
- (c) That staff and the Hamilton Police Services report back to the Public Works Committee on how many charges resulted from the enforcement and what the results of enforcement were overall.

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## **SUBJECT: Proactive Enforcement at Albion Falls (PED17207) (City Wide) - Page 3 of 5**

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City staff from Planning and Economic Development (Licensing and By-law Services), Public Works (Parks), Hamilton Police Services, Emergency Services (Fire), Legal Services, and Communications met to:

- review and upgrade signage to prohibited areas;
- install fencing at key locations;
- increase public education and information to safe access routes; and,
- develop and implement an Enforcement Protocol to monitor and proactively enforce the City Parks By-law at Albion Falls.

On July 19, 2017 staff circulated an Information Update to the Mayor and Members of Council advising of the planned enforcement protocol which commenced July 17, 2017 to proactively enforce the “prohibited areas” of Albion Falls. Collective changes were made to improve signage, intensify enforcement activities and provide a more effective communications strategy to inform visitors attending Albion Falls. Regular staff Information Updates apprised the Mayor and Members of Council of weekly enforcement activities up to October 9, 2017.

### **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

City of Hamilton Parks By-law No. 01-219, regarding the trespassing in prohibited/unauthorized areas; the climbing of natural forms; and being in a Park after hours (11:00 pm).

*Trespass to Property Act, R.S.O.1990, c. T.21, for refusal to leave a Park.*

### **RELEVANT CONSULTATION**

Public Works (Parks), Fire Department, Hamilton Police Services, Legal Services and Communications were consulted in the development and implementation of the Enforcement Protocols.

### **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

The City of Hamilton has been recognized as home to more than 100 waterfalls most of which are on or near the Bruce Trail as it winds through the Niagara Escarpment. In 2016, City emergency crews performed 29 rope rescues at various waterfalls; six of those were at Albion Falls. The unauthorized entry or trespassing in prohibited areas at the waterfall attributed to the increase in emergency responses in 2017.

Council directed the aggressive proactive enforcement of the Parks By-law at Albion Falls. The enforcement protocol included the installation of approximately 215 metres of fencing and more than 30 warning signs at Albion Falls in an ongoing effort to ensure public safety in the area. To assist the public, new “map signs” were installed clearly identifying the locations of parking lots, main trails, viewing platforms, and other safe

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**SUBJECT: Proactive Enforcement at Albion Falls (PED17207) (City Wide) - Page 4 of 5**

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places to see the falls. Additional resources and safety tips were also posted on the City's Website.

Municipal Law Enforcement Officers attended the "prohibited areas" of Albion Falls daily during peak daylight hours from July 17, 2017 to October 9, 2017 to monitor and proactively enforce the Parks By-law. MLE staff received the continued support of Hamilton Police Services, as needed, and City Parking Services to proactively enforce parking infractions. Visitors to the falls were urged to exercise caution, stay on the marked trails, and respect the posted signage. Three water/rope rescues occurred at Albion Falls during the pro-active enforcement initiative. One rescue for a group of people who became stranded near the base of Albion Falls by a flash flood; two other rescues for medical emergency issues where the visitor was incapable of making their own way back out.

Once the appropriate signs were erected at key locations along the trails, MLE staff initiated zero tolerance enforcement of the Parks By-law to visitors ignoring posted warning signs and attempting to gain access beyond the fences. Results of overall enforcement actions are noted below:

**Totals: July 17 to October 9, 2017**

MLE Staff		Visitors		Charges/Fines
Coverage (total hours)	Financial Impact (additional costs)	Weekdays (total)	Weekends (total)	Parks By-law 01-219
*687	\$82,833	6,555	42,550	162 - \$22,273

\* MLE exposure at the site representing a total of 1,254 staffing hours (2 - 4 Officers at key times)

In addition to the fines generated by MLE staff enforcing the Parks By-law, City Parking Officers levied \$19,898 in parking fines.

Public education and staffing the City waterfall parklands is directly related to public safety and, therefore, considered a priority. Information to safe access routes and trails assisted the public at large to safely view the many falls within the City of Hamilton. City staff continues to identify and upgrade signs and fencing for unauthorized access to prohibited parklands. The presence of Enforcement staff at strategic locations at Albion Falls provided the strongest deterrent to visitors who intended or knowingly chose to trespass despite the signage/fencing and apparent dangers.

**ALTERNATIVES FOR CONSIDERATION**

Council may decide to continue to rely on existing Officers and overtime for staff coverage on weekends. The overall cost to provide this additional level of service in 2017 is approximately \$150,000 (\$12,508 per week for 12 weeks' coverage). The

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**SUBJECT: Proactive Enforcement at Albion Falls (PED17207) (City Wide) - Page 5  
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projected 2018 cost with the current complement of staff is estimated at \$200,128 (16 weeks' coverage).

Staff is not recommending this alternative. Monitoring waterfall sites and proactively enforcing the Parks By-law has significant financial and operational impact for the Licensing and By-law Services Division.

Although the redeployment of Officers during regular hours reduced the aggregate cost for this level of service, the operational impact to remove Officers from their regular assigned duties resulted in reduced MLE service levels throughout the summer.

**ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN****Healthy and Safe Communities**

*Hamilton is a safe and supportive city where people are active, healthy, and have a high quality of life.*

**Our People and Performance**

*Hamiltonians have a high level of trust and confidence in their City government.*

**APPENDICES AND SCHEDULES ATTACHED**

N/A

KL:RU:st

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**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
*Hamilton Water*

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	January 15, 2018
<b>SUBJECT/REPORT NO:</b>	Dundas Wastewater Treatment Plant and Cootes Paradise (PW18009) (Wards 1& 13) (Outstanding Business List)
<b>PREPARED BY:</b>	Bert Posedowski (905) 546-2424, Extension 3199
<b>SUBMITTED BY:</b>	Mark Bainbridge Director Water Wastewater Planning & Capital Public Works
<b>SIGNATURE:</b>	

### RECOMMENDATION

- (a) That the initiative to upgrade the Dundas Wastewater Treatment Plant (Dundas WWTP), as outlined in report PW18009, to meet the new Hamilton Harbour Remedial Action plan (HHRAP) effluent targets, be endorsed;
- (b) That the General Manager of Public Works be authorized and directed to seek funding opportunities, or other forms of financial assistance in support of the Dundas WWTP Upgrade Project in order to offset the identified budget shortfall of \$20.0 million;
- (c) That staff be directed to report back to Public Works Committee by December 2018 to provide a financing plan to support the Dundas WWTP upgrade project;
- (d) That the item "Dundas Wastewater Treatment Plant and Cootes Paradise" be identified as completed and removed from the Public Works Committee Outstanding Business List.

### EXECUTIVE SUMMARY

Cootes Paradise Marsh is the central feature of the Royal Botanical Gardens Cootes Paradise Nature Sanctuary. Cootes Paradise Nature Reserve (est. 1927), including 25km of shoreline, represents 99% of the unaltered Lake Ontario shoreline within the Golden Horseshoe. The marsh has been the subject of an intensive Great Lakes restoration program since 1996 as part of the (HHRAP). The focus of marsh restoration is to remove the underlying stresses ultimately recovering water clarity to the bottom and improving oxygen conditions to meet marsh restoration targets.

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**SUBJECT: Dundas Wastewater Treatment Plant and Cootes Paradise  
(PW18006) (Wards 1 & 13) - Page 2 of 7**

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The discharge of effluent from the Dundas WWTP into Cootes Paradise is a contributor to the water quality and health of the marsh. Hamilton Water (HW) has identified a need to rehabilitate a portion of the Dundas WWTP as it reaching the end of its useful life. Due to the significance of Cootes Paradise as a key natural feature of the larger Great Lakes region, it is important to apply wastewater treatment solutions that match the environmental importance of the water feature that receives the treated effluent.

In June 2017 the HHRAP presented a new effluent target of 0.05 mg/l of Total Phosphorous (TP) for the Dundas WWTP which was endorsed by HHRAP stakeholders. A City study report titled “A Preliminary Asset Replacement Study for the Future Use of the Dundas WWTP” (replacement study) was completed in 2015. In that replacement study several new treatment plant configurations were identified that could potentially produce effluent quality that meet the HHRAP targets. The estimated cost of a plant upgrade to meet the new HHRAP effluent targets is \$45M. HW’s current ten-year capital budget for the design and construction of a like-for-like Dundas WWTP Upgrade is set at \$25.7M. Under a like-for-like plant upgrade the effluent quality from the WWTP is expected to meet the previously identified HHRAP effluent target of 0.11mg/l total phosphorous.

To meet a construction start date in 2022 the design and tendering process for the Dundas WWTP must begin in early 2019. The City requires additional time to explore other sources of funding and/or financing opportunities that are necessary to close the budget gap of \$19.3M. It is therefore recommended that staff initiate the design and tendering process in early 2019 and furthermore, that in the interim, staff seek other sources of funding and/or financing. It is recommended that staff provide an update report to Council in late 2018 prior to the start of design and tendering. The intent of the report will be to update Council on the successes in securing financial support, and if successful, begin procurement to pre-select the preferred tertiary treatment technology.

**Alternatives for Considerations – See Page 6**

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

**Financial:** Hamilton Water has allocated \$25.7M in the 10-year capital rate budget (under Project ID 5161266213) for the replacement of the Dundas WWTP (Plant A). This budget is for the design and construction of the treatment plant on a like-for-like basis which can meet previous HHRAP targets but not the updated ones identified in 2017. Additional financing support is one way to cover the cost of a more expensive program to meet new effluent quality targets.

**Staffing:** No implications

**Legal:** The City has no legal obligation to upgrade the Dundas WWTP to meet effluent targets set by the HHRAP. If upgrades are pursued an MOECC issued Environmental Compliance Agreement (ECA) will be required. The

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**SUBJECT: Dundas Wastewater Treatment Plant and Cootes Paradise  
(PW18006) (Wards 1 & 13) - Page 3 of 7**

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ECA is expected to reference HHRAP targets as a treatment objective that the future plant would be designed to address.

## **HISTORICAL BACKGROUND**

### **Cootes Paradise Marsh:**

Cootes Paradise Marsh is the central feature of the Royal Botanical Gardens Cootes Paradise Nature Sanctuary. The marsh has been the subject of an intensive Great Lakes restoration program underpinned by remediating inflowing waters and onsite carp exclusion. The marsh has improved substantially during the past 20 years. Both very large in size and strategically located at the intersection of a great lake and the Niagara Escarpment the marsh supports international migrations of birds and is a Lake Ontario fish spawning and nursery area. Fish community monitoring work in the 1990s found that fish production was estimated to have the potential of 15 million fish per year.

In its diminished state, Cootes Paradise Nature Reserve continues to sustain one of the highest biodiversity of plant species per hectare in Canada, and is home to 35 endangered species in the region. Most of these species are found within the surrounding old growth forest, a habitat also in decline partially due to the loss of wildlife whose life cycles are connected to a healthy marsh.

The discharge of effluent from the Dundas WWTP into Cootes Paradise is one of several contributors to the quantity and quality of water that passes through the marsh. The impact changes seasonally and is most dramatic in the late summer when natural creek flows are at their lowest providing limited dilution ability. The result is domination of the plant community by algae, poor water clarity, and impaired oxygen.

### **Dundas Wastewater Treatment Plant:**

The Dundas Wastewater Treatment Plant (Dundas WWTP) is located at 135 King Street East in the Town of Dundas and treats all of the sanitary waste generated in Dundas and some sanitary waste from Waterdown, plant capacity permitting. The Dundas WWTP discharges into Desjardins Canal and is a contributor of nutrients to Cootes Paradise and in particular has a dominant influence on the West Pond area as it is upstream of any appreciable dilution from other water sources.

### **HHRAP's Treatment Targets to Restore Cootes Paradise**

The HHRAP technical team was formed at the outset of the HHRAP with a goal of setting water quality loadings targets and in-marsh and harbour objectives to support the overall goal of clean water and a functioning ecosystem.

Both phosphorous and total suspended solids have been the focus of water quality parameters that need to be reduced in Cootes Paradise for restoration of the marsh. As these parameters are tied together in terms of sewage treatment, a single target for the more complex Total Phosphorous (TP) target has been set as the desired objective.

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**SUBJECT: Dundas Wastewater Treatment Plant and Cootes Paradise  
(PW18006) (Wards 1 & 13) - Page 4 of 7**

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On June 6, 2017, the HHRAP released a draft report titled “Recommended Total Phosphorous Targets for Cootes Paradise Marsh and the Dundas Waste Water Treatment Plant: Towards Achieving a Healthy Marsh and Delisting as an Area of Concern” in which more stringent WWTP effluent targets were defined. HHRAP stakeholders have principally endorsed these new targets.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

Upgrading of the Dundas WWTP will trigger the need for the City to apply for an Environmental Compliance Approval (ECA) through the Ministry of Environment and Climate Change (MOECC) which will reference both effluent objectives and limits. For clarity, effluent objectives reflect the MOECC’s expected performance of a treatment plant on a consistent basis but do not represent a compliance threshold. Effluent Limits, represent a compliance limit that shall not be exceeded.

The overlying surface water quality management goal of the MOECC is to ensure that the surface waters of the Province are of a quality which is satisfactory for aquatic life and recreation. For impaired sites like Cootes Paradise, goals will consider what will foster improvement.

**RELEVANT CONSULTATION**

Ministry of the Environment and Climate Change:

At a June 28, 2017 HHRAP Technical Team meeting MOECC staff provided the City with early indications that they will endeavour to set the Effluent Objectives at 0.05 mg/l TP, based on a six-month averaging period. This would reflect the new HHRAP target. MOECC staff did not provide any indication on proposed legal Effluent Limits.

At a meeting held June 5, 2017 to discuss the Dundas WWTP Upgrade ECA application the MOECC cautioned Hamilton Water regarding plans to begin an upgrade of the Dundas WWTP concurrent with the upgrades underway at the Woodward WWTP. The MOECC suggests any attempt to execute upgrades that impact performance at both WWTP’s as highly risky and they encourage any major upgrades at the Dundas WWTP to occur after the Woodward Upgrade is fully commissioned. The Woodward WWTP upgrades are scheduled for completion in 2022.

Hamilton Harbour Remedial Action Plan:

At the June 28, 2017 HHRAP technical team meeting, representatives from the HHRAP office acknowledged that the new effluent targets endorsed by the HHRAP and its stakeholders was a significant change from a previous target of 0.11 mg/l TP set years before. Representatives from HHRAP further acknowledged that the cost to upgrade the Dundas WWTP to this new effluent target could be significantly higher and that the HHRAP is prepared to negotiate with the City to reach effluent targets that are both beneficial to the environment and cost affordable for the City.

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**SUBJECT: Dundas Wastewater Treatment Plant and Cootes Paradise  
(PW18006) (Wards 1 & 13) - Page 5 of 7**

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**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

A study report titled “A Preliminary Asset Replacement Study for the Future Use of the Dundas WWTP” (replacement study) was completed by CIMA Canada dated February 2015. The replacement study included a feasibility component that examined the application of Best Available Technology Economically Feasible (BATEA) that could be applied at the Dundas WWTP. The purpose of that feasibility study was to identify and rank different levels of treatment achievable at the Dundas WWTP and to report on the associated costs of each.

For clarity, the different levels of treatment examined in the replacement study can be consolidated into three options namely:

1. Like for Like – treatment plant infrastructure would be replaced utilizing the same technologies that currently exist. Effluent quality can be expected to meet the current performance of 0.1 mg/l TP. The capital cost of this option is estimated at \$26M and Net Present Value (NPV) costs at \$43M.
2. Partial Enhancement – the treatment plant would be upgraded with enhancements to the existing technology. Resulting effluent, while better than that of the current plant, would not achieve the HHRAP target of 0.05mg/l TP. The capital cost of this option is estimated at between \$35M to \$40M and NPV costs at \$49M to \$55M.
3. Full Enhancement – the treatment plant would be upgraded with new technology sufficient for the plant to produce an effluent quality that meets the HHRAP target of 0.05 mg/l TP. The capital cost of this option is estimated at \$45M and NPV costs at \$59M.

In all of the options referenced above the capital costs represent immediate capital costs spent over the next five years and the net present value (NPV) costs reflect the cost of replacement of both Plants A and B over their lifecycle periods. Capital costs were derived from conceptual engineering designs and include a cost escalation of 30% which is consistent with established cost estimating standards. Cost estimates are very high level and can be expected to change as the project advances over time through more detailed design stages of work.

Under the current ten-year capital rate budget, \$25.7M has been identified for design and construction of the Dundas WWTP (under a like for like design approach). Therefore the cost to upgrade the facility following selection of a partial or full enhancement option is currently unaffordable.

The replacement study identified that Plant A is near the end of its useful life and should be replaced in the next three to five years. From recommendations received by the MOECC, the upgrade to the Dundas WWTP should be planned for a start date on or after 2022. Based on that milestone date, staff believes that the design and

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**SUBJECT: Dundas Wastewater Treatment Plant and Cootes Paradise  
(PW18006) (Wards 1 & 13) - Page 6 of 7**

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procurement processes for the Dundas WWTP upgrade should begin no later than early in 2019.

Between now and early 2019 when design should begin, staff will work with the HHRAP office, its stakeholders and other potential partners to secure funding and/or financing options for the unbudgeted \$19.3M. On or before October 2018 and prior to the start of project design and procurement, staff will provide a project status report to Council to advise them of project funding, project scope, schedule and budget. If a source of funding is secured that allows for the upgrade of the Dundas WWTP to meet the new HHRAP effluent targets, a competitive procurement process should be undertaken to pre-select the treatment technology to be employed on the project.

### **ALTERNATIVES FOR CONSIDERATION**

One alternative is to proceed with a like-for-like replacement of the original Plant A and leave unchanged the existing tertiary treatment equipment. Under this approach the preliminary estimated cost of the upgrade remains at \$25.7M for ageing plant components. This can achieve the old HHRAP target but will not achieve the recently identified TP target.

The environmental significance of Cootes Paradise is well documented and the extensive work carried out by the HHRAP technical team suggests that the marsh is at the cusp of a sustained recovery, provided that water quality improvements continue to be made. The HHRAP technical team acknowledge that the marsh ecosystem is extremely complex and their predictions on how the marsh will respond to differing WWTP effluent concentrations are subject to interpretation. However, the scientific community feel confident that the new target of 0.05mg/l TP will restore the marsh more rapidly and will provide the marsh an added resilience against the stresses of global climate change.

There are no assurances that upgrading the Dundas WWTP to achieve the new HHRAP effluent targets will fully restore Cootes Paradise. However, if the City chooses to proceed with a like-for-like upgrade and conditions in the marsh stagnate or worsen, the City's next opportunity to upgrade the Dundas WWTP to a higher effluent standard is many years away. For this reason, staff do not recommend this alternative but rather support moving ahead with the recommendations presented in this report.

A second alternative identified was to upgrade the Dundas WWTP to produce an effluent quality somewhere between the HHRAP's previous target of 0.11 mg/l TP and their new target of 0.05 mg/l TP. From the replacement study that has been completed a Partial Enhancement option reflects this alternative with a capital cost of \$35M to \$40M. Staff considers this alternative to have merit and recommends that this alternative be re-assessed if funding and/or financial support for the entire \$19.3M budget shortfall cannot be secured.

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**SUBJECT: Dundas Wastewater Treatment Plant and Cootes Paradise  
(PW18006) (Wards 1 & 13) - Page 7 of 7**

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**ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

**Clean and Green**

*Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.*

**Built Environment and Infrastructure**

*Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.*

**APPENDICES AND SCHEDULES ATTACHED**

N/A





**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
**Transportation Division**

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	January 15, 2018
<b>SUBJECT/REPORT NO:</b>	Lincoln Alexander Parkway and Red Hill Valley Parkway Transportation and Safety Update (PW18008) (City Wide) (Outstanding Business List Item)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	David Ferguson, C.E.T. (905) 546-2424, Extension 2433  Martin White, C.E.T., (905)546-2424, Extension 4345
<b>SUBMITTED BY:</b>	Jennifer DiDomenico Acting Director of Transportation Public Works Department
<b>SIGNATURE:</b>	

**RECOMMENDATION**

- (a) That staff be directed to continue to implement the short and medium term collision counter measures as noted in Appendix A, as previously approved by City Council in report PW15016.
- (b) That staff undertake an annual detailed collision analysis of both the LINC and RHVP, and report to Public Works Committee as part of the Hamilton Strategic Road Safety Program Annual Report.
- (c) That Hamilton Police Services be requested to continue to undertake regular speed and aggressive driving enforcement on both the LINC and RHVP, and that the results be reported annually to the Public Works Committee as part of the Hamilton Strategic Road Safety Program Annual Report.
- (d) That staff undertake an annual traffic count program on the Lincoln Alexander Parkway (LINC) and the Red Hill Valley Parkway (RHVP) and report back to Public Works Committee annually with the data as part of the Hamilton Strategic Road Safety Program Annual Report.
- (e) That median barriers be installed on the LINC and the RHVP in co-ordination with any future widening of the facilities.
- (f) That Public Works report back to the Public Works Committee in 2020, to provide an update of overall operating conditions on the LINC and RHVP, with a focus on

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Ministry of Transportation Ontario (MTO) activity on Highways 403 and Queen Elizabeth Way (QEW) widening; truck activity; safety and information on the need for widening.

- (g) That the following Outstanding Business List Items be removed from the Public Works Outstanding Business List.
1. Expansion of Redhill Valley Parkway (RHVP) and Lincoln Alexander Parkway (LINC) (PW16084) (City Wide) (Item 8.1)
    - (d) That the matter respecting the Expansion of the Redhill Valley Parkway (RHVP) and Lincoln Alexander Parkway remain on the Outstanding Business List of the Public Works Committee and also be referred to the consideration of the development of the Transportation Master Plan.
  2. Status Report about Issues Relating to the LINC and Red Hill Valley Parkway
    - (a) That staff be directed to bring back an Information Report to the Public Works Committee respecting the status of installing medians/other barriers on the LINC and Red Hill Valley Parkway (RHVP) that the report contain information about the cost of such measures.
  3. Traffic Incidents on the LINC and Red Hill Valley Parkway
 

That staff from Traffic Operations be directed to consult with the Hamilton Police Service to bring forward a plan to report annually on fatal incidents on the LINC and RHVP and that the report identify causes of the incidents.

### **EXECUTIVE SUMMARY**

The Lincoln Alexander Parkway (LINC) opened in 1997 and was subsequently followed by the opening of the Red Hill Valley Parkway (RHVP) in 2007. Since January 2013, there have been a total of ten motions issued from Council related to these facilities, of which five remain outstanding. The purpose of this report is to address each of these outstanding motions and consolidate them into one report.

Motion: Expansion of Redhill Valley Parkway (RHVP) and Lincoln Alexander Parkway (LINC) (PW16084) (City Wide) (Item 8.1) (Public Works Committee, October 3, 2016)

- (d) That the matter respecting the Expansion of the Redhill Valley Parkway (RHVP) and Lincoln Alexander Parkway remain on the Outstanding Business List of the Public Works Committee and also be referred to the consideration of the development of the Transportation Master Plan.

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The consideration for widening the LINC and RHVP can be considered under a number of different operating conditions. These conditions can include capacity issues, improved goods and services movements and for safety improvements.

Based on roadway geometrics, it is estimated that the capacity of the RHVP is 3000 vehicles/hour/direction (1500 vehicles/lane) and 4000 vehicles/hour/direction (2000 vehicles/lane) for the LINC. A review of traffic volumes taken from the permanent count stations operated by City of Hamilton staff on the RHVP (2015) and the LINC (2017), indicates that the volume/capacity (V/C) is less than 1.0 during all times of the day. A roadway has reached full capacity when the V/C ration has reached a level of 1.0.

The RHVP and LINC could be widened to accommodate an additional lane in each direction on both facilities; however there are a number of factors to consider. The current restrictions at the connection points of Highways 403 and QEW are problematic. Providing additional lanes on the Parkways would have minimal benefit given the congestion at the Provincial Highway connection points.

The City of Hamilton has previously requested the MTO investigate and include the need for widening the Highways 403 and QEW through Provincial Capital programming. This has recently been further supported by the Planning and Economic Development Department in which it was identified that congestion of the Provincial facilities has negative impacts to the Economic Growth of the City of Hamilton (PED16161(a)).

On March 24, 2017, the City of Hamilton received written notice from the Honourable Steven Del Duca, Minister of Transportation, (Appendix B) noting that both Highway 403 and QEW have been identified for one additional lane per direction and is subject to environmental assessments and approvals before implementation. The timing to initiate the next phases will be dependent on further review and prioritization of the expansion needs across the province. Minister Del Duca has committed to ensure that City of Hamilton staff will be invited to participate in the studies related to the design of these facilities.

The widening of these facilities will provide opportunities to improve connectivity between the Parkways and Provincial Highways.

Staff will continue to monitor traffic patterns including traffic volumes, MTO progress, truck activity, vehicle speeds and the requirement for widening in order to coordinate potential widenings with MTO improvements on the 403 and QEW. Staff will further report back to Public Works Committee regarding this issue on an annual basis identifying operation patterns as part of the Hamilton Strategic Road Safety Program Annual Report.

Motion: Status Report about Issues Relating to the LINC and Red Hill Valley Parkway Public Works Committee, February 27, 2017)

- (a) That staff be directed to bring back an Information Report to the Public Works Committee respecting the status of installing medians/other

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barriers on the LINC and Red Hill Valley Parkway (RHVP) that the report contain information about the cost of such measures.

Motion: Traffic Incidents on the LINC and Red Hill Valley Parkway (Public Works Committee, February 27, 2017)

That staff from Traffic Operations be directed to consult with the Hamilton Police Service to bring forward a plan to report yearly on fatal incidents on the LINC and Red Hill Valley Parkway and that the report identify causes of the incidents.

Both of these motions have been consolidated as they are both a result of concerns with safety and collision patterns along the facilities. In 2015 two detailed Traffic Safety reports were commissioned to study both facilities as a result of ongoing collision concerns, with a specific focus on median crossover collisions. The results of these studies were considered by Public Works Committee and Council in report PW15-016.

The reports identified that there is an over representation of incidents that occur on the LINC under dry road conditions and on the RHVP under wet road conditions. As a result of a number of cross-over fatal collisions, there has been public debate on the need to install median barriers along both the LINC and RHVP.

Both Safety reports identified that collisions are occurring as a result of speeding, aggressive driving, following too close, distracted driving and driving too fast for weather conditions. Recent enforcement completed by Hamilton Police Services identified that over ninety percent of all violations issued were directly related to speeding. In addition, the Police Chief and Ontario Provincial Police have identified that speeding, aggressive driving and distracted driving are the leading causes of fatal collisions in Ontario.

Public Works report PW15-016, identified that the installation of short, medium, and long term collision counter measures (Appendix A) could address some of the driver behaviour issues that are causing collisions to occur. As identified in Appendix A, the City of Hamilton is in the process of obtaining Variable Message Board signs (VMS) which will be placed on the LINC and RHVP and will allow staff to display messages to raise awareness of the posted speed limit and operating conditions. In addition, staff have begun the process for the review and design of a queue end warning system which will assist in notifying motorists when slower moving traffic is ahead and provide a warning to reduce speed.

The Engineering Division has scheduled the repaving of the LINC and RHVP between 2018 and 2021, Traffic Operations and Engineering staff have submitted scope to the project to include recessed reflective markers (cats eyes), durable and wider pavement markings and shoulder rumble strips. Implementation of these measures will assist in providing positive guidance for motorists as well as provide a physical warning should a vehicle drift into the shoulder area and assist in reducing potential collisions.

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Crossover collisions represent five percent of the total number of collisions that occur on the LINC and three percent of the total number of collisions that occur on the RHVP. The installation of barriers would greatly reduce the likelihood of crossover incidents occurring; however there are other potential impacts that may arise and cause a continued safety issue. In addition, the installation of barriers does not directly address the primary root cause of the collisions, speeding, aggressive and distracted driving. These driver behaviour issues must be addressed or collisions will continue to occur.

As the LINC is currently built with a curbed centre median and the RHVP with a grass swale median, both facilities would need to be properly designed by an Engineer to ensure for a safe and appropriate installation. Should the need for widening be supported through the process, staff recommends that appropriate median barriers be designed and installed in co-ordination with future reconstruction and widening of both the LINC and RHVP.

As per the recommendation in report PW15-016, staff recommends the continued implementation of the short-term and medium-term collision counter measures as identified in Appendix A. Implementation of these counter measures will continue to assist in addressing the collision patterns that have been identified and assist in reducing the number of collisions occurring.

It is further recommended that the Hamilton Police Services be requested to continue regular enforcement on both the LINC and RHVP, and that collision and enforcement statistics specific to these facilities be included in the annual Hamilton Strategic Road Safety Program Annual Report.

There are two additional outstanding motions:

- (1) Speed Limit Reduction Feasibility Study on the Lincoln Alexander Parkway (LINC) and the Red Hill Valley Parkway (RHVP) (Item 9.3) (Public Works Committee, August 17, 2017).

That staff from Traffic Operations and Engineering be directed to study the Feasibility and safety benefits of reducing the speed limit on the Lincoln Alexander Expressway (LINC) and the Red Hill Valley Parkway (RHVP) from 90 km/h to 80km/h and report the finding back to the Public Works Committee in one year's time.

This work is planned to be reviewed and completed in conjunction with the review and design of a queue end warning system. It is expected that Public Works will report back to Public Works Committee in 2018.

- (2) Photo Radar on the Lincoln M. Alexander Parkway and the Red Hill Valley Parkway (Added Item 10.1) (Public Works Committee, November 14, 2016)
  - (a) That, when provincial legislations permitting the establishment of photo radar is in place, staff be directed to consider establishing Community Safety Zones in the City of Hamilton; and

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- (b) That staff be directed to report to the Public Works Committee on the actions required to establish photo radar, conforming with forthcoming Provincial Legislation, in Community Safety Zones; and
- (c) That consideration be given to making the Lincoln M. Alexander Parkway and the Red Hill Valley Parkway a Community Safety Zone for the purpose of establishing photo radar speed enforcement.

Discussions on the development of the Provincial Regulations associated with the implementation of Automated Speed Enforcement are ongoing with the Province of Ontario and other Provincial Municipalities. When details of the program become available from the Province, staff will follow up with a report to Public Works Committee in 2018.

***Alternatives for Consideration – Page 11***

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

**Financial:** Staff will continue to utilize the Red Light Camera Reserve account (112203) for the implementation of the short-term and medium-term counter measures as previously approved by City Council.

There are no further funding requirements as part of this report.

**Staffing:** There are no additional staffing needs as part of this report.

**Legal:** There are no Legal implications as a result of this report.

**HISTORICAL BACKGROUND**

The Lincoln Alexander Parkway (LINC) opened in 1997 and was subsequently followed by the opening of the Red Hill Valley Parkway (RHVP) in 2007. Since January 2013, there have been a total of 10 motions issued from Council related to these facilities, of which 5 remain outstanding.

These motions have focused specifically on two areas, widening of the LINC and RHVP and the safety operations of both Parkways.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

There are no Policy Implications as a result of this report.

**RELEVANT CONSULTATION**

Traffic Operations and Engineering staff have consulted with Public Works staff in Transportation Management, Operations Division, and Engineering Services, Hamilton Police Services and external Consultants.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

**Motion:** Expansion of Redhill Valley Parkway (RHVP) and Lincoln Alexander Parkway (LINC) (PW16084) (City Wide) (Item 8.1) (Public Works Committee, October 3, 2016)

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- (d) That the matter respecting the Expansion of the Redhill Valley Parkway (RHVP) and Lincoln Alexander Parkway remain on the Outstanding Business List of the Public Works Committee and also be referred to the consideration of the development of the Transportation Master Plan.

The consideration for widening the LINC and RHVP can be considered under a number of different operating conditions. These conditions can include capacity issues, improved goods and services movements and for safety improvements.

Based on roadway geometrics, it is estimated that the capacity of the RHVP is 3000 vehicles/hour/direction (1500 vehicles/lane) and 4000 vehicles/hour/direction (2000 vehicles/lane) for the LINC. A review of traffic volumes taken from the permanent count stations operated by City of Hamilton staff on the RHVP (2015) and the LINC (2017), indicates that the volume/capacity (V/C) is less than 1.0 during all times of the day. A roadway has reached full capacity when the V/C ration has reached a level of 1.0.

**Peak Period Traffic Volumes and V/C Ratios on the LINC & RHVP**

LINC W/B			LINC E/B	
Hour	W/B Volume	V/C	E/B Volume	V/C
6-7 am	3,458	0.87	3,211	0.80
7-8 am	3,615	0.90	3,416	0.85
1-2 pm	3,350	0.84	3,226	0.81
2-3 pm	3,674	0.92	3,712	0.93
3-4 pm	3,671	0.92	3,878	0.97
4-5 pm	3,468	0.87	3,679	0.92
5-6 pm	2,926	0.73	2,966	0.75

RHVP S/B			RHVP N/B	
Hour	S/B Volume	V/C	S/B Volume	V/C
7-8 am	-	-	2,152	0.72
8-9 am	-	-	2,097	0.70
9-10 am	-	-	2,036	0.68
3-4 pm	2,175	0.73	-	-
4-5 pm	2,793	0.93	-	-
5-6 pm	2,774	0.93	-	-
6-7 pm	2,709	0.90	-	-
7-8 pm	2,825	0.94	-	-

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The RHVP and LINC could be widened to accommodate an additional lane in each direction on both facilities; however there are a number of factors to consider. The current restrictions at the connection points of Highways 403 and QEW are problematic. Providing additional lanes on the Parkways may relieve the peak hour congestion that occurs on both the RHVP and LINC, but with the congestion at the Provincial Highway connection points, the widening would only create increased congestion and queuing, longer travel times, increased driver frustration, potential increase in collisions and increased delays along both Parkways and extended peak traffic periods.

The City of Hamilton has previously requested the MTO, investigate and include the need for widening the Highway 403 and QEW through Provincial Capital programming. This has recently been further supported by the Planning and Economic Development Department in which it was identified that congestion of the Provincial facilities has negative impacts to the Economic Growth of the City of Hamilton (PED16161(a)).

On March 24, 2017, the City of Hamilton received written notice from the Honourable Steven Del Duca, Minister of Transportation, (Appendix B) noting that both Highway 403 and QEW have been identified for one additional lane per direction and is subject to environmental assessments and approvals before implementation. The timing to initiate the next phases will be dependent on further review and prioritization of the expansion needs across the province. Minister Del Duca has committed to ensure that City of Hamilton staff will be invited to participate in the studies related to the design of these facilities.

The widening of these facilities will provide opportunities to improve connectivity between the Parkways and Provincial Highways.

Staff will continue to monitor traffic patterns including traffic volumes, MTO progress, truck activity, vehicle speeds and the requirement for widening in order to coordinate potential widenings with MTO improvements on the 403 and QEW. Staff will further report back to Public Works Committee regarding this issue on an annual basis identifying operation patterns as part of the Hamilton Strategic Road Safety Program Annual Report.

Motion: Status Report about Issues Relating to the LINC and Red Hill Valley Parkway Public Works Committee, February 27, 2017)

- (a) That staff be directed to bring back an Information Report to the Public Works Committee respecting the status of installing medians/other barriers on the LINC and Red Hill Valley Parkway (RHVP) that the report contain information about the cost of such measures.

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That staff from Traffic Operations be directed to consult with the Hamilton Police Service to bring forward a plan to report yearly on fatal incidents on

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the LINC and Red Hill Valley Parkway and that the report identify causes of the incidents.

Both of these motions have been consolidated as they are both a result of concerns with safety and collision patterns along the facilities. In 2015 two detailed Traffic Safety reports were commissioned to study both facilities as a result of ongoing collision concerns, with a specific focus on median crossover collisions. The results of these studies were considered by Public Works Committee and Council in report PW15-016.

The reports identified that there is an over representation of incidents that occur on the LINC under dry road conditions and on the RHVP under wet road conditions. As a result of a number of cross-over fatal collisions, there has been public debate on the need to install median barriers along both the LINC and RHVP.

Collision History of LINC-RHVP 2008-2014

Year	Total Collisions LINC	Fatal Collisions on LINC	Number of Crossover Collisions on LINC	Total Collisions RHVP	Fatal Collisions on RHVP	Number of Crossover Collisions on RHVP
2008	42	0	3	43	1	0
2009	54	1	6	37	0	1
2010	40	0	4	51	0	1
2011	60	0	1	71	0	3
2012	65	1	3	67	1	1
2013	67	0	2	80	0	1
2014	61	1	3	71	0	4
Total	389	3(2)	22	420	2(1)	11

Note: (x) represents the number of fatal collisions from a crossover collision

Both Safety reports identified that collisions are occurring as a result of speeding, aggressive driving, following too close, distracted driving and driving too fast for weather conditions. Recent enforcement completed by Hamilton Police Services identified that over ninety percent of all violations issued were directly related to speeding. In addition, the Police Chief and Ontario Provincial Police have identified that speeding, aggressive driving and distracted driving are the leading causes of fatal collisions.

Public Works report PW15-016, identified that the installation of short, medium, and long term collision counter measures (Appendix A) could address some of the driver behaviour issues that are causing collisions to occur. As identified in Appendix A, the City of Hamilton is in the process of obtaining Variable Message Board signs (VMS) which will be placed on the LINC and RHVP and will allow staff to display messages to raise awareness of the posted speed limit and operating conditions. In addition, staff have begun the process for the review and design of a queue end warning system

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which will assist in notifying motorists when slower moving traffic is ahead and provide a warning to reduce speed.

The Engineering Division has scheduled the repaving of the LINC and RHVP between 2018 and 2021, Traffic Operations and Engineering staff have submitted scope to the project to include recessed reflective markers (cats eyes), durable and wider pavement markings and shoulder rumble strips. Implementation of these measures will assist in providing positive guidance for motorists as well as provide a physical warning should a vehicle drift into the shoulder area and assist in reducing potential collisions.

Crossover collisions represent five percent of the total number of collisions that occur on the LINC and three percent of the total number of collisions that occur on the RHVP. The installation of barriers would greatly reduce the likelihood of crossover incidents occurring; however there are other potential impacts that may arise and cause a continued safety issue. In addition, the installation of barriers does not directly address the primary “root cause” of the collisions, speeding, aggressive and distracted driving. These driver behaviour issues must be addressed or collisions will continue to occur.

As the LINC is currently built with a curbed centre median and the RHVP with a grass swale median, both facilities would need to be properly designed by an Engineer to ensure for a safe and appropriate installation. Should the need for widening be supported through the process, staff recommends that appropriate median barriers be designed and installed in co-ordination with future reconstruction and widening of both the LINC and RHVP.

As per the recommendation in report PW15-016, staff recommends the continued implementation of the short-term and medium-term collision counter measures as identified in Appendix A. Implementation of these counter measures will continue to assist in addressing the collision patterns that have been identified and assist in reducing the number of collisions occurring.

It is further recommended that the Hamilton Police Services be requested to continue regular enforcement on both the LINC and RHVP, and that collision and enforcement statistics specific to these facilities be included in the annual Hamilton Strategic Road Safety Program Annual Report.

There are two additional outstanding motions:

- Speed Limit Reduction Feasibility Study on the Lincoln Alexander Parkway (LINC) and the Red Hill Valley Parkway (RHVP) (Item 9.3) (Public Works Committee, August 17, 2017)
- That staff from Traffic Operations and Engineering be directed to study the Feasibility and safety benefits of reducing the speed limit on the Lincoln Alexander Expressway (LINC) and the Red Hill Valley Parkway (RHVP) from 90 km/h to 80km/h and report the finding back to the Public Works Committee in one year's time.

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This work is planned to be reviewed and completed in conjunction with the review and design of a queue end warning system. It is expected that Public Works will report back to Public Works Committee in 2018.

Photo Radar on the Lincoln M. Alexander Parkway and the Red Hill Valley Parkway (Added Item 10.1) (Public Works Committee, November 14, 2016)

- (c) That, when provincial legislations permitting the establishment of phot radar is in place, staff be directed to consider establishing Community Safety Zones in the City of Hamilton; and
- (d) That staff be directed to report to the Public Works Committee on the actions required to establish photo radar, conforming with forthcoming Provincial Legislation, in Community Safety Zones; and
- (e) That consideration be given to making the Lincoln M. Alexander Parkway and the Red Hill Valley Parkway a Community Safety Zone for the purpose of establishing photo radar speed enforcement.

Discussions on the development of the Provincial Regulations associated with the implementation of Automated Speed Enforcement are ongoing with the Province of Ontario and other Provincial Municipalities. When details of the program become available from the Province, staff will follow up with a report to Public Works Committee in 2018.

#### **ALTERNATIVES FOR CONSIDERATION**

There are no alternatives for consideration.

#### **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

##### **Community Engagement & Participation**

*Hamilton* has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

##### **Healthy and Safe Communities**

*Hamilton* is a safe and supportive city where people are active, healthy, and have a high quality of life.

##### **Built Environment and Infrastructure**

*Hamilton* is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

#### **APPENDICES AND SCHEDULES ATTACHED**

Appendix A – List of Counter Measures

Appendix B – Letters from Minister of Transportation Ontario

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Red Hill Valley Parkway and Lincoln Alexander Parkway  
Transportation and Safety Update  
Collision Counter Measures

Action Item	Term	Status
Trim Vegetation at various locations	Short	Completed
Install Oversized Speed Limit Signs	Short	Completed
Install "Slippery When Wet" Signs	Short	Completed
Install "Merge" and Bridge Ices" Signs	Short	Completed
Upgrade Guiderail end treatments	Short	Completed
Install Digital Feedback Signs	Short	Currently being completed
Install Recessed Pavement Markers (cats-eyes)	Short	Works to be completed during resurfacing
Guiderail Treatments	Short	Completed
Q-End Warning System	Short	Currently being reviewed by consultant
Install Advance Diagrammatic Sign on Rousseaux on-ramp west of Mohawk Road	Short	To be completed in 2018
Conduct Speed Study and Consideration of Variable Speed Limit system	Short	To be completed in 2018
Install MTO style "Speed Fine" signs	Short	Completed
Install Advance sign with Advance Right Lane Exits, Next Lane Exit or Through sign between Hwy 403 and Mohawk Rd	Short	To be completed in 2018
Conduct Pavement Friction Testing	Medium	Completed
Shield Rock Cuts between Upper James and Upper Wellington	Medium	To be reviewed by Engineering Services
Provide Shoulder Rumble Strips along entire length of the LINC	Long	To be completed during re-surfacing
Median Barrier System	Long	To be considered with any future widening of Parkways
Install End to End Illumination	Long	Reviewed and reported by Engineering Services, not recommended.

Ministry of  
Transportation

Office of the Minister

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M7A 1Z8  
416-327-9200  
www.ontario.ca/transportation

Ministère des  
Transports

Bureau du ministre

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77, rue Wellesley ouest  
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www.ontario.ca/transports



MAR 21 2017

M2016-6277  
(File #C16-017)

His Worship Fred Eisenberger  
Mayor  
City of Hamilton  
71 Main Street West, 2nd Floor  
Hamilton ON L8P 4Y5

Dear Mayor Eisenberger:

Thank you for your letter regarding the widening of Highway 403 from the Lincoln M. Alexander Parkway to Main Street in Hamilton and the request to examine traffic congestion at the Red Hill Valley Parkway and the Queen Elizabeth Way (QEW). I welcome the opportunity to respond.

Highway 403 is an important transportation corridor, and the ministry recognizes the need to keep traffic moving safely and efficiently. In 2007, the Ministry of Transportation initiated the Niagara to Greater Toronto Area Corridor Planning and Environmental Assessment Study (NGTA Study) to examine opportunities for transportation improvements and assess transportation planning alternatives and recommendations for future infrastructure needs in the Niagara to GTA corridor, including Hamilton.

The NGTA Study looked at several alternatives to increase the capacity of the transportation system in this corridor, utilizing transit and highway infrastructure options to provide for the efficient movement of people and goods in Niagara, Hamilton and Halton.

Phase 1 of the NGTA Study is complete. Recommendations include highway improvements and the widening of Highway 403 in Hamilton, with one additional lane per direction from King Street/Main Street to Jerseyville and the widening of the QEW by one additional lane per direction from the Red Hill Valley Parkway interchange to Highway 406, to alleviate traffic congestion.

These recommendations are subject to environmental assessments and approvals before implementation. Timing to initiate this next phase will be dependent on further review and prioritization of expansion needs across the province.

Currently, the expansion of Highway 403 from the Brant/Hamilton boundary to the Highway 403/QEW interchange in Hamilton is identified on the 2016-2020 Southern Highways Program, our five-year capital program, as planning for the future. The start of construction for this project will depend on its prioritization in relation to other needs across the province and funding availability. The 2016-2020 Southern Highway Plan can be viewed at <http://www.mto.gov.on.ca/english/highway-bridges/pdfs/southern-highways-program-2016-2020.pdf>.

In addition, the ministry is moving forward with two Class Environmental Assessment and Preliminary Design Studies which will address the need for improvements at Highway 403/QEW and Highway 6/Highway 403 interchanges. These studies will also look at highway operations along Highway 403. City of Hamilton staff will be invited to participate in these two studies.

Should you require further information, please contact Hossein Hosseini, Project Engineer, Highway Engineering, Hamilton and Niagara Section, at [Hossein.Hosseini@Ontario.ca](mailto:Hossein.Hosseini@Ontario.ca) or 416-235-5513.

Thank you again for writing.

Sincerely,



Steven Del Duca  
Minister

Ministry of  
Transportation

Ministère des  
Transports

Office of the Minister

Bureau du ministre

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## 5.7

MAR 21 2017

M2016-4688

His Worship Fred Eisenberger  
Mayor  
City of Hamilton  
71 Main Street West, 2<sup>nd</sup> Floor  
Hamilton ON L8P 4Y5

Dear Mayor Eisenberger:

Thank you for your letter regarding widening Highway 403 to three lanes in Hamilton. I welcome the opportunity to respond.

Highway 403 is an important transportation corridor and the ministry recognizes the need to keep traffic moving safely and efficiently. In 2007, the ministry initiated the Niagara to Greater Toronto Area (NGTA) Corridor Planning and Environmental Assessment Study.

The NGTA study examined potential transportation improvements and assessed transportation planning alternatives and recommendations for future infrastructure needs in the Niagara to GTA corridor, including Hamilton. The study looked at several ways to increase the transportation system's capacity, including using transit and highway infrastructure options to move both people and goods efficiently in Niagara, Hamilton and Halton.

I am pleased to advise that Phase 1 of the Niagara to GTA Corridor Planning and Environmental Assessment Study is now complete. Recommendations include highway improvements and widening of Highway 403 in Hamilton, with two additional lanes from King Street/Main Street to Jerseyville to alleviate traffic congestion. More information on this study can be found at [www.niagara-gta.com](http://www.niagara-gta.com).

The study's recommendations are now subject to environmental assessments and approvals before implementation. Timing to initiate this next phase is dependent on further review and prioritization of Ontario's corridor investment strategies, and commitments in the Southern Highways Program (SHP) for a sustainable transportation system. Highway 403 expansion from the Brant/Hamilton boundary to the Highway 403/Queen Elizabeth Way (QEW) interchange in Hamilton is identified in the 2016-2020 SHP under Planning for the Future. The ministry will continue to monitor traffic operations on Highway 403.

-2-

The ministry is about to move forward with two Class Environmental Assessment and Preliminary Design Studies which will address the need for improvements at the Highway 403/QEW and Highway 6/Highway 403 interchanges. These studies will also look at highway operations along Highway 403. We will ask City of Hamilton staff to participate in these two studies.

If you have any further questions, please contact Martin Michalek, Area Manager, Highway Engineering, Hamilton and Niagara Section at 416-235-5606, or at [Martin.Michalek@ontario.ca](mailto:Martin.Michalek@ontario.ca).

Thank you again for writing.

Sincerely,

A handwritten signature in black ink, appearing to read 'Steven Del Duca', written in a cursive style.

Steven Del Duca  
Minister



# 9.1

## CITY OF HAMILTON

### MOTION

**Public Works Committee**  
**Date: January 15, 2018**

**MOVED BY COUNCILLOR C. COLLINS.....**

#### **Waste Audits and Recycling in City of Hamilton Public Locations**

- (a) That staff be directed to conduct waste audits in 2018 to review the materials collected and the contamination rates in the City's public space recycling containers in located in select City parks, BIAs, and other City-owned public areas; and,
- (b) That the results of the audit be utilized to develop an enhanced public recycling plan to increase the number of recycling containers in staffed parks and other City-owned public areas with the goal of increasing the City's waste diversion and recycling rates in consideration of the requirements addressed in the provincial Waste-Free Ontario Act; and,
- (c) That the plan, and associated cost of implementation, be presented to the Public Works Committee for consideration.

# CITY OF HAMILTON MOTION

Public Works Committee: January 15, 2018

**MOVED BY COUNCILLOR S. MERULLA.....**

**SECONDED BY MAYOR / COUNCILLOR.....**

### Ward 4 Playgrounds

WHEREAS, since approximately 1998, the City of Hamilton has inspected and maintained a playground structure on property owned by the Hamilton Wentworth District School Board (HWDSB) at 100 Wexford Avenue, Hamilton (A.M. Cunningham Elementary School), which is used by both elementary school students and members of the public;

WHEREAS, the structure has now become worn-out and the HWDSB has requested City assistance in disposing of the present structure and constructing a replacement structure;

WHEREAS, a new sun shelter structure will be provided and maintained by the City of Hamilton;

WHEREAS, a formal agreement for the operation and maintenance of the proposed structures will be required for the public amenity on non-City owned lands; and,

WHEREAS, \$300,000 has been allocated for the design, disposal and construction of the replacement of the play structure and sun shelter, with the funding coming from the Ward 4 Area Reserve,

**THEREFORE BE IT RESOLVED:**

- (a) That the disposal of the existing play structure, and the design and installation of a new playground and sun shelter, at 100 Wexford Avenue, Hamilton (A.M. Cunningham Elementary School), at an approximate cost of \$300,000 to be funded from the Ward 4 Area Rating Reserve Account #108054, be approved; and,
- (b) That the General Manager of Public Works be authorized and directed to approve and execute any and all required agreements and ancillary documents, between the City of Hamilton and the Hamilton Wentworth District School Board, for the disposal of the existing play structure, and the design and construction of new play structure and sun shelter at 100 Wexford Avenue Hamilton (A.M. Cunningham School), in a form satisfactory to the City Solicitor.