



City of Hamilton
PUBLIC WORKS COMMITTEE

Meeting #: 19-009
Date: June 17, 2019
Time: 9:30 a.m.
Location: Council Chambers, Hamilton City Hall
71 Main Street West

Alicia Davenport, Legislative Coordinator (905) 546-2424 ext. 2729

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12. NOTICES OF MOTION**13. GENERAL INFORMATION / OTHER BUSINESS**

13.1	Amendments to the Outstanding Business List	
13.1.a	Items considered complete and needing to be removed:	
13.1.a.a	Results of the Traffic Calming Committee Survey	
	Addressed as Item 7.3 on today's agenda - Report PW19056	
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	Addressed as Item 7.4 on today's agenda - Report PW19057	
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14. PRIVATE AND CONFIDENTIAL**15. ADJOURNMENT**

4.1



PUBLIC WORKS COMMITTEE MINUTES 19-008

9:30 a.m.

Monday, June 3, 2019

Council Chambers

Hamilton City Hall

71 Main Street West

Present: Councillors L. Ferguson (Chair), J.P. Danko (Vice-Chair), C. Collins, J. Farr, T. Jackson, S. Merulla, N. Nann, E. Pauls, M. Pearson, and T. Whitehead

Absent with Regrets: Councillor A. VanderBeek – Personal

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. 2018 Annual Energy Report (PW19043) (City Wide) (Item 9.1)

(Merulla/Collins)

That Report PW19043, respecting the 2018 Annual Energy Report, be received.

CARRIED

2. Promoting and Sharing of the City of Hamilton's Fiscal and Energy Conservation Achievements in Meeting Climate Change Challenges (Item 9.1)

(Jackson/Collins)

That the Director of Facilities and the entire Senior Leadership Team be directed to engage Corporate Communications and other appropriate resources to ensure the City of Hamilton's fiscal and energy conservation achievements in meeting climate change challenges (including, but not limited to, Item 3 of Board of Health Report 19-003, a Motion respecting Accelerating and Prioritizing Climate Action in Response to the Climate Emergency) are promoted and shared across our Community and with Environment Hamilton.

Result: Motion CARRIED by a vote of 9 to 0, as follows:

NOT PRESENT - Councillor Jason Farr

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YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson

3. Feasibility of Joining a Sidewalk from the Mount Hope Urban Boundary to the John C. Munro International Airport Lands (PED19040) (Ward 11) (Item 10.1)

(Pearson/Collins)

- (a) That Report PED19040 outlining “Feasibility of Joining a Sidewalk from the Mount Hope Urban Boundary to the John C. Munro International Airport Lands” be received; and,
- (b) That staff be directed to review opportunities to advance to within the ten-year Capital Plan, Project 4033480493 Airport Road Improvements between Upper James and Glancaster Road currently scheduled for implementation in 2034; and that any opportunities identified be considered during the 2020 Capital Budget process.

Result: Motion CARRIED by a vote of 9 to 1, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 NO - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson

4. Woodward Upgrade Project - Services During Construction (PW17092(a)) (City Wide) (Item 10.2)

(Whitehead/Pearson)

- (a) That Purchase Order #49555 be expanded in the amount of \$4.5 million pursuant to Procurement Policy #11 - Non-competitive Procurements, to CH2M Hill Canada Limited, for contract C11-28-09, Engineering Services

for the Woodward Avenue Wastewater Treatment Plant Expansion from account 5160866801 Woodward Wastewater Treatment Plant - Clean Harbour; and,

- (b) That the General Manager, Public Works Department be authorized and directed to negotiate and amend existing Contract C11-28-09, Engineering Services for the Woodward Avenue Wastewater Treatment Plant Expansion, with CH2M Hill Canada Limited, including any ancillary documents required to give effect thereto, in a form satisfactory to the City Solicitor.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson

5. Proposals for Waste Management - Referral of Delegation Requests (PW19040) (City Wide) (Item 10.3)

(Whitehead/Pearson)

- (a) That Requests for Delegation received by the City of Hamilton Clerks Office relating to Waste Management technology, waste policy or waste process improvements be referred to the Waste Management Advisory Committee;
- (b) That if a waste technology, waste policy or waste process improvement presented to the Waste Management Advisory Committee has real potential to benefit the residents of the City and meets the goals and mission of Council, that the Waste Management Advisory Committee will direct staff to prepare a report that will be brought to the Public Works Committee; and,
- (c) That all other presentations be received, documented and recorded in the minutes of the Waste Management Advisory Committee which proceed to the Public Works Committee as Consent Items.

Result: Motion CARRIED by a vote of 9 to 0, as follows:

YES - Councillor Jason Farr

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YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 NOT PRESENT - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson

**6. Southcote Road Municipal Class Environmental Assessment (PW19041)
(Ward 12) (Item 10.4)**

(Pearson/Danko)

- (a) That the General Manager, Public Works, be authorized and directed to file the Southcote Road (Garner Road to Golf Links Road) Schedule C Municipal Class Environmental Assessment Environmental Study Report (ESR) with the Municipal Clerk for a minimum thirty (30) day public review period; and,
- (b) That upon completion of the minimum thirty (30) day public review period, the General Manager, Public Works, be authorized and directed to proceed with the implementation of the preferred alternative within the Schedule C Municipal Class Environmental Assessment Environmental Study Report (ESR).

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson

7. Replacement of the Supervisory Control and Data Acquisition System at the Central Composting Facility (PW19042) (City Wide) (Item 10.5)

(Danko/Pauls)

- (a) That the single source procurement, pursuant to Procurement Policy #11 – Non-competitive Procurement to Maple Reinders Constructors Limited

for the replacement of the Supervisory Control and Data Acquisition System at the Central Composting Facility be approved; and,

- (b) That the General Manager of the Public Works Department be authorized and directed to negotiate, enter into and execute any amendments to Contract dated December 21, 2005 with Maple Reinders Constructors Limited (C11-105-03) respecting the operations and maintenance of the Central Composting Facility to reflect the replacement of the Supervisory Control and Data Acquisition System at the Central Composting Facility, in a form satisfactory to the City Solicitor.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson

8. New Septage Waste Haulage Receiving Station Schedule 'B' Municipal Class Environmental Assessment (PW19047) (Ward 11) (Item 10.6)

(Jackson/Pauls)

- (a) That the General Manager, Public Works, be authorized and directed to file the Notice of Completion and issue the New Septage Waste Haulage Receiving Station Schedule 'B' Municipal Class Environmental Assessment for the mandatory 30-day review period; and,
- (b) That upon completion of the 30-day agency and public review period, the General Manager, Public Works, be authorized and directed to proceed with the implementation of the preferred alternative within the New Septage Waste Haulage Receiving Station Schedule 'B' Municipal Class Environmental Assessment.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls

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YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson

**9. Resurfacing of Galbraith Drive and Second Street North, Hamilton (Ward 5)
(Item 11.1)**

(Collins/Merulla)

- (a) That Public Works staff be directed to schedule the resurfacing of Galbraith Drive, Hamilton in the amount of \$245,000 and Second Street North, Hamilton, in the amount of \$330,000; and,
- (b) That the Councillor Priority Minor Maintenance – Ward 5 project no. 4031611605 be utilized as the funding source.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson

**10. Extension of Contract C15-23-18 (P) Relating to Churchill Park, Hamilton
(Ward 1) (Item 11.2)**

(Pauls/Danko)

WHEREAS, Churchill Park is undergoing a redevelopment to include rain gardens to alleviate localized flooding in the adjacent residential area, leading to the excavation and removal of soil from the property;

WHEREAS, residents on Parkside Drive have expressed concern that the storm water berm is affecting their sightlines into the park;

WHEREAS, to address sightlines to the satisfaction of the residents, additional soil needs to be removed from the property;

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WHEREAS, contract C15-23-18 (P) was competitively procured through a request for tender and awarded to the low bidder, Metric Contracting Services Corporation; and,

WHEREAS, the removal of soil to address sightline concerns is considered additional work to the contract and this additional work has been quoted by the contractor as per the unit prices in the contract;

THEREFORE, BE IT RESOLVED:

- (a) That \$45,000 be allocated from the Ward 1 Area Rating Reserve Account #108051 to the Churchill Park project Id 4401056127 for the purposes of extending contract C15-23-18 (P) to complete the soil removal works; and,
- (b) That Council approve the single source procurement, pursuant to Procurement Policy #11 – non-competitive procurements, for the additional scope to complete the soil removal works, at the upset limit of \$45,000 and that the General Manager of the Public Works Department be authorized to negotiate, and amend the Contract C15-23-18 (P) and any ancillary documents required to give effect thereto with Metric Contracting Services Corporation, in a form satisfactory to the City Solicitor.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Jason Farr
YES - Councillor Nrinder Nann
YES - Councillor Sam Merulla
YES - Councillor Chad Collins
YES - Councillor Tom Jackson
YES - Councillor Esther Pauls
YES - Councillor John-Paul Danko
YES - Chair Lloyd Ferguson
YES - Councillor Terry Whitehead
NOT PRESENT - Councillor Arlene VanderBeek
YES - Councillor Maria Pearson

FOR INFORMATION:**(a) CHANGES TO THE AGENDA (Item 2)**

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

1. NOTICES OF MOTION (Item 12)

12.1 Appointment to the Waste Management Advisory Committee

(Merulla/Farr)

That the agenda for the June 3, 2019 Public Works Committee meeting be approved, as amended.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 NOT PRESENT - Councillor Chad Collins
 NOT PRESENT - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF THE PREVIOUS MEETING (Item 4)

(i) May 13, 2019 (Item 4.1)

(Pauls/Danko)

That the Minutes of the May 13, 2019 meeting of the Public Works Committee be approved, as presented.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 NOT PRESENT - Councillor Chad Collins
 NOT PRESENT - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson

(d) COMMUNICATIONS (Item 5)

- (i) **Correspondence from Julie Twyford respecting Truck Traffic on Residential Streets in Westdale, Hamilton (Item 5.1)**

(Whitehead/Pearson)

That the correspondence from Julie Twyford respecting Truck Traffic on Residential Streets in Westdale, Hamilton, be received and referred to the Truck Route Sub-Committee.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 NOT PRESENT - Councillor Chad Collins
 NOT PRESENT - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson

(e) DELEGATION REQUESTS (Item 6)**(Whitehead/Farr)**

That the following delegation requests, be approved for a future meeting:

- (i) Benjamin Torres Kulik, McMaster Engineering Society, respecting Waiving the HSR Bus Rental Fee for the McMaster University Engineering Students' Welcome Week Bus Pull (Item 6.1);
- (ii) Robert Wilkins, Ancaster Society for the Performing Arts, respecting the New Ancaster Memorial Arts Centre (Item 6.2);
- (iii) Anthony LeBlanc, respecting Deepening the Bay Area so that the Water Level Lowers and does Less Damage to the Shoreline During Storms (Item 6.3); and,
- (iv) Anthony LeBlanc, respecting Treating Non-Recyclable Plastics through Reverse Construction of Materials and Reclaiming Usable Waste (Item 6.4).

Result: Motion CARRIED by a vote of 9 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann

YES - Councillor Sam Merulla
 NOT PRESENT - Councillor Chad Collins
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson

(f) CONSENT ITEMS (Item 7)

(i) Keep Hamilton Clean & Green Committee Minutes – April 16, 2019 (Item 7.1)

(Pearson/Whitehead)

That the Minutes of the April 16, 2019 meeting of the Keep Hamilton Clean & Green Committee be received.

CARRIED

(g) STAFF PRESENTATIONS (Item 9)

(i) 2018 Annual Energy Report (PW19043) (City Wide) (Item 9.1)

Linda Campbell, Superintendent, Utilities, addressed the Committee respecting Report PW19043, the 2018 Annual Energy Report, with the aid of a presentation.

(Pearson/Whitehead)

That the presentation, respecting Report PW19043, the 2018 Annual Energy Report, be received.

CARRIED

A copy of the presentation is available on the City's website at www.hamilton.ca or through the Office of the City Clerk.

For further disposition of this matter, refer to Items 1 and 2.

(h) NOTICES OF MOTION (Item 12)

(i) Appointment to the Waste Management Advisory Committee (Added Item 12.1)

Councillor N. Nann introduced the following Notice of Motion:

That Councillor N. Nann be appointed to the Waste Management Advisory Committee for the balance of the 2018-2022 Term of Council.

(ii) Feasibility of Assisting Major Festivals (Shut Out of Celebrate Ontario Grant process) for City Services (Added Item 12.2)

Councillor J. Farr introduced the following Notice of Motion:

WHEREAS, the Provincial Government has failed to fund three major 2019 summer festivals in Hamilton through their Celebrate Ontario Grant Program, including the Festival of Friends, It's Your Festival and Supercrawl;

WHEREAS, the lack of any Provincial funding has negative effects that may include greatly downsizing these large outdoor festivals or even result in them being cancelled; and,

WHEREAS, traditionally, larger festivals pay for services rendered by our Public Works Department, including but not limited to such measures as waste collection, road closures, HSR re-routing, and lighting;

THEREFORE, BE IT RESOLVED:

That Public Works staff be directed to report back to the Public Works Committee on the following:

- (a) municipal services utilized by large festivals and the cost of rendering those services; and,
- (b) municipal services utilized by large festivals that the Public Works Committee may consider offering in kind as a means to continue to make these major Hamilton festivals viable.

(iii) Commemorative Designation of the Corner of King Street East and Walnut Street South as Gord Thompson Corner (Ward 2) (Added Item 12.3)

Councillor J. Farr introduced the following Notice of Motion:

WHEREAS, the late Gord Thompson was a tireless advocate for the International Village in Downtown Hamilton. As a successful business leader, operating Thompson Jewellery, Gord took great pride in beautification for his shop and the area and was well admired by customers and visitors over many decades;

THEREFORE, BE IT RESOLVED:

That the installation costs of \$150 be funded from the Ward 2 Area Rating Discretionary Fund, 3301909200 to formally dedicate the corner of King Street East and Walnut Street South as Gord Thompson Corner.

(i) GENERAL INFORMATION / OTHER BUSINESS (Item 13)

(i) Amendments to the Outstanding Business List (Item 13.1)

(Pearson/Pauls)

That the following amendments to the Public Works Committee's Outstanding Business List, be approved:

(a) Items Requiring a New Due Date:

- (i) Full Review of Aberdeen Ave. from Queen to Longwood
Item on OBL: B
Current Due Date: May 13, 2019
Proposed New Due Date: June 17, 2019
- (ii) PRESTO Operating Agreement
Item on OBL: N
Current Due Date: April 29, 2019
Proposed New Due Date: September 30, 2019
- (iii) Hamilton-Halton Homebuilders' Association (HHHBA)
Delegation on Water Main Approval Issues and
Recommendations for Master-water/wastewater Servicing
Studies
Item on OBL: T
Current Due Date: May 13, 2019
Proposed New Due Date: July 10, 2019
- (iv) Annual Report on Watermain Breaks
Item on OBL: AI
Current Due Date: May 13, 2019
Proposed New Due Date: June 17, 2019
- (v) Proposals for Waste Management
Item on OBL: AR
Current Due Date: July 10, 2019
Proposed New Due Date: June 3, 2019

(b) Items considered complete and needing to be removed:

- (i) Feasibility of Joining a Sidewalk from the Mount Hope Urban Boundary to the John C. Munro International Airport Lands Addressed as Item 10.1 on today's agenda - Report PED19040

Item on OBL: W

- (ii) Proposals for Waste Management
Addressed as Item 10.3 on today's agenda - Report
PW19040
Item on OBL: AR

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Jason Farr
YES - Councillor Nrinder Nann
YES - Councillor Sam Merulla
YES - Councillor Chad Collins
YES - Councillor Tom Jackson
YES - Councillor Esther Pauls
YES - Councillor John-Paul Danko
YES - Chair Lloyd Ferguson
YES - Councillor Terry Whitehead
NOT PRESENT - Councillor Arlene VanderBeek
YES - Councillor Maria Pearson

(j) ADJOURNMENT (Item 15)

(Pearson/Danko)

That there being no further business, the Public Works Committee be adjourned at 10:50 a.m.

CARRIED

Respectfully submitted,

Councillor L. Ferguson
Chair, Public Works Committee

Alicia Davenport
Legislative Coordinator
Office of the City Clerk

6.1

Form: Request to Speak to Committee of Council

Submitted on Wednesday, June 5, 2019 - 10:21 am

==Committee Requested==

Committee: Public Works

==Requestor Information==

Name of Individual: David Twiss

Name of Organization: Concerned Citizens of Balsam Avenue

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address: [REDACTED]
[REDACTED]

Reason(s) for delegation request: Paving of Balsam Avenue from Cannon Street to Main Street and general sidewalk repairs.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 17, 2019
SUBJECT/REPORT NO:	Clean and Green Hamilton Strategy 2018 Year-End Update (PW19050) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Diedre Rozema (905) 546-2424 Extension 5089
SUBMITTED BY:	Craig Murdoch Director, Environmental Services Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

Staff were directed to provide a progress update on the Clean and Green Strategy on an annual basis to the Public Works Committee.

INFORMATION

This report summarizes the 2018 Clean and Green Hamilton Strategy accomplishments.

The Clean and Green Hamilton Strategy contains five pillars including litter, illegal dumping, graffiti, beautification and environmental stewardship. Information included in this report highlights the 2018 accomplishments within each pillar and activities undertaken by local citizens, organizations and community groups whose work supports the goals of the Clean and Green Hamilton Strategy.

Pillar #1 – Litter

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Clean and Green Hamilton Strategy 2018 Year-End Update (PW19050)
(City Wide) - Page 2 of 7**

Litter Remediation Programs

Litter remediation activities included in this report are a combination of City-coordinated and significant community-led initiatives. The City organizes or supports many volunteer clean-up programs, including Team Up to Clean Up, Adopt-A-Park, Beautiful Alleys, Stewards of Cootes Watershed, Stewards of Red Hill Watershed, and The Escarpment Project Clean-up programs.

Beautiful Alleys, The Escarpment Project and Stewards of Cootes/Redhill Watersheds have all provided summaries of their 2018 results and activities. These summaries are provided as Appendices “A”, “B” and “C” attached to Report PW19050.

The results of the appended reports are summarized in Table 1. In addition to the accomplishments listed below, it is important to note the work completed by volunteers involved in the various litter remediation initiatives in 2018 have a value of approximately \$1,465,000. Volunteer efforts enhance the litter remediation and beautification services provided by City staff and represent a significant cost avoidance to the City of Hamilton if these services were performed by staff.

Table 1

Program	Volunteers	Garbage (bags)	Recycling (bags)	Volunteer hours	Value of volunteer hours (\$) ¹
Team Up to Clean Up	17,544	2,433	1,783	59,299	\$1,434,443
Adopt-A-Park	315	124	25	719	\$17,393
Beautiful Alleys	280	3,875	90	560	\$13,546
Stewards of Cootes Watershed	1,315	3,573	1,273	3,945	\$95,430
Stewards of Red Hill Watershed	462	1,867	3,112	1,386	\$33,527
2018 TOTAL	19,916	6,432	1,898	65,909	\$1,594,339
2017 TOTAL	23,109	8,556	6,898	62,296	\$1,506,940
2016 TOTAL	33,578	6,645	2,791	45,164	\$1,008,060

¹ Value based on hourly staff rate for a ‘Labourer (Waste)’ position (\$24.19/hour)

**SUBJECT: Clean and Green Hamilton Strategy 2018 Year-End Update (PW19050)
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Cigarette Litter Prevention Program

On September 26, 2018, Council approved a motion for a one-year pilot program to implement enforcement measures to address cigarette butt litter following a nine-month awareness and education campaign. In September 2018, staff began consultation with key project stakeholders to develop a creative brand and marketing package for the project to be implemented in 2019.

Great Canadian Shoreline Clean-Up

In 2017, Council approved a motion to enter into a national partnership with the Great Canadian Shoreline initiative. Locally this initiative involved approximately 1100 volunteers in 21 litter clean-up events along Hamilton area shorelines during 2018. Volunteers cleaned approximately 44.2 km of Hamilton shorelines and removed an estimated 1830 kilograms of litter in 2018. Reported data indicated that cigarette butts and food wrappers were the most prevalent litter items along Hamilton shorelines.

Clean Canada Together

Following the success of this program in 2017, 24 communities, including the City of Hamilton's Team Up to Clean Up volunteers, participated in the Clean Canada Together challenge in 2018. This was an increase from 10 communities in 2017. Over 305,000 participants collected over 690 tonnes of litter at Clean Canada Together events held in spring 2018. The City of Hamilton's accomplishments are included in the Team Up to Clean Up information found in Table 1.

Participation in the program will continue in 2019 with the goal of increasing the number of communities participating from 24 to 50.

Pillar #2 – Illegal Dumping

Municipal Law Enforcement's (MLE) Illegal Dumping Team continued to investigate calls for dumping on private and public property throughout most of 2018. Officers worked collectively with Parks and Waste Collections staff for dumping on City property under several City By-Laws including Parks By-Law 01-219, Solid Waste Management By-Law 09-067, and Yard Maintenance By-Law 10-118. The team investigated 1700+ calls directly related to the above by-laws for waste related issues, issued approximately 15 Provincial Offences Notices/Administrative Penalty Notices and approximately 150 Notices/Orders to comply. MLE staff worked with private property owners and community related organizations in an effort to reduce illegal dumping. Staff actively attended locations, captured surveillance footage, and conducted static observation and education in problem areas.

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MLE officers continue to work with and assist CN/CP rail with residential/commercial waste deposited on their property. Individual mini-clean-ups in higher visibility areas occurred throughout the year, when resources were available. Staff continue to connect with these agencies on an intermittent basis.

Following the approval of Report PW18033/PED18092 - Staffing Changes to address Solid Waste Management By-law Enforcement and Illegal Dumping, three FTE staff transitioned into the Public Works Department in September 2018. Six part-time enforcement officers in the Waste Collection Section are distributed across every municipal ward to investigate illegal dumping on City property, and enforcement of Parks By-law 01-219 and Solid Waste Management By-law 09-067 for waste related violations. Illegal dumping on private property remains with MLE and is included in each Officer's assigned duties.

From September 4 to December 31, 2018, Waste Collection MLE staff responded to 863 service requests, conducted 1277 visits to parks or other City properties and issued 159 verbal and written warnings or directions related to the above By-laws.

Pillar #3 – Graffiti

A cross departmental working group continues to review the graffiti management strategy and implement components of the action plan. 2018 accomplishments are provided in Appendix "D" attached to Report PW19050.

Pillar #4 – Beautification

Adopt-A-Park

Adopt-a-Park groups contributed to year-round maintenance and care for trees, flowerbeds and shrubbery in 69 municipal parks across Hamilton. In addition to collecting litter in adopted parks, volunteers reported removing 16 bulk items and 28 graffiti tags, while filling 60 leaf and yard waste bags, weeding 49 shrub beds, planting 3 trees, and laying woodchips at 82 trees. This program continues to engage park users and community groups in creating and preserving clean and safe parks for their neighbourhood, while taking pride and ownership of their community.

Extreme Park Makeover

The Extreme Park Makeover program promotes community involvement, attracts private donations, leverages municipal funds and empowers neighbourhoods to take ownership of their local parks. The Environmental Services Division coordinated an Extreme Park Makeover at Woodlands Park in 2018. Community members, the Adopt-A-Park group, and local youth helped to beautify the park over three days in July 2018. The Hamilton

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Naturalists Club supported the planting of a new pollinator patch in the park and funds for a new play structure were contributed by the Elly4Kids Foundation through the support of Ryan Ellis of the Nashville Predators hockey team.

Hamilton in Bloom

The Hamilton in Bloom Traffic Island Sponsorship Program continued to be a popular corporate sponsorship program in 2018. In total, 47 traffic islands were sponsored through the program with revenues of just under \$43,000 which aided in offsetting operational costs.

Hamilton Trillium Awards Program

The Trillium Awards program recognizes those residents who contribute to a more attractive neighbourhood and community through their individual landscaping and property maintenance efforts. The program is operated by a volunteer committee and supported by City staff and volunteers, who visit hundreds of properties in 178 zones city-wide to select the Trillium winners. In 2018, 381 White Trilliums, 16 Pink Trilliums, 14 Trillium Awards of Excellence (commercial properties) and 1 Red Trillium award were awarded.

Garden Shows

The Horticulture Section of Environmental Services presented its Annual Spring Tide Bulb Show between March 9-18, 2018 with the theme “Springtime in Paris”. Featuring a variety of bulbs, flowers and floral displays, the March break tradition once again brought the first sights and smells of spring to the public. This free event featured a children’s zone with arts and crafts as well as a Paris themed “Love Lock Bridge”. 11,556 people visited the Spring Tide Bulb Show in 2018, contributing \$8,411 worth of food donations to Hamilton Food Share.

Each fall, the Environmental Services Division hosts the Celebration Event to showcase and recognize the beautification efforts of residents and the accomplishments of the Horticulture Section. The celebration event highlights the Annual Hamilton Fall Garden & Mum Show, Hamilton in Bloom sponsors and the Trillium Award recipients.

The 98th Annual Hamilton Fall Garden & Mum Show was held October 26 – November 4, 2018 with the theme “Once Upon a Toy” and drew more than 15,000 visitors to view floral displays, attend gardening demonstrations and participate in workshops hosted by the City’s Horticulture experts.

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Pillar #5 – Environmental Stewardship**Forestry Outreach and Education**

In 2018, the Forestry Section of Environmental Services delivered 14 presentations to approximately 354 Grade 3 students on the benefits and care of trees. This program contributes to increasing Hamilton's urban forest as each school that participated also received a tree planted in their school yard.

In September 2018, 60 Grade 3 students from Bennetto Elementary School participated in a tree planting event at Johnson Tew Arboretum to celebrate National Tree Day. Students participated in planting 160 three-gallon native trees at this location. Students received hands-on experience during the planting activity and learned the basics of tree care from Forestry staff. This initiative helped to promote awareness about the benefits of tree planting for the local community.

Waste Outreach and Education

In 2018, the Business Programs Section of Environmental Services attended 9 community events and delivered 8 waste presentations to community and school groups to share information about waste diversion practices. Staff provided 31 presentations and tours of the Central Composting Facility and distributed 413 waste brochures and 1522 waste promotional items at these events and presentations. A total of 1370 students and community members participated in these outreach programs.

Festival Waste Management

Environmental Services staff continued the Put Waste in the Right Place Festival Waste Management Program in 2018 in coordination with the City's Special Events Advisory Team (SEAT). There were three events that participated in the City's full diversion program collecting recyclables, organics and garbage and one event collected recyclables and garbage. The waste from four other festivals was not diverted from landfill as the material at the end of the event was too contaminated to be recycled. The Festival Waste Management Program resulted in 3010 kg of cardboard, 3710 kg of recyclable containers and 5020 kg of organics diverted from the landfill in 2018.

Clean & Green Neighbourhood Grants

The Keep Hamilton Clean and Green Committee supports community-led initiatives by awarding small grants to individuals or community groups which have developed a project plan to keep their neighbourhood clean and green. \$5000 in grant funding was distributed by the committee in 2018 to 10 community groups to support grassroots environmental stewardship initiatives and special projects.

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APPENDICES AND SCHEDULES ATTACHED

Appendix "A" – Beautiful Alleys

Appendix "B" – The Escarpment Project

Appendix "C" – Stewards of Cootes Watershed and Stewards of Red Hill Watershed

Appendix "D" – Graffiti Management Strategy Update



www.beautifulalleys.ca
hamiltonalleys@gmail.com

Beautiful Alleys Clean Ups, Beautification and Partnerships 2018

Introduction

Alleys have served as transportation networks for communities across the globe for decades including vehicular and foot transportation. The maintenance and beautification of back alleys are crucial to urban renewal strategy in communities where alleys are collectively used by its residents. Back alleys could also be a great source of green space contributing to the overall look of the community. Alleys also offer the potential for citizen engagement and neighborhood planning resulting in healthy communities.

In Hamilton, the community members took upon themselves the responsibility of alleys maintenance and beautification with support from Keep Hamilton Clean and Green Committee, the City of Hamilton, Hamilton Community Foundation and Neighbourhood Action Strategy. Donations from several local businesses, individual residents and organizations allow us to continue our work.

Beautiful Alleys is a volunteer organized and volunteer led team of people dedicated to maintaining and beautifying their public spaces. The mission is to create safe, enjoyable spaces for people of all ages and abilities regardless of status, gender, race, religion or ethnicity.

This community group of volunteers work together to create safe and beautiful green spaces in neighbourhood alleys and laneways. Two cleanup days are organized each year in the spring and the fall and regular maintenance and monitoring is encouraged throughout the year. The goal is to educate and empower people and build capacity so that they can take stewardship of these public spaces.

History of Beautiful Alleys

In 2015, a small action group of the GALA Planning Team rebranded their Alley and Laneway Enhancement Team as Beautiful Alleys. They decided to bring residents together and hold twice annual alley cleanups. Their first cleanup was promoted widely through social media and community outreach and expanded across the city to include residents from eight of the eleven identified Neighbourhood Action Team (NAS) neighbourhoods.

Since that first clean up in April 2016, Beautiful Alleys has redirected thousands of bags of yard waste and recyclables from our landfills through the twice yearly cleanups. In addition, engaged volunteers continue to keep hundreds of alleys clean on a regular basis.

Community Engagement and Partnerships

Residents take pride in accomplishments and an encouraging trend is that each clean-up results in less garbage and fewer alleys because of the ongoing efforts of the residents and the community throughout the year.

The annual cleanups bring several hundred community members together at each event to share a common goal; Beautiful Alleys. Friendships are formed and many communities start initiatives in their immediate neighbourhoods for regular maintenance. Many of the volunteers look forward to these events to meet and bond with neighbours and peers. Many use the events as an opportunity to build community by holding neighbourhood celebrations.

This interest resulted in our area expanding to the Mountain in 2018. The two cleanups brought out dozens of volunteers and resulted in between 30 and 50 bags of debris, recycling and yard waste being collected. Our partnership with Concession Street Business Improvement Area drew interest from local businesses and several art projects were initiated.

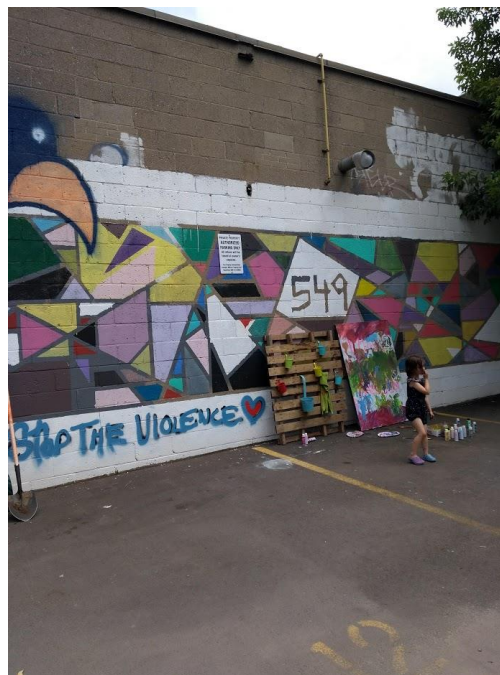


We were again encouraged when a group of our regular volunteers started a project in their neighbourhood to maintain and enhance their alleys on a regular basis. The St. Claire Laneway Project has installed artwork and plantings to beautify their alleys and engage their neighbours.



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Other areas were inspired as well and worked independently of Beautiful Alleys but always with the goal in mind to create a community and bring their neighbours together. One group created a courtyard and installed artwork in what was previously a neglected area that had been the scene of a violent tragedy.



Beautiful Alleys had long been hearing from residents that they wanted to have the Canadian National Rail line cleaned up. Several years of accumulated debris created an unwelcome and unhealthy impact on the City. The property belongs to CN and is private. There are safety regulations in place and we needed their cooperation to undertake a clean-up project. After a few years of negotiations, CN realized the positive effect this could bring about. They could offer a positive visual impression to the transit users and tourists and it would impact positively on their reputation. No one had ever offered to work alongside them before. In 2018, we organized two rail line cleanups and covered the stretch from the Mary Street Bridge to John Street Bridge. Working with CN staff who provided back hoes and labour, an average of twenty volunteers per cleanup filled four dumpsters amounting to almost twelve tons of debris. The estimated bag weight is 5 kg = 1 bag of litter so 12 tonnes (12,000kg) would equate to approximately 2,400 bags of debris cleaned at the 2018 CN Rail cleanups.

CN rail has since implemented a system to monitor and maintain the areas that have been cleaned to mitigate an accumulation of debris. They have also begun regular clean up actions to clear existing debris and make it easier to maintain. Many of the stretches of CN Rail have been improved and CN Staff is looking forward to working alongside community on future clean-ups.



The positive results with CN Rail encouraged residents along the Canadian Pacific Rail to ask if they would also work with community. In late summer, a partnership was formed and CP Rail worked with fifteen volunteers to clean a stretch between Yonge and Victoria gathering an approximate six tonnes of debris. That six tonnes translates to approximately 1,200 bags of debris. Future projects are planned for 2019.



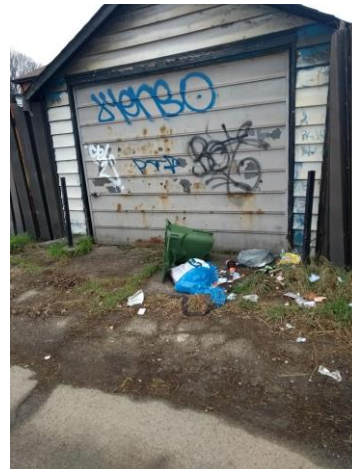
Beautiful Alleys believes that each alley is unique to the residents who live on it. Some may want bicycle paths, some benches, plants or playgrounds for their children. Some may be looking for opportunities that include extra income or housing in the form of laneway suites. For that reason, Beautiful Alleys looks to build partnerships and offer choices to the residents and the community.

One of those partnerships in 2018 included the option of alternative pathways. A partnership with Friendly Streets and Hamilton Health Sciences resulted in a pilot project that is temporarily called “Hospital Alley”. The goal is to create an alternative pathway for pedestrians and cyclists

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to bypass the commercial corridors to access the hospital and local businesses. The target area was Cannon Street to Barton Street between Victoria and Wellington.

In September of 2018, we did our first cleanup in the alley. We surveyed the neighbouring homes to talk about future enhancements and maintenance. That clean-up garnered fifteen volunteers from the neighbourhood and staff from the hospital and resulted in bags of debris and yard waste being collected. It was encouraging that residents were eager to discuss future plans to include signage, lighting and artwork.



Beautiful Alleys is much more than a “clean-up” initiative and this is seen in the artwork and enhancement efforts of our members.





Encouraged by the increase in pedestrian and cycling activity, Beautiful Alleys identified that these enhanced alleys created a network of safe access that allowed residents and especially children to bypass the commercial corridor to reach the parks, schools and recreation centres that populate the Gibson neighbourhood. Plans are in place to complete that trail in 2019.

Beautiful Alleys has partnered with Friendly Streets, Hamilton Health Sciences and Environment Hamilton to create alternative pathways that offer pedestrians and cyclists a safe, clean route that bypasses the busy commercial corridors and heavily trafficked streets.

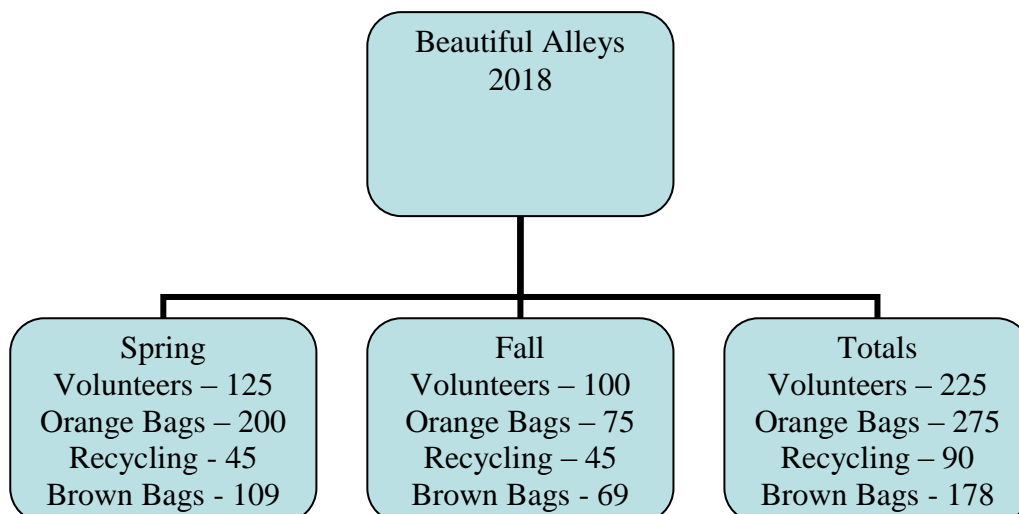
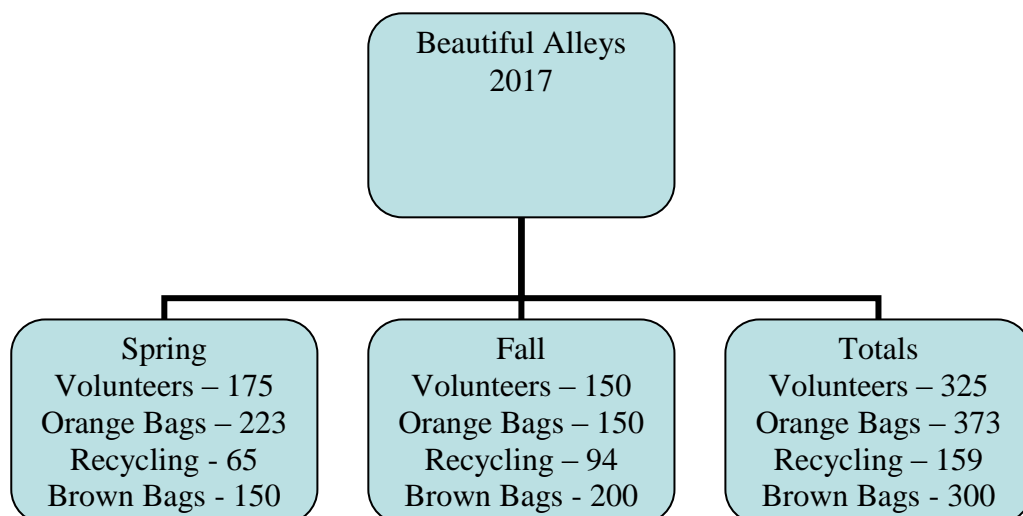
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These twice yearly cleanups are supported by various partnerships with the City of Hamilton. Waste Management has implemented policy changes and programs to make regular maintenance more efficient and helped educate the community.

The on-going efforts and results are mainly supported by Keep Hamilton Clean and Green who have supplied thousands of yard waste bags, gloves and garbage bags over the past years. Funding through the Keep Hamilton Clean and Green Grants has enabled us to reward our volunteers with a celebratory gathering following each cleanup. The efforts of Beautiful Alleys and the results would not be possible without their support.

Reporting Statistics

Each clean-up has different results that are dependent on the timing, the weather and condition of the alleys. Many who maintain their alleys regularly do not participate and those statistics are not always reported. However, the continued use and maintenance of the alleyways does result in these spaces becoming safe, beautiful and useful public spaces again where safety and cleanliness are not a concern.



This table shows the results of all Beautiful Alleys coordinated cleanup initiatives in 2018:

Beautiful Alleys program	Volunteers	Orange bags	Clear bags	Yard waste
Alley cleanups	225	275	90	178
CN Rail cleanups	55	2,400	0	0
CP Rail cleanup	15	1,200	0	0
TOTAL (2018)	295	3,875	90	178

It is important to note that the benefit to this project is reflected in an increased awareness and a change in the general perception of alleys overall. As the project matures and more residents take ownership of these spaces, we hope to see the numbers continue to decrease.

Looking Ahead

Continuing in 2018, Beautiful Alleys focused on building partnerships within the community to build on the beautification projects and making more opportunities available to the residents for their public spaces because each alley is unique to the area it is in. We also looked to funding opportunities that would enable us to become sustainable.

- Friendly Streets
- Hamilton Health Sciences
- Environment Hamilton
- Canadian National Rail
- Urban Art
- The Aids Network
- Waste Management
- Hamilton Community Foundation
- McMaster University
- Concession Street BIA
- Canadian Pacific Rail
- City of Hamilton

Keep Hamilton Clean and Green Committee provide us with supplies for each clean-up. Each year, we have access to over 1000 orange bags, 500 – 600 recycle clear bags, 1000 brown yard waste bags plus gloves and tools provided with the Community Clean Trailer. With the support of Keep Hamilton Clean and Green Committee, we provide supplies throughout the year to residents that maintain their alleys on a regular basis. It is difficult to monitor if these clean ups are reported but we can assume that the availability of supplies increases the numbers.

Beautiful Alleys is hopeful that support from the City will result in improved procedures and policy changes to improve the ability of the community members and their knowledge to maintain their public spaces. Our goal for 2019 is to have an Alley Management Strategy in place and to initiate an “Alley Adoption” program that will recognize these members of our community and their efforts.

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The upkeep of the alley's cleanliness had a direct correlation to the decrease in garbage collected at the second event. With the continued use and maintenance of the alleyways, the hope is these will become beautiful and useful public spaces again where safety and cleanliness are not a concern.



The Escarpment Project
1 – 1355 Upper Gage Avenue
Hamilton, Ontario

Dear Members of Council,

The Escarpment Project is a not-for-profit organization that provides remediation and stewardship of the Niagara Escarpment. The organization was founded in 2011 to host an Annual Spring Cleanup. People of all ages gather at various locations along the escarpment in the Greater Hamilton Area to revitalize the Niagara Escarpment and help return it to its natural splendour by removing litter & debris that has been dumped and left there, in some cases for years and even decades.

The 2018 Escarpment Project cleanup season was a great success! New strides were made as we teamed with other groups to help get the escarpment cleaned up.

On April 8th we teamed up with Mohawk College's Student Association and cleaned up the James St Stairs and part of the Red Hill Valley Trail for their ABC Day (A Better Community Day).

The Escarpment Project's 2018 Annual Spring Cleanup was held on Saturday, April 21. Hundreds of volunteers came out to clean 13 sites along the Escarpment in Hamilton:

- Albion Falls
- Buttermilk Falls
- Armes Lookout
- Billy Green Falls
- Bruce Trail Dundas
- Chedoke Falls, Stairs and Trails
- Felker's Falls
- Glover's Falls
- Kenilworth Stairs and Rail Trail
- The Devil's Punchbowl (top and bottom)
- Sam Lawrence Park
- Wentworth Stairs

The Escarpment Project team joined forces with Friends of Sheldon Creek in Burlington, a Southern Ontario geocaching club in Grimsby and Friends of Short Hills Park in St Catharines to extend the clean up into the Greater Hamilton Area.

The weather co-operated perfectly and so did the hundreds of volunteers who again came out to remove all the litter that had been strewn across the escarpment trails, stairs, creeks and waterfall areas. After a couple hours the escarpment floor was once

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again litter free so that plants would have an easier time growing and fewer animals would be harmed by the litter. After the cleanup, volunteers gathered for a BBQ at the Devil's Punchbowl Market & Bakery to celebrate a great cleanup effort.

It was disappointing that just days after cleaning the Albion Falls and Oak Knoll area that someone dumped roofing shingles at Oak Knoll Falls. After posting it on social media about six volunteers got together on the morning of Saturday April 28th and cleaned it up for City of Hamilton staff to haul away. On April 28th, the Escarpment Project also teamed up with Hamilton Geocachers who cleaned up a portion of the beach near Confederation Park.

Overall, volunteers removed over several hundred bags of litter from the Niagara Escarpment and other areas around Hamilton, plus many bulk items. Highlights from the 2018 cleanup season include:

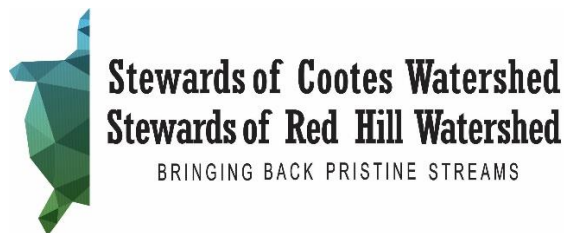
- The website was viewed approximately 60,000 times 2018
- Twitter followers increased by 71 in 2018
- Approximately 400 volunteers participated in the annual spring cleanup on April 21 and filled at least 4 dumpsters worth of waste from along the Escarpment
- After 7 major escarpment cleanups since 2011, Escarpment Project participants have found less garbage to clean up each year. Dumpsters were half full of litter, of mainly smaller items, whereas in the past the dumpsters were overflowing with large items. This is a positive sign that shows that fewer people are dumping large items and the human footprint is decreasing.

Photos from the 2018 Escarpment Project annual spring cleanup are included below.

I would like to extend thanks to the many supporters who have helped make The Escarpment Project an ongoing success. Hardworking volunteers spent countless hours coordinating all the details behind the scenes to make sure the cleanup go ahead each year. Financial support from corporate partners and City Councillors as well as cleanup supplies from the Keep Hamilton Clean & Green Committee have made the cleanup and volunteer appreciation BBQ possible each year. Your contributions each year help keep Hamilton's Escarpment clean and healthy so that it can be enjoyed and appreciated for many years to come.

Best regards,

Greg Lenko
Founder/Executive Director
The Escarpment Project



May 10th, 2019

Dear Councillors,

My thanks to City staff for providing this opportunity to include our own submission describing our contribution towards keeping Hamilton clean and green.

We have two separate initiatives each of considerable scope and impact – one in the Cootes Watershed, the other in the Red Hill Watershed. Each program is fervently support by its local neighbourhoods and we feel that they deserve to be recognized separately.

2018 represented our 6th year in the Cootes Watershed and our second year in the Red Hill Watershed. Our presence are in the two complete watersheds found in the City of Hamilton.

We report with great satisfaction that Hamiltonians regardless of where they live in our city, care deeply about the health and biodiversity of their neighbourhood watershed and that our reception in Red Hill has exceeded our expectations. Even more satisfying is that cleanups in both watersheds attract volunteers from across the city and at times from neighbouring municipalities.

Our efforts are guided by a single question: What would it take to get an entire watershed clean and to keep it clean. In tackling Hamilton's two watersheds that are complete from headwaters to Hamilton Harbour we believe that we will be the first city in Canada with this proud distinction and will gladly offer it up to the rest of the country as a more accurate indication of the true nature of our community than perhaps they presently hold.

We conduct 41 cleanups in each watershed each year for a total of 82 Group Cleanups.

To the end of 2018 have held 86 separate cleanup events in Red Hill Watershed and 282 events in Cootes Watershed. Please note that the last report included numbers up to Aug 2018.

Through the hard work of our volunteers we have removed a total of 422,000 lbs of litter and debris from Cootes Watershed and 81,000 lbs from Red Hill Watershed to year's end.

We have completing the resolution of 40 different systemic stressors that are compromising the health of our watershed. Collapsed debris fences, pool water being purged directly into creeks, rainwater being released at the top of a slope causing irreversible erosion and increasing turbidity in our waterways, are a few examples of the type of stressors that we have been working with stake holders to resolve.

What makes Stewards of Cootes Watershed and Stewards of Red Hill Watershed Unique

- Brought over \$640,000 of Provincial and Federal funding into this community
- Cleanups conducted in-water from July to November, creating special demands on equipment, planning and safety protocols
- We own \$95,000 of equipment used in the field including the finest collection of waders in the city
- We have developed an array of custom equipment to give our volunteers the ability to work smarter and safer
- We perform extensive reconnaissance in planning our cleanups to ensure safety, to make sure we respect the gift of time given by our volunteers and to minimize the environmental impact of our off trail work.
- We have developed and extensive GIS capability to respect the rights of private property owners and to give our volunteers the best tools possible.
- We empower a group of our finest volunteers to be Crew Leaders and give them extensive training including first aid training every Spring
- We participate in at least 10 days of festivals per year and make at least 20 presentations within the community to share the importance of the local watershed and the role we each can take to ensure its health and biodiversity.
- We co-ordinate our activities extensively with the city, Hamilton Conservation Authority, Conservation Halton, the Royal Botanical Gardens, Ontario MNRF, Ontario MOE, Mohawk College, McMaster University, the Joint Stewardship Board of Red Hill Valley, Local 5167 – City of Hamilton Outside Workers Bargaining Unit,
- Our experience organizing cleanups results in a high level of productivity – 1.3 bags of garbage collected per hour of volunteer time. Which compares very favourably to similar programs

Graffiti Management Strategy Update

Background

Council approved Graffiti Management Strategy Report PW17078/PED17198 on November 22, 2017. Recommendation (b) directed staff to report back on the progress of the Graffiti Management Strategy through the Clean and Green Strategy annual report, which staff did September 2018 (Clean and Green Strategy Annual Report PW110521). Below is an update on the work relative to the Graffiti Management Strategy that has been completed since PW110521.

A follow up report to PW17078/PED17198 on the outcomes of the proactive enforcement pilot project is planned for Q1 2020 and will include recommendations and comprehensive costing.

Information

A cross-departmental staff working group meets bi-annually to review the Graffiti Management Strategy and implement components of the action plan to address Council’s requests for: 1) a victim assistance program; 2) a proactive approach to graffiti management; 3) additional CCTV cameras; and 4) a counter social media campaign encouraging citizens to participate in assisting police in catching graffiti vandals.

1. Victim Assistance Program
 - (a) Paint removal/graffiti block vouchers

In the spring of 2018, funding from the *Keep Hamilton Clean & Green Committee* (KHCG) was used to purchase hardware store gift cards to support victims of graffiti. To date, 100 gift cards have been distributed by the Municipal Law Enforcement (MLE) proactive graffiti enforcement students to private property owners who have been victimized by graffiti on multiple occasions and/or who self-identify as income-eligible (i.e. meet low income criteria). Offering the gift card eases the burden on the property owner removing the graffiti and improves relationships with the City enforcing its by-laws by recognizing and treating the public as victims of this type of vandalism.

- (b) Youth engagement

City staff identified and discussed solutions for the elderly who are unable to complete the removal of graffiti from their property due to physical or financial constraints. In collaboration with the Snow Angels program, Licensing and By-Law Services staff is exploring and holding preliminary discussions with various internal and external agencies to establish a “Graffiti Angels” program

Graffiti Management Strategy Update

for 2019 to provide a similar service to assist the senior population victimized by graffiti.

- (c) Street art
 - i) Legal walls/Graffiti safe zones

Due to the culture of skateboarding and graffiti, City staff has decided not to actively remove graffiti at the six (6) outdoor skateparks in the City. These areas have essentially become “graffiti safe zones”. Graffiti will be permitted within the confines of the skatepark however, they are not permitted on peripheral buildings/features; offensive graffiti (hate, political, racist) will be investigated by Police and removed.

In the coming year, the Landscape Architectural Services section will introduce the concept of “graffiti safe zones” during the design and planning phase of new skateparks throughout the city. These “graffiti safe zones” will be incorporated into the projects public engagement process to allow the community an opportunity to provide feedback on the new initiative and also allow staff to address any related concerns the community might bring forward.

A legal wall pilot project at Woodlands Park (Ward 3) is set to begin in July 2019 in conjunction with the Concrete Canvas festival. The pilot will feature eight (8) foot high wooden panels along a fence line in the park to act as an open canvas for street artists to be free to express themselves. The location will be closely monitored by Parks staff. If, at any time, the street art migrates past the confines of the legal wall, staff can remove the wall.

- ii) Murals

Currently, the City of Hamilton provides funding for murals through Urban Renewal’s Commercial Property Improvement Grant Program (C.P.I.G.) and the B.I.A. Commercial Property Improvement Grant Program (B.I.A.C.P.I.G.).

Staff are investigating additional options for how the City can support property owners who are interested in murals for their building and investigating other dedicated sources of funding for mural projects.

Graffiti Management Strategy Update

iii) Anti-graffiti wraps

Utility boxes are often plagued with graffiti. Artwork on the boxes (either painted or vinyl wraps) can assist in deterring graffiti and allow it to be more easily removed. The Tourism and Culture Division are leading a Call to Artists to install artwork on approximately 35 traffic signal and street lighting boxes in the Downtown Hamilton Community Improvement Project Area (DHCIPA). A focus group has been completed and has identified themes and goals to inform the project statement for the Call. The Call to Artists was issued in May 2019 and will be awarded Q3 2019 with installation in the late summer/fall of 2019.

(d) CPTED (Crime Prevention Through Environmental Design)

CPTED is a design method for constructing the built environment to create safer neighbourhoods.

Hamilton Police Service’s Crime Prevention Branch provides information to property owners about how they can implement CPTED techniques to eliminate crime (including graffiti) in, on and around their properties. Hamilton Police Services will be presenting CPTED practises to the Business Improvement Area Advisory Committee at an upcoming meeting in Q2/Q3.

(e) Centralized resources

In the past, graffiti related information was not located in one centralized location making it difficult for property owners to access the information they needed on this topic.

In summer 2019, staff will launch a revised webpage on the City’s website that acts as a “one-stop-shop” for property owners to access graffiti-related resources such as removal tips/techniques, reporting and prevention, victim assistance initiatives, crime prevention tools and granting programs.

2. Proactive graffiti management

Licensing and By-law Services (LBS) response to graffiti related to private property has been on a reactive basis. Tagging or vandalism to City or other government property is directed to the appropriate department/agency. Graffiti

Graffiti Management Strategy Update

that is gang or hate related, or where the LBS investigation identifies the vandal, the findings are reported to the HPS.

Since January 2018, Licensing and By-law Services employ two co-op students as Municipal Law Enforcement Officers (MLEO) as part of the two-year pilot that Council approved at its meeting on November 22, 2017 (recommendations (c), (d) and (e)). The MLE students are dedicated exclusively to a proactive, solution focused, graffiti enforcement strategy working alongside the victim property owners which is achieving great results.

The soft enforcement approach by the students is having a positive response from the public to build stronger relationships and increase community confidence for voluntary compliance. Although disheartened with the required clean-up, many victim property owners were appreciative receiving the support from the student MLEO and receiving the thank you cards when the work was completed. As part of their community outreach the students are:

- Providing information to residents and businesses about the importance of graffiti removal and how to prevent future graffiti vandalism
- Offering methods and tips for the rapid removal of graffiti
- Distributing gift cards for the purchase of paint, graffiti removal and graffiti prevention products, to those victimized by graffiti multiple times or self-identify as income-eligible
- Consulting with those affected to understand their view, solutions for clean-up, and to develop strategies to minimize opportunities
- Attending events, and community association meetings
- Gathering statistics and data beneficial to the community and City

During the winter season the incidents of graffiti are minimal, and any clean-up effort is hampered by the cold temperatures. Discretion is being used to extend the time for property owners to complete the remedial work as weather permits.

Studies conducted globally to examine spatio-temporal relationships and patterns in the urban environment suggests graffiti tags are associated to negative feelings of safety and reflects poorly on the market and tourism. Preliminary review of the data generated show results 7 to 8 times greater identifying graffiti through proactive efforts of the students compared to the reactive enforcement generated by public complaint; and a higher frequency to public (City) assets.

In addition to the soft enforcement approach to private property owners, the MLE students focus in 2019 will be City assets:

Graffiti Management Strategy Update

- Inventorying graffiti and comparing data to the 2018 graffiti audit
- Identifying hotspots and trends to respond expeditiously and effectively this summer
- Meeting with external third-party government/institutions with assets in the City that have been vandalised with graffiti

Staff will continue to analyze and evaluate the data generated by the students to determine if the actions and initiatives meet the goals and objectives of the pilot project.

3. Security cameras (e.g. CCTV, FlashCam)

Council approved at its meeting on November 22, 2017 direction in the Graffiti Management Enforcement Strategy to a report back, accompanied by a presentation, to the Public Works Committee the costs of expanding the CCTV camera program (recommendation (g)). Further research and consultation is required to the advancing technology and alignment with Hamilton Police Services and the City’s security policies and approach. Staff anticipate a separate report and presentation to the Public Works Committee by Q3 2019.

4. Crime Stoppers campaign

The following recommendation was added by Council to PW17078/PED17198:

(h) That the appropriate staff also report back on the cost of a counter social media campaign that encourages citizens to participate in assisting police in catching vandals and receiving a cash reward as well as the cost of a one-time City-wide graffiti clean-up.

The City led a Crime Stoppers campaign in 2009/2010 asking the public to report graffiti and known taggers. Hamilton Police Services confirmed that there was an increase in reported graffiti “tips” due to this campaign.

Staff will be launching a low/no cost social media campaign in early Summer 2019 which includes posts to the City’s website, Instagram, Twitter accounts. This campaign will be evaluated for its effectiveness using the various methods. Any successes from this campaign will inform the development of a more comprehensive package that also incorporates data gathered through MLE’s proactive enforcement pilot and resource requirements to be brought to Council in Q1 2020.



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 17, 2019
SUBJECT/REPORT NO:	Sewer Use By-law Program 2018 Annual Update (PW19054) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Cari Vanderperk (905) 546-2424, Extension 3250 Debbie Saunders (905) 546-2424, Extension 5953
SUBMITTED BY:	Andrew Grice Director, Hamilton Water Public Works
SIGNATURE:	

COUNCIL DIRECTION

Not Applicable

INFORMATION

Council approved the current Sewer Use By-law (PW13061a) on May 1, 2014. At the time, Hamilton Water made a commitment to provide an information report, outlining the status of the Sewer Discharge Permit Program, as well as other general Sewer Use By-law Program highlights, to the Public Works Committee on an annual basis.

The City of Hamilton's Sewer Use By-law (SUB) regulates discharges to the City's storm, sanitary, and combined sewers from industrial, commercial & institutional (IC&I) facilities, and residential units. It also regulates the conveyance and disposal of hauled sewage. It establishes limits for common pollutants and prohibited substances, and details requirements that users need to meet to discharge to the City's sewer infrastructure.

The current SUB No. 14-090 is an administrative re-write from the original 1988 SUB. In 2009, the Canadian Council for Ministers of Environment (CCME) produced a new model Sewer Use By-law ("CCME Model By-law") to assist municipalities with addressing sources of contaminants in wastewater and the inclusion of provisions considered "industry standards". In response, the current SUB was written by Hamilton

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**SUBJECT: Sewer Use By-law Program 2018 Annual Update
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Water and Legal Services staff to promote clarity and ease of use as well as fair and consistent administration and enforcement.

The environmental impacts would be significant without regulating dischargers through enforcement of the SUB. Examples include:

- Clogged or damaged sewers and pipes;
- Risk of impairment of the sewage treatment processes;
- High nutrients contributing to eutrophication of water bodies through algal blooms;
- Heavy metals and emerging contaminants that are toxic and can bioaccumulate in the food chain; and
- Biosolids would not meet strict provincial guidelines for land application.

This report serves to provide an update to Committee on the progress and successes of the SUB Program for 2018.

The mandate of the Environmental Monitoring and Enforcement (EME) Unit in the Hamilton Water Division of Public Works is to protect the City's sewer infrastructure, wastewater treatment facilities and the natural environment by the effective administration and enforcement of SUB No. 14-090. This is achieved via the following activities and programs, an update for many of them are highlighted in this report:

- Sewer Discharge Permitting Program;
- 24/7 Spills Response Program;
- Wastewater Abatement Program (WWAP);
- IC&I Inspection & Risk Assessments;
- Enforcement Action;
- Sampling & Monitoring;
- Hauled Sewage Monitoring Program;
- Sewer Use By-law Updates; and
- Community Outreach.

Sewer Discharge Permitting Program

Staff administer various permit types by approving applications and processing quarterly invoices. Typically, permits are issued to IC&I facilities whose discharges do not meet the requirements of the SUB but can be treated effectively at one of the City's wastewater treatment plants and will not adversely affect the condition of the sewer system. Permits are a regulatory tool that allow the City to apply conditions and controls to IC&I facility discharges to the sewer and recover costs associated with conveyance and treatment. There are currently 6 different types of Permits that can be

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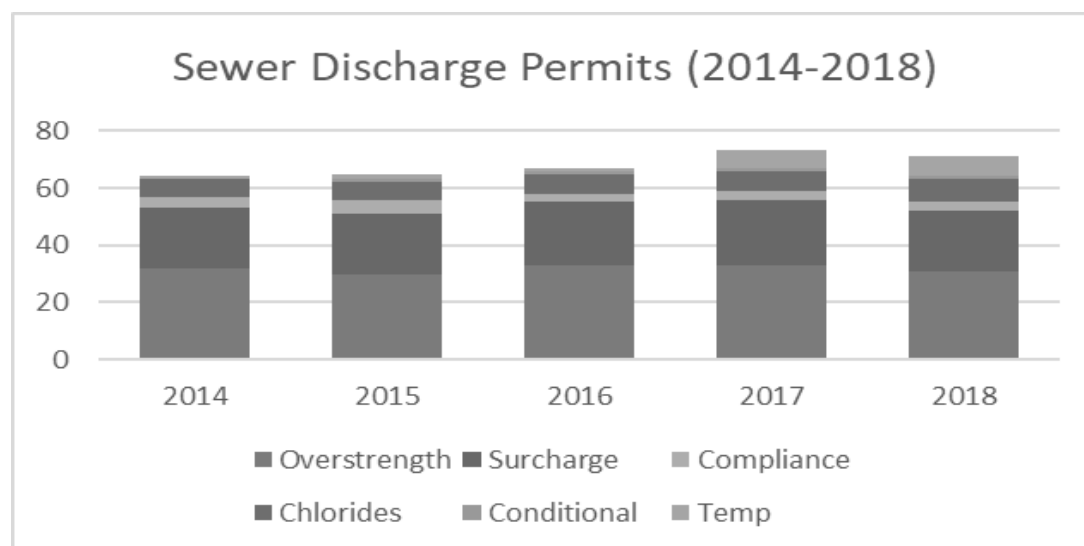
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**SUBJECT: Sewer Use By-law Program 2018 Annual Update
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issued by an Officer, which are explained in detail below. Each discharger must apply to the City with specific details about the discharge which is assessed by EME and Plant Operations staff and only issued once all requirements are met. Except for Compliance Permits, each permit is typically issued for a 3-year cycle.

Prior to the expiry date, if a permit is still required, the discharger must re-apply. In 2018, EME managed 71 Permits vs 73 Permits the previous year.



Overstrength Permit

If a discharger cannot meet the requirements of the Sewer Use By-law for treatable parameters (BOD, TSS, phosphorus, TKN and Oil & Grease (an/veg)) they can opt to pay the City to treat their waste if they don't have real estate or expertise to install their own treatment system. In 2018 there were 31 Overstrength Permits, vs. 33 in 2017.

Surcharge Permit

If water is discharged to the sewer but has not been purchased from our potable water system a Surcharge Permit is required to recover the cost of conveying and treating that water. In 2018 there were 21 Surcharge Permits, vs. 23 in 2017.

Compliance Permit

Provides a discharger with certain controlled exemptions to the By-law for a limited time, to plan and implement treatment works that will bring their discharge into compliance. Once the permit expires, the discharger is continually monitored until it is verified that

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compliance was attained. In 2018 there were 3 active Compliance Permits: 2 have since expired and 1 new one was added.

Chlorides Permit

If a discharger cannot meet the requirements of the Sewer Use By-law for Chlorides; a Chlorides Permit lays out the necessary conditions based on a sewer impact study that the discharger is required to conduct. Also, the study will determine the life span of the sewer and the discharger may be required to pay the City to replace the sewer if it does not last its expected lifespan. In 2018, there were 8 Chlorides Permits, vs. 7 in 2017.

Conditional Permit

Controls and applies conditions to discharges from landfill leachate collection systems, or where a higher-level government authority is required. In 2018, there was 1 Conditional Permit: same as 2017.

Temporary Permit

Controls and applies conditions for any of the above discharges that do not exceed a period of 6 months – tank discharges, site excavations, etc. There has been an increase in the number of temporary permits issued as there are more new construction locations in the City that require dewatering controls. In 2018, there were 7 Temporary Permits vs. 6 in 2017.

2018 Financials

	Amount Forecasted	Actual Expenditures	% Spent
Operating Budget	\$1,655,490.00	\$1,548,157.00	93.5%

Annual Revenue (approx. \$7.5 Million)

In 2018, Sewer Discharge Permits generated approximately \$7.5 million in annual revenue, which accounts for the recovery of costs associated with conveying and treating overstrength and surcharge wastewater. This includes approximately \$89,000 for permit administration, application and information request fees being invoiced. The chart below shows a breakdown of the 2018 cost recovery efforts. EME works with Legal Services on these claims to recover costs from the responsible parties. Council is made aware and direction is provided as these situations arise.

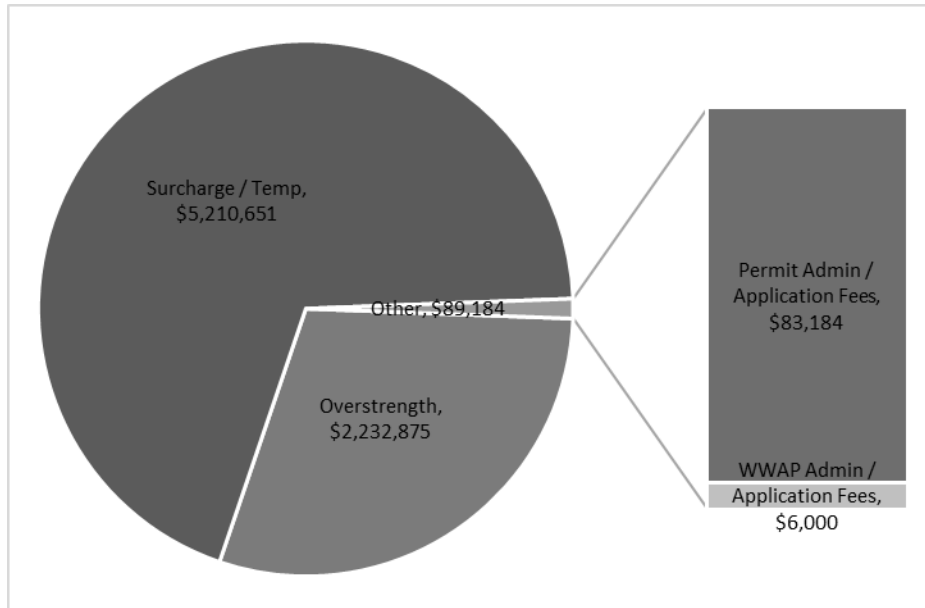
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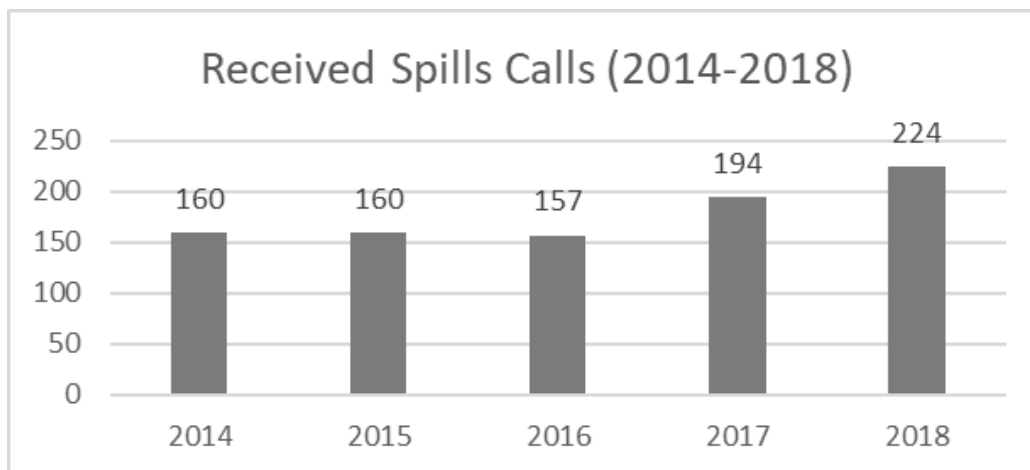
**SUBJECT: Sewer Use By-law Program 2018 Annual Update
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EME Unit Annual Cost Recovery Efforts (2018)



24/7 Spills Response Program

The number of spills calls received has increased by approximately 30% over the past 2 years and is on the rise. This rise in calls is attributed to increased awareness from internal stakeholders receiving spills training, public education and an enhanced reporting process. All spill calls come through the City's Customer Contact Centre (CCC) and are recorded for tracking purposes. Further program development, such as response time metrics and costing per incident is planned for 2019 to help staff track and measure the Spills Response Program more effectively.



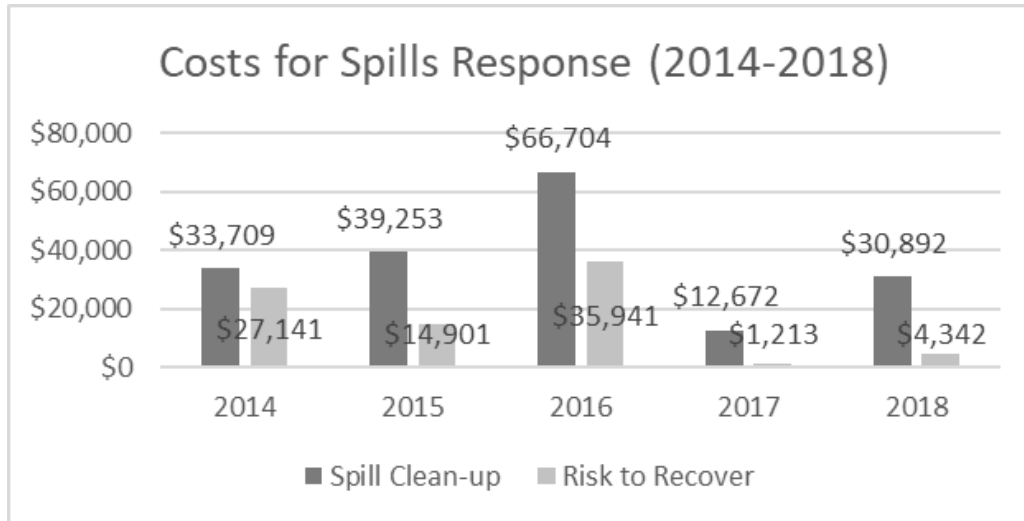
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**SUBJECT: Sewer Use By-law Program 2018 Annual Update
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Staff endeavours to ensure spills to the City's sewer infrastructure and natural environment are remediated to our satisfaction. This includes having staff investigate the source of the spill and holding the responsible party accountable. In 2018, approximately 14% of the \$30,892 spent on spill clean-up was recovered through Risk Management. Cost recovery efforts are continuous and, in some cases, yield results. The corporate-wide Spills Contract is written with clear, specific terms and has been in use since 2017. The average cost of spill clean-up and disposal has been reduced and the saving are noted in the chart below.



Wastewater Abatement Program (WWAP)

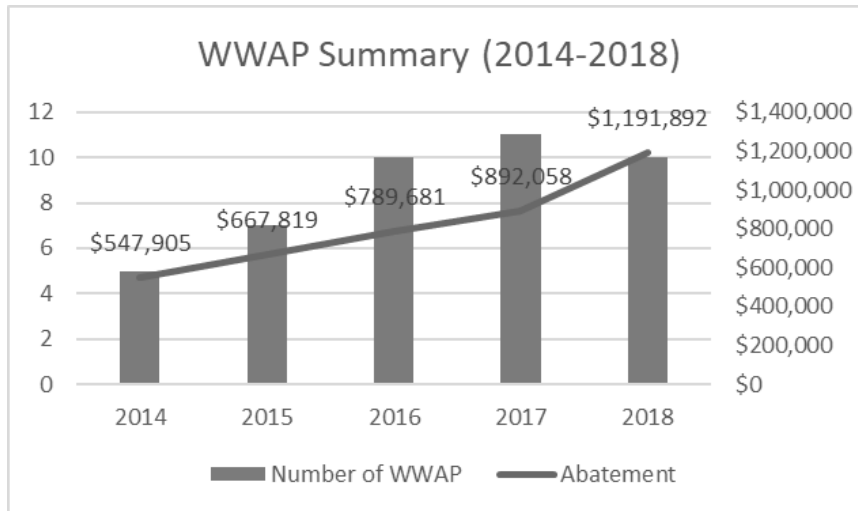
The Wastewater Abatement Program allows IC&I facilities to apply for a rebate on the water that they purchased from the City's potable water supply but did not discharge at least 25% of the purchased water into the City's sewer system. This program appears to be gaining popularity and more dischargers are inquiring about it. The chart below summarizes the program statistics over the past 5 years. The application process has become more simplified over the past few years, but certainly more rigorous in its approach. Staff have taken measures to ensure no discharger receives a rebate if they are not in compliance with the Sewer Use By-law or if they are in any type of monetary arrears to the City.

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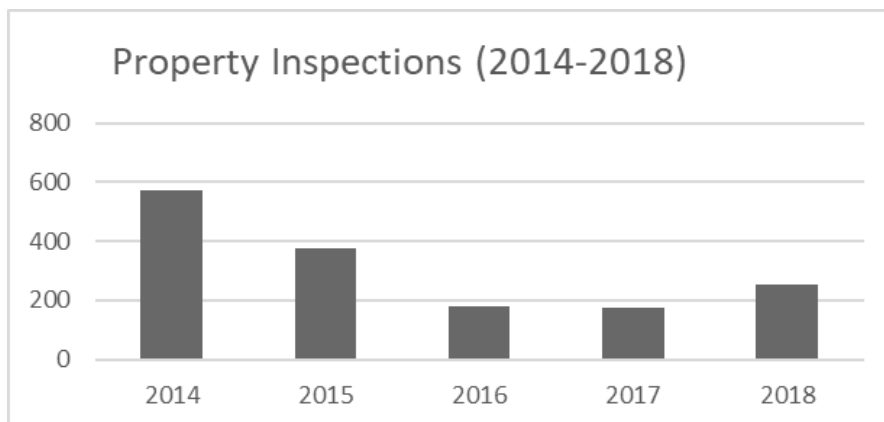
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IC&I Inspection & Risk Assessments

In 2018, EME completed 251 inspections which includes a combination of IC&I and Pollution Prevention (P2) locations. The inspection could be a complex industrial facility or a multiunit property with a variety of business types. The City has approximately 7900 non-residential dischargers and currently less than 10% of these locations have been historically assessed and are regularly monitored by EME. A long-term solution is being considered to improve on increasing the number of yearly risk assessments that are being done. Once the assessment is complete, each parcel of land is assigned a risk level, (high, medium or low) in INFOR. A mapping module then uses the risk level assigned in INFOR and applies a colour (red=high; yellow=medium; green=low) to a map layer, which provides a visual representation of risk to the sewer system. The long-term goal is to assess all 7900 dischargers, assign a risk rating for each one, and ultimately ensure our treatment and conveyance costs are being recovered appropriately.



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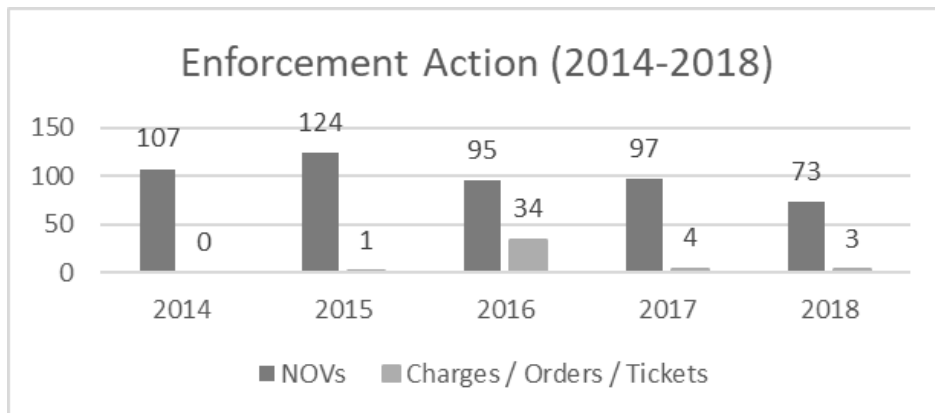
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Enforcement Action

As part of the Fats, Oils & Grease (FOG) Program, EME has been visiting the restaurant and food services sector to ensure compliance. The Officer can assess whether the restaurant requires a grease control device (GCD) by completing a Risk Matrix; if needed, they are given 1.5 to 2 years to install one. Since 2014, all 41 restaurants without GCD's that were given notice to install one have done so. Proper enforcement of this program results in less sewer maintenance costs, fewer sewer back-ups and overflows, and fewer odour complaints.

The chart below shows the enforcement action that has been taken over the past 5 years, which includes Notice of Violations (NOV's), Part 1 tickets, charges and orders issued by EME.

It is EME's philosophy to work with dischargers on achieving compliance, leaving enforcement action as a last resort.



Sewer Use By-Law Updates

Public Works Committee at its meeting of April 1, 2019, approved Report (PW19029) that highlighted proposed changes to the SUB and identified public consultation as the next step. City Staff plan to hold Public Information Centres in Q3 of 2019 to seek input from stakeholders. Based on the outcome of the feedback, proposed amendments to SUB 14-090 will be presented to Council for approval in Q4 2019.

This high-level study consisted of a comprehensive and scientific review of the parameters and limits to ensure they are appropriate and effective for the upgrades to the Woodward Wastewater Treatment Plant. The study also supports the Hamilton Harbour Remedial Action Plan: "Urban Runoff Hamilton Harbour Report" recommendation that the SUB include a limit for total phosphorous discharged to the storm sewer.

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Community Outreach

The odour that emanates from the decomposition of products used for the de-icing operations at the John C. Munro Hamilton International Airport has been a source of many residential complaints in the area. In 2018 EME took part in a community meeting with Airport representatives, councillors and our Hamilton Water counterparts from Wastewater Collection and Customer Service and Community Outreach to address odour concerns. The community assisted City staff by participating in a data gathering survey to understand if odour complaints in the area are driven by overland air emissions that may emanate from the airport property, sanitary sewer infrastructure or private plumbing deficiencies. A well-attended community meeting was held in February 2018 to update residents and business owners. They were educated on odours types and potential sources. Residents were provided with reporting lines for the Ministry of the Environment, Airport or City Spills line depending on what they are smelling. An enhanced communication plan was created, and it directs the issue to the appropriate group to investigate. The Airport conducted sampling over the de-icing season with the goal to install treatment on site to mitigate the odours. The Ward 11 Councillor community website is updated with City and Airport information along with direction on odour reporting to the responsible authority.

Conclusion

The Environmental Monitoring & Enforcement Unit continues to be recognized as leaders in the Municipal Sewer Use Enforcement industry. Staffing resources have been optimized to ensure existing wastewater sampling service levels are met to support the Permit Program and provide sampling support to the Division and others when required. As the City continues to grow a more robust program to deal with construction dewatering and on-site storage will be critical to protect City infrastructure and the natural environment. Various strategies are being reviewed as an enhanced program cannot be delivered with the existing program resources.

Over the last decade, many IC&I facilities in the City have made significant capital investments, upwards of \$50M in total, to achieve compliance with the Sewer Use By-law. The excellent work of the EME team and effective administration of the Sewer Use By-law has contributed significantly to the successful operation of the wastewater treatment plants. The quality of effluent leaving the plants, as well as that of our biosolids has been stable and much better because of this great work.

The strategic investment that City Council made almost 15 years ago by adding resources to this business unit, and support of ongoing changes to the Sewer Use By-law has been instrumental in their success. The community trusts and values the program to protect the operations of the wastewater plants and ultimately the natural environment.

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**SUBJECT: Sewer Use By-law Program 2018 Annual Update
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APPENDICES AND SCHEDULES ATTACHED

Not Applicable



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 17, 2019
SUBJECT/REPORT NO:	Results of the Traffic Calming Committee Survey (PW19056) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Louis Wickline (905) 546-2424 Ext. 5781 David Ferguson (905) 546-2424 Ext. 2433
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATIONS

- (a) That Report PW19056, Striped Delineators and the Traffic Calming Committee Survey Results be received by the Public Works Committee;
- (b) That the Outstanding Business List Item, Results of the Traffic Calming Committee Survey be identified as completed and removed from the Public Works Outstanding Business List.

EXECUTIVE SUMMARY

Transportation Operations and Maintenance division staff have been working in conjunction with the members of the Crown Point Community Planning team and the area Councillor since 2017 regarding the implementation of the results of the Traffic Calming Committee Survey. The community provided feedback regarding traffic operational concerns they felt needed to be addressed in their neighbourhood. Common themes included vehicular speeding on residential streets, poor stop sign compliance, neighbourhood cut-through traffic, requests for new traffic controls (such as traffic signals and all-way stops), traffic signal timing issues and lack of enforcement of various parking provisions. At the November 13, 2017 meeting of the Public Works Committee,

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**SUBJECT: Results of the Traffic Calming Committee Survey
(PW19056) City Wide – Page 2 of 6**

a presentation was given by the Crown Point Community Planning team to summarize the community's concerns. Staff were asked to assess each of the requests in the presentation, including associated costs, and to report back to the Public Works Committee.

Over the course of 2018 and first part of 2019 staff have been working toward addressing the concerns brought forward from the Traffic Calming Committee Survey. Appendix "A" includes a detailed summary of each concern brought forward by the Traffic Calming Committee Survey as well as staff action to address the concern and any outstanding next steps.

At the January 23, 2019 meeting of Council, and following the public delegation received by a City resident, staff were directed to remove the red and orange striped delineators at the intersection of Balmoral Avenue South and Justine Avenue and replace with red and white delineators.

Staff were also asked to review the current practice and standard for installation of striped delineators (tiger tails) at intersections, and report back to the Public Works Committee addressing the concerns brought forward in the delegation, as well as provide an assessment of the feasibility of replacing all existing red and orange tiger tails throughout the City of Hamilton with the revised red and white striped delineators.

Based on a review and survey of members of the Road Safety Committee of Ontario (ROSCO), staff has revised the striped delineator standard to a red and white colour scheme to create consistency with provincial best practices and other area municipalities. When new installations are required or when existing signs need to be replaced, the new standard will be applied. The existing installations will not be retrofitted until they need to be replaced.

Alternatives for Consideration – See Page 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: There are no financial impacts associated with this report.

Staffing: There are no staffing implications associated with this report.

Legal: There are no legal issues relating to this report.

HISTORICAL BACKGROUND

At the November 13, 2017 Public Works Committee meeting, the following resolution was passed:

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**SUBJECT: Results of the Traffic Calming Committee Survey
(PW19056) City Wide – Page 3 of 6**

Dina D’Ermo, Member of the Crown Point Community Planning Team addressed the Committee respecting the results of the Traffic Calming Committee Survey (Item 6.1).

- (a) That the delegation from Ms. Dina D’Ermo be received;
- (b) That each of the requests in the presentation be referred to staff for a full assessment, including the costs associated with them, with a report coming back to the Public Works Committee at a future meeting.

At the January 23, 2019 Public Works Committee, the following resolution was passed:

Amendment to Item 1 of the Public Works Committee Report 19-001 respecting Tiger Tails at the Intersection of Balmoral Avenue South and Justine Avenue, Hamilton (Item 8.1).

That Item 1 of the Public Works Committee Report 19-001, be deleted in its entirety and replaced with the following in lieu thereof:

- (a) Tiger Tails at the Intersection of Balmoral Avenue South and Justine Avenue, Hamilton (Item 8.1);
- (b) That staff be directed to remove the existing red and orange tiger tails from the stop signs at the intersection of Balmoral Avenue South and Justine Avenue, Hamilton and replace them with red and white tiger tails.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

There are no policy implications or legislated requirements.

RELEVANT CONSULTATION

Staff consulted with the Crown Point Community Planning team as well as members of the Road Safety Committee of Ontario (ROSCO).

ANALYSIS AND RATIONALE FOR RECOMMENDATIONS

Crown Point Neighbourhood Review

Several changes were implemented to address concerns identified in the Traffic Calming Committee Survey for the Crown Point neighbourhood. The costs associated with the collection of traffic data, signage fabrication and installation and pavement marking application has been summarized below for any mitigating measures implemented by staff in response to the survey.

**SUBJECT: Results of the Traffic Calming Committee Survey
(PW19056) City Wide – Page 4 of 6**

1. Installation of 64 new Tiger Tails - \$11,520 total cost
2. Installation of 6 additional stop signs - \$1,500 total cost
3. Installation of 12 stop bars - \$6,000 total cost
4. Installation of 12 standard crosswalks - \$12,000 total cost
5. Installation of 7 new Ladder Crosswalks - \$10,500 total cost

Staff reviewed and implemented measures to address the concerns brought forward by the Traffic Calming Committee Survey for Crown Point and therefore this item can be removed from the Outstanding Business List.

Tiger Tails

The City has been installing red and orange striped delineators on stop controls throughout the city as a means of increasing the level of stop compliance at existing controlled locations for several decades. The reason for the use of this colour scheme was that at the time the red and orange colour scheme provided enhanced reflectivity compared to the available red and white sign sheeting. The current practice for installation of delineators is either in response to staff investigation and confirmation of compliance issues or in response to resident's concerns.

The investigation completed by staff has determined that striped delineators are not a standard sign included in industry manuals, however the use of these delineators is a widely accepted practice developed and used by traffic and transportation engineering professionals as an enhancement to the regulatory signage.

At the January 23, 2019 Council Meeting, a public delegation was received by an area resident. This delegation questioned the use of the striped delineators and specifically the colour scheme. As a result, staff were directed to remove the striped delineators that had recently been installed at the intersection of Balmoral Avenue South and Justine Avenue.

Staff reached out to the members of the Road Safety Committee of Ontario (ROSCO) to determine if other municipalities were using striped delineators and for what application. Staff received responses from 15 other municipalities.

The results are as follows:

60 percent use Tiger Tails, 40 percent do not.

1. 100 percent of those that use them, use the red and white colour scheme as they are an enhancement to a regulatory sign that is red and white.

**SUBJECT: Results of the Traffic Calming Committee Survey
(PW19056) City Wide – Page 5 of 6**

2. 78 percent use them to supplement stop signs, 22 percent use them to supplement other scenarios.

Based on this information and to create consistency in signage between the City and other municipalities in Ontario, staff has revised the current City standard for striped delineators from red and orange to red and white as illustrated on Figure 1 below:

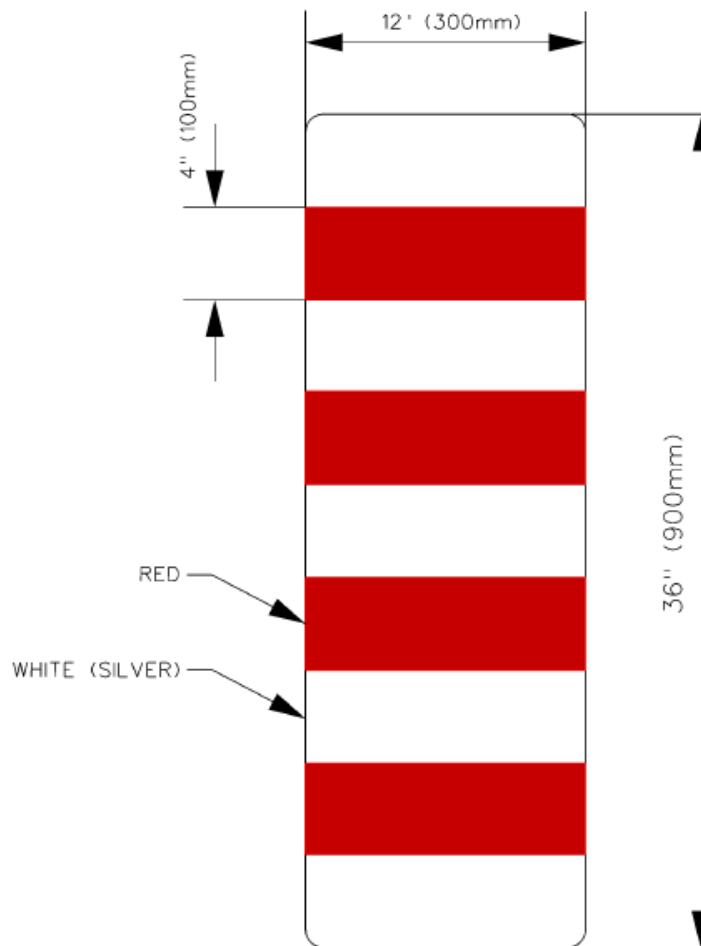


Figure 1 – Striped Delineator

The revised standard for striped delineators is in keeping with provincial best practices and other local municipalities, therefore maintaining consistency in the Greater Toronto Hamilton Area. All new installations of striped delineators will use the revised standard. Further, any striped delineators that are replaced at the end of their life cycle will use the revised standard.

**SUBJECT: Results of the Traffic Calming Committee Survey
(PW19056) City Wide – Page 6 of 6**

ALTERNATIVES FOR CONSIDERATION

Public Works Committee could request the replacement of all existing tiger tails in the City at a total estimated cost of \$535,000. Should Council wish to proceed with replacement of all delineators, a funding source would need to be identified through future budget deliberations.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and 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” to Report PW19056 – Crown Point Traffic Calming Committee Update

Crown Point Traffic Calming Committee Update

Completed Locations

Category	Location	Concern	Current action	Status
Individual Concern	King: Maple to Main	Traffic volume	No specific problem determined.	Completed
Stopping	Dunsmure at Rosslyn	Failure to stop	Referred to Hamilton Police for monitoring. Installed stop bars and crosswalks.	Completed
Stopping	Dunsmure at Glendale	Failure to stop	Referred to Hamilton Police for monitoring. Installed tiger tails.	Completed
Stopping	Dunsmure at Belmont	Failure to stop	Referred to Hamilton Police for monitoring. Installed stop bars and crosswalks	Completed
Stopping	Dunsmure at Park Row	Failure to stop	Referred to Hamilton Police for monitoring. Installed stop bars and crosswalks.	Completed
Stopping	Roxborough at Garside	Failure to stop	Referred to Hamilton Police for monitoring. Installed Stop bars and crosswalks.	Completed
Stopping	Roxborough at Edgemont	Failure to stop	Referred to Hamilton Police for monitoring. Installed tiger tails.	Completed
Stopping	Roxborough at Barons	Failure to stop	Referred to Hamilton Police for monitoring. Existing stop bars, crosswalks and tiger tails in place.	Completed

Category	Location	Concern	Current action	Status
Stopping	Roxborough at London	Failure to stop	Referred to Hamilton Police for monitoring. Installed tiger tails.	Completed
Stopping	Edgemont at Justine	Failure to stop	Referred to Hamilton Police for monitoring. Installed tiger tails.	Completed
Stopping	Central at Houghton	Failure to stop	Referred to Hamilton Police for monitoring. Installed tiger tails.	Completed
Stopping	Tuxedo at Central	Failure to stop	Referred to Hamilton Police for monitoring. Installed tiger tails.	Completed
Require stop sign	Roxborough at Frederick	T-intersection	Review for all-way stop. Installation of all-way stop control supported by Ward Councillor and installed.	Completed
Require stop sign	Roxborough at Grosvenor	Collisions for not stopping	Grosvenor stops with two-stop signs facing motorists. Fencing present at intersection. Review to determine whether all-stop is appropriate.	Minimum warrant criteria for all-way stop control has not been satisfied. Completed
Require stop sign	Balmoral and Justine	Requires 2-way stop	Balmoral stops with two-stop signs facing motorists. Good sight distance. No problem discovered. Installed tiger tails.	Completed

Category	Location	Concern	Current action	Status
Require stop sign	Barons at Central		Central stops with two-stop signs facing motorists. Good sight distance. No problem discovered. Tiger tails installed.	Completed
Require stop sign	Avondale at Beechwood	Collisions for not stopping	Beechwood stops with two-stop signs facing motorists. Appropriate sight distance for neighbourhood. No problem discovered. Tiger tails installed	Completed
Require stop sign	Roxborough at Balmoral	Collisions for not stopping	No collisions on file over last 5-years. Currently all-way stop. Two-stop signs facing motorists. No problem discovered.	Work Order issued June 1/18 to add Tiger tail to signs.
Parking	Roxborough at Grosvenor	Sight distance concern	To be reviewed whether sight distance can be increased	Work Order issued June 8/18 to adjust signs.
Parking	Grosvenor at Campbell	Sight distance concern	To be reviewed whether sight distance can be increased	Work Order issued June 8/18 to adjust signs.
Parking	King at Lawrence	Allow parking on both sides	More investigation required. Currently on-street parking is restricted on both King and Lawrence in the area.	More investigation required. Request is unclear.

Category	Location	Concern	Current action	Status
Parking	Ottawa St	Parking away from curb	Referred to Parking By-law enforcement for review	By-law provided information on May 29, 2018. Will continue to enforce as necessary.
Crossing: Ottawa St	Main	Crossing locations and zebra/ladder crossing	Currently under review with the Ottawa Street Master Plan	Currently under review with the Ottawa Street Master Plan.
Crossing: Ottawa St	Roxborough	Crossing locations and zebra/ladder crossing	Currently under review with the Ottawa Street Master Plan	Currently under review with the Ottawa Street Master Plan.
Crossing: Ottawa St	Cannon	Crossing locations and zebra/ladder crossing	Currently under review with the Ottawa Street Master Plan	Currently under review with the Ottawa Street Master Plan.
Individual Concern	Maple between Ottawa and King	Cut-through traffic	Undertake traffic count to update traffic volume. Review collisions	No issued discovered. No further action required. See below summary.

Comprehensive review from May 9 to 16, 2018.

Speeds Recorded:

1. WB: Average speed was 33 km/h. The 85th percentile speed (the speed at which 85% of the vehicles were travelling) was 38.94 km/h
2. EB: Average speed was 34 km/h. the 85th percentile speed (the speed at which 85% of the vehicles were travelling) was 44.09 km/h
3. Conclusion: These recorded speeds are reasonable for this street

Origin – Destination Recorded:

The tracing of vehicles on Maple was conducted on May 31, 2018 from 7:00 – 9:00 am and from 3:00 – 5:00 pm.

AM Results		Total	Total	Total
Origin	Destination	vehicles	cut-through	% cut through
Ottawa	King	98	11	11.22%

PM Results		Total	Total	Total
Origin	Destination	vehicles	cut-through	% cut through
Ottawa	King	90	14	15.56%

Conclusion: the number of vehicles recorded on Maple in this area is reasonable for this street and no problem with excessive cut-through traffic was discovered.

Locations to be reviewed in conjunction with LRT Construction

The below concerns will be addressed through the construction of the LRT:

Category	Location	Concern	Current action	Status
Individual Concern	King: Delta and Gage	Difficulty to cross	Intersections will be reconstructed with LRT	Intersections will be reconstructed with LRT
Individual	King: Delta	Review	Intersection will be reconstructed with	Intersection will be reconstructed with

Category	Location	Concern	Current action	Status
Concern		alignment	LRT	LRT
Pedestrian Crossing	Kensington and Main	Difficulty crossing	Intersection Pedestrian Signal (IPS) present. Ladder/zebra markings.	Intersections will be reconstructed with LRT.
Pedestrian Crossing	Balmoral and Main	Difficulty crossing	Intersection pedestrian Signal (IPS) present. Intersections will be reconstructed with LRT.	Intersection pedestrian Signal (IPS) present. Intersections will be reconstructed with LRT.

Under Review

Category	Location	Concern	Current action	Status
Traffic lights	Kenilworth at Main	Turning left	Review advanced green options	Traffic Signal staff are looking into the feasibility of advanced signals at the intersection while implementing improvements to the signal timing to assist with capacity issues on Kenilworth Avenue
Require stop sign	Tuxedo at Maple	Intersection used to avoid Kenilworth	Currently all-way stop. Two-stop signs facing motorists on all approaches.	Traffic Signals staff will be implementing revising signal timings along the Kenilworth Avenue corridor in 2019 to improve traffic flow.

Category	Location	Concern	Current action	Status
Individual Concern	Main: Gage and Ottawa	Difficulty to cross	Traffic signals present. Will require more review to understand problem	Work orders for ladder markings issued for Ottawa Street and Main Street and Gage Street and Main Street intersections.
Speeding	Belview: King to Cannon	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be scheduled in 2019
Speeding	Houghton: King to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be scheduled in 2019
Speeding	London: Main to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be scheduled in 2019
Speeding	Wexford: King to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be scheduled in 2019
Speeding	Ottawa: King to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be scheduled in 2019
Speeding	Lawrence: King to Ottawa	Vehicle speeds	Referred to Hamilton Police for monitoring.	Location has existing permanent DSS signs nearby
Speeding	Kenilworth: Access to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be

Category	Location	Concern	Current action	Status
				scheduled in 2019
Speeding	Rothsay: Lawrence to Maple	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be scheduled in 2019
Pedestrian Crossing	Lawrence at Rothsay	Difficulty crossing Lawrence	Dynamic speed signs present. Straight, flat road.	Will require more review to understand problems to consider

Pedestrian Crossover (PXO) Request

For intersections where pedestrian crossing problems were identified, they have been included in the City's list of PXO requests and will be reviewed/considered. The program to add PXO locations across the City includes approximately 8-10 per year. There are approximately 100 locations on the City-wide list.



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 17, 2019
SUBJECT/REPORT NO:	Hamilton's Beaches (PW19057) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Gavin Norman (905) 546-2424, Ext. 4812
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works
SIGNATURE:	

COUNCIL DIRECTION

On May 23, 2018, Council received Report BOH16008(b) and provided staff with the following direction regarding the Suitability of Bayfront Beach as a Public Beach:

That the General Manager of Public Works report back to the Public Works Committee on permanently addressing the suitability of Hamilton's beaches in consultation with Public Health.

INFORMATION

At the May 14, 2018 Board of Health meeting, staff reported on activities completed in 2017 in support of recommendations from the Bayfront Beach Water Quality Investigations Study ("Beach Study") for the rehabilitation and maintenance of Bayfront Park Beach to achieve reliable safe water quality for swimming (report BOH16008(b)).

The purpose of this report is to inform Council of the outcome of direction given to staff on permanently addressing the suitability of Hamilton's beaches; specifically, those within Hamilton Harbour at Bayfront Park and Pier 4 Park.

The Beach Study has concluded that undertaking further remedial efforts to restore the beach for swimming is not currently practicable due to the inability to control Blue-Green Algae (BGA). In response, the Study Team is proposing that a BGA Strategy be

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SUBJECT: Hamilton's Beaches (City Wide) (PW19057) - Page 2 of 4

developed that would assist experts and decision-makers in the implementation of mitigation measures to address the algae problem such that the harbour beaches could achieve reliable safe water quality for swimming in accordance with Hamilton Harbour Remedial Action Plan (HHRAP) targets. In the interim, the Beach Study recommends investigating other opportunities for swimming such as deep-water swimming in the harbour.

➤ **Background**

Water quality problems at the beaches are caused by E.coli contamination from waterfowl and toxic cyanobacteria from algal blooms which form in the harbour during the summer and migrate to shore. They are separate and distinct issues that contribute to water quality at the beaches that, for the majority of the swimming season in recent years, does not meet provincial standards.

To address the water quality issue, the Beach Study recommended a set of interventions to reduce the impact of both E.coli and toxic cyanobacteria. Bird control enhancements were implemented and demonstrated the ability to reduce E.coli contamination and improve water quality, but a pilot project designed to control cyanobacteria (Blue-Green Algae or BGA) proved ineffective. With results of the pilot and the benefit of having subject experts on the Study Team, staff learned that seasonally excessive BGA represents the new norm in the harbour and elsewhere in the Great Lakes and that without a practical way to control them it is unlikely that there will be a consistent and verifiable improvement in water quality even with significant reduction in E.coli contamination of the beach.

➤ **Work Toward a Permanent Solution**

Subsequent to Council direction in May 2018, the Study Team met with subject matter experts in provincial and federal ministries and key staff to discuss the scope of work generated from recommendations of the Beach Study. In particular, the intention was to get insights and support on options given the worsening trends related to cyanobacteria, and what are otherwise described as Harmful Algal Blooms (HABs) and discuss opportunities to develop a strategy to potentially manage them such that water quality could be improved and eventually become suitable for swimming at the harbour beaches.

Key stakeholders included in the ongoing discussions include:

- City of Hamilton Public Health Services and Public Works
- Ministry of Environment, Conservation, and Parks (MECP)
- Hamilton Harbour Remedial Action Plan Office (HHRAP Office)
- Environment and Climate Change Canada (ECCC)
- Bay Area Restoration Council (BARC)
- Hamilton Waterfront Trust (HWT)

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SUBJECT: Hamilton's Beaches (City Wide) (PW19057) - Page 3 of 4

Given the emergence of HABs as a harbour-wide concern as it relates to health of the harbour and the ability to delist it under Hamilton Harbour Remedial Action Plan (RAP) stakeholders agreed to focus on a coordinated approach to data collection and management, operational planning and response, and communication.

➤ Next Steps

The goal to find a permanent solution for the swimmable beaches in the harbour is one that intends to address both the interests of the public who want clean water to swim in and that of the broader community as it relates to the delisting of the harbour. To solve the localized problem at the beaches, a better understanding of the broader issues centered on the ability to control and manage HABs is required.

Given the complexities of the harbour ecosystem combined with ongoing efforts being made to improve conditions in the harbour (e.g. Woodward plant upgrades) a definitive date cannot be provided for finding a solution. A solution, if there is one, will require time through a focused effort to better understand the effects of ecological changes in the harbour by tracking and monitoring algal blooms.

This will require a coordinated approach with key stakeholders including the City of Hamilton, ECCC, MECP, DFO, BARC, and the HHRAP Office. In that regard, staff is continuing discussion with experts and stakeholders to further scope the development of a HAB strategy that is focused on:

1. Data Collection and Management

- Enhanced monitoring of the presence of HABs to establish a baseline to which the effects of changes being implemented in the harbour can be measured.
- Establishing an early warning system to inform decision makers on beach closures and other matters that could affect human health and/or the economy.

2. Operational Planning and Response

- The use of data to inform planning of future remedial efforts (e.g. goal for swimmable beaches) and how we respond to trends and specific events that affect the use of City's public amenities (e.g. removal of algal blooms along the West Harbour shoreline) as well as planned investment in waterfront renewal.

3. Communication

- The use of data to better inform the public about changes in the ecological conditions of the harbour (e.g. early warning system).
- Keeping the public informed about ongoing successes (and setbacks) as it relates to the health of the harbour and water quality.

Going forward, staff intends to continue investigating recommendations from the Beach Study to address the public's desire for swimming in the harbour. This includes revisiting

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SUBJECT: Hamilton's Beaches (City Wide) (PW19057) - Page 4 of 4

interim uses for the beach until a permanent solution is found and investigating opportunities for deep water swimming that can provide a suitable alternative to swimming at the beach.

Relevant background to the work completed to date including an overview of the Beach Study, discussion of the broader issues related to delisting of the harbour, and results of a key stakeholder meeting in November 2018 as outlined in report PW19057 as Appendix "A". The meeting was critical in focusing the discussion and consensus on a coordinated approach to finding solutions to the HAB problem.

➤ **City's Response to Algal Blooms in 2018**

In 2018 the beaches were not the only areas affected by algae. Seasonally problematic typically starting in July, the marinas at Macassa Bay and Piers 5-7 experienced the most intense algae blooms that many have seen.

It's become a significant issue as the City is investing multi-millions of dollars in redevelopment of the waterfront and as such it will be important for the City to employ good practices in controlling the presence of algae so that it doesn't become a detriment to the City's vision for the waterfront.

Typically, the nuisance of algae is handled with in-water bubblers that disrupt the water and prevent algae from forming along the shoreline; however, 2018 was so significant City forces had to respond by vacuuming the algae from the surface along the water's edge using hydro-vac trucks typically used for cleaning manholes. While effective, this procedure cost approximately \$45,000.

In addition to the potential for being toxic, algal blooms are unsightly and often associated with the stench of decay so if not managed appropriately, the waterfront could lose its appeal as a place to visit recreationally. As is done with bird control, funding needs to be available for the annual management of algal blooms and should be incorporated in to the City's Operating Budget.

It's important to note that these activities represent a response to manage the nuisance effect of algae blooms along the shoreline, but they have limited ability to prevent them from occurring. To further mitigate the impacts, increased use of impellers and bubblers are being implemented in strategic locations as part of the renewal of waterfront shoreline infrastructure.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW19057 - Hamilton Harbour Overview, Implications & Work to Date

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Hamilton Harbour Overview, Implications & Work to Date

➤ Bayfront Beach Study Overview

In February 2016, shortly after initiation of the study, Public Health Services (PHS) advised Council (Report BOH16008 - Suitability of Bayfront Beach as a Public Beach) that Bayfront Beach should be closed until action is taken to improve the water quality and that prior to reopening, a consistent improvement in water quality needs to be verified. The beach has since been closed to swimming.

In May 2018, staff reported to the Board of Health on the beach study outcomes and preliminary recommendations (Report BOH16008b). The study findings confirmed the following factors are adversely affecting the water quality at Bayfront Beach:

- physical characteristics of the beach, e.g. beach slope, sand moisture and grain size, and water circulation near the beach;
- sources of pollution near the beach (predominantly waterfowl feces) and within the general watershed of Hamilton Harbour, and;
- the occurrence of cyanobacteria blooms (also referred to as Blue-Green Algae and / or Harmful Algal Blooms)*

* for the purposes of this report the term cyanobacteria and/or Harmful Algal Blooms (shortened to HABs) will be used for the remainder of this report

A range of options were reviewed that included major physical changes to the beach area aimed at improving water circulation, alternative uses of the beach, and enhancements to bird control efforts. Through computer modelling it was found that water circulation is satisfactory with the beach's current configuration; however, its primarily the volume of bird feces that can't be moved out of the embayment quickly enough. Computer modelling showed that major, albeit costly, physical changes to the beach would improve circulation, but with so many variables wouldn't guarantee a reduction in the volume of feces to meet water quality standards. The study team concluded the best approach was to start with low cost interventions to improve water quality, via monitoring the implementation of each intervention and tracking water quality to measure changes. Interventions were also implemented at Pier 4 beach work due to its proximity to Bayfront Beach and similar water quality issues.

Recommended measure(s) included the continued use of bird control (with enhancements and new methods) and beach sand management strategies (including increased grooming and cleaning) as the best and most cost effective way to manage water quality related to E.coli contamination. For HABs, options are limited to non-existent; however, as a test it was recommended to try ultrasound technology to reduce its impact at the beach.

Through the 2017 season the study team was able to implement and measure the effect of bird control measures, but with high water levels, increased beach grooming was not possible as the beaches were under water. Despite implementing these measures throughout the swimming season, there was a modest improvement in water quality

related to E.coli while the ultrasound treatment of HABs had no effect at all, except adverse effects to other species (fish and zooplankton) were noted. Another method explored involved treating beach sand with hydrogen peroxide tested and found to be ineffective at reducing contaminants.

Overall, efforts to improve water quality at the beach failed and published results in the 2017 Beach Monitoring Report indicate that HABs continue to be the predominant factor in closing the Harbour beaches to swimming (in recent years HABs have been responsible for beach closing greater than 50% of the available swimming days in the season). This is important in that without a practical way to control the blooms it is unlikely that there will be a consistent and verifiable improvement in water quality even with significant reduction in E.coli contamination of the beaches.

Without a solution, the Study Team recommended against any further remedial efforts to restore the Bayfront Beach for swimming at this time with the intent to reconvene the Study Team to discuss the following opportunities:

- 1) Re-visit previous options for Bayfront Beach - e.g. converting the space to a wetland or for other recreational activities;
- 2) Consider new options for Bayfront Beach – e.g. deep water swimming opportunities in the harbour that could be linked to Hamilton Harbour’s RAP targets;
- 3) Consider expanding or relocating Pier 4 Beach;
- 4) Conduct a broader harbour-wide detailed analysis of cyanobacteria dynamics and treatment opportunities through a coordinated effort of key stakeholders. This analysis along with a thorough investigation of active management techniques will help understand whether or not management could be effective; and
- 5) Consult with the Hamilton Harbour RAP Office regarding the need to consider a review of RAP criteria for swimmable beaches since the criteria are based on the performance of the two harbour beaches.

In addition to the above opportunities it was recommended in the study that Pier 4 Park still has a swimmable beach and there is a need to continue to address E.coli levels and find ways to improve its performance.

➤ Hamilton Harbour RAP – Implications to Delisting

HABs have not only affected water quality to the extent that provincial targets aren’t met to permit swimming at the beaches, but the problem directly affects the Hamilton Harbour Remedial Action Plan (RAP). Hamilton Harbour is an Area of Concern (AOC) on the Great Lakes where environmental degradation has led to the decline of ecosystem health. The Hamilton Harbour RAP is a watershed based stakeholder supported cleanup plan whereby government, community, and industry partners have committed to restore environmental health in their local areas. In the Hamilton RAP “Beach Closings” is one of 14 criteria (referred to as Beneficial Use Impairments) that

are used to assess the status of Areas of Concern. The status of the Beach Closings Beneficial Use Impairment will be considered not impaired when Hamilton Harbour public beaches (Bayfront Park and Pier 4 Park) meet the provincial beach management protocol 80% or more of the swimming season for a minimum of three consecutive years.

As a note, in 2012 when the last RAP public forum was held, the participants were very firm on keeping the beaches target in the RAP. So while the interests are different they are aligned - the public's goal is for swimming and RAP's goal is to delist the beaches.

Notwithstanding efforts to improve beach water quality, the Beach Closings status remains impaired. It is difficult to make an accurate prognosis given that HABs are thought to have increased in frequency and intensity over the past decade to the degree they have become a significant impediment to the ability of delisting the harbour. In that respect the interest of key stakeholders to find a solution to HABs is high.

➤ Summary of Work completed since May 2018

Subsequent to Council direction May 2018, the Study Team reached out to subject matter experts in provincial and federal ministries and key staff to discuss the scope of work generated from recommendations of the Beach Study. In particular, the intention was to get insights and support on options given the worsening trends related to cyanobacteria and HABs and discuss inputs required to begin to develop a strategy to potentially manage them such that water quality could be improved and become suitable for swimming at the harbour beaches.

On November 29, 2018 City staff hosted a meeting to discuss issues affecting recreational uses of Hamilton Harbour with key stakeholders including staff from Public Health and Public Works. Key stakeholders included:

- Ministry of Environment, Conservation, and Parks
- Hamilton Harbour Remedial Action Plan Office
- Environment and Climate Change Canada
- Bay Area Restoration Council
- Hamilton Waterfront Trust

The session consisted of two main components:

- 1) to seek general information about the harbour and harbour programs from key stakeholders; and
- 2) to open a discussion that can reflect on the current progress of improving the health of the harbour to identify opportunities regarding HABs and swimming that will improve the likelihood of success in the future in meeting the goals for swimmable beaches and delisting the harbour. The discussion was framed around the following themes:
 - What are we doing right and need to keep doing?

- What is happening that does not help our direction?
- What should we start doing or initiate to improve our ability to meet goals?

The following summarizes the input and discussion with staff and stakeholders.

➤ Current Status, What's Working and What Isn't

a) Bird Control

- Enhanced bird control with monitoring and reporting is shown to be working.
- Beach grooming throughout the summer is successful at reducing E.coli closures. More bird control could be done in the winter months which may help open the beaches earlier in spring.
- E.coli could be reduced further with the incorporation of plantings around beaches to block pathways for birds.
- Removal of the land-based arms of Bayfront Beach were identified to improve circulation but considered too costly for limited benefit and no guarantee of success.

b) Cyanobacteria and HABs

- A limited level of cyanobacteria is expected, but there is a current imbalance in the harbour.
- Triggers for excessive cyanobacteria growth are diverse, complex, and not fully understood.
- Ecological conditions are changing making it difficult to predict outcomes.
- HAB's are more frequently the reason (>50%) for beach closings over E.coli.
- HAB's are an emerging issue impacting health of the harbour and ability to delist.
- A technology (method of mass control or prevention) has not been identified for HABs.
- Localized management of algae along the shoreline in areas of the marinas, where accessible by equipment, is working. Migrating algae is "pushed away" using in-water bubblers and can be removed with water surface vacuuming.
- In season, algae migrates to the shorelines and is a detriment to the enjoyment of the City's public spaces and amenities; e.g. boating.
- May need to consider removing "public" from Bayfront beach to reclassify it as something other than a beach.
- Needs to be continued focus on improvement plans that reduce Total Phosphorous loadings in the harbour; e.g. Low Impact Development.

c) Swimming

- Environment and Climate Change Canada have data to show that E.coli concentrations are lower offshore.
- BARC advises that water quality data shows that swimming offshore is safe

with respect to E.coli.

- The safety of swimming offshore is subject to the presence of HABs.
- In deeper water humans tend to ingest more water, increasing exposure when E.coli or other contaminants are present.

d) What's needed to Improve Ability to meet Goals for Swimming and Delisting

- Need to change perception about progress toward better water quality in the harbour; i.e. significant gains have been made since the RAP started as continual effort is leading to progressive change in conditions.
- Need to change the view of success from a checked off box and move toward one of long-term stewardship recognizing there will be ups and downs; e.g. emergence of HABs.
- Environmental remediation is not a quick process. It took over 100 years to degrade, it will take time to repair.
- Historic data would help with the public perception, by showing them that cyanobacteria and HABs has always been present and that it is also prevalent throughout Canada / US.
- Provide public access to deeper water and be aware that there are different guidelines with respect to offshore E.coli levels (secondary use).
- A monitoring program to provide advanced notice of impending algae blooms should be considered to enable mobilization of response to protect recreational piers.
- An operational quick response strategy should be developed to remove nuisance algae blooms as quickly as possible in the marinas.
- An odour control assessment should be done to identify what could mitigate the odour from the decomposing algae.
- New funding for programs to collect algae data is needed as funding support for field programs has decreased in recent years.
- Tracking and trending HABs annually would provide valuable data to help determine what is normal. We would also be able to determine if efforts were decreasing the number of occurrences.
- In-water sensors can be installed to provide online data at strategic locations. Remote equipment and sensors will require intensive maintenance to keep online instruments accurate and useful (cleaning and calibrating). Fouling of sensors is common in the harbor conditions.
- Impellers and bubblers should be installed in recreational areas to maintain circulation and agitate the water column.

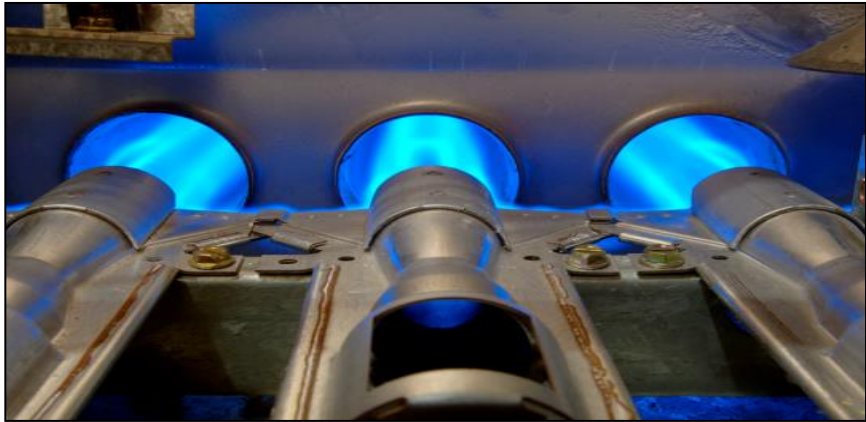
Enbridge Gas

2021 Kirkwall-Hamilton Natural Gas Project

June 2019

2021 Kirkwall-Hamilton Project

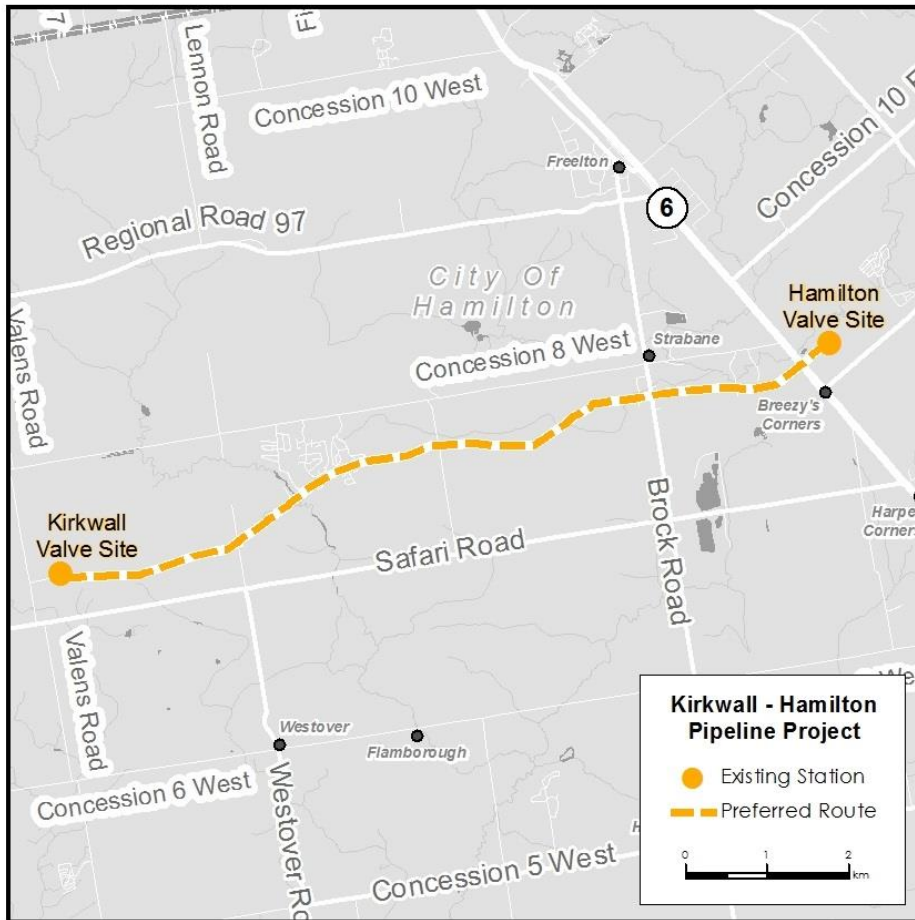
Project purpose



- Constructing a new natural gas transmission pipeline paralleling our existing Dawn-Parkway system.
- Meets increased demand for natural gas in Ontario, Quebec, eastern Canada and the northeast United States.
- Demand increasing from all sectors – residential, commercial, industrial.

2021 Kirkwall-Hamilton Project

Project details



- New 48-inch steel natural gas pipeline, to be constructed in existing Dawn-Parkway natural gas transmission system corridor over 10 km in length.
- Project to occur between our existing Kirkwall Valve Site and our existing Hamilton Valve Site.
- Environmental Report on project to be submitted to Ontario Energy Board with project application.
- Information sessions held March 1 and May 10 – nearly 70 attendees.
- \$206M (est.) cost – hundreds of temporary local jobs created, and sourcing local goods and services wherever possible.
- \$693,000 (est.) increase in property taxes paid to City.

2021 Kirkwall-Hamilton Project

Ontario Energy Board (OEB) review and approval process



- The OEB is the body that regulates the natural gas industry in Ontario, in the public interest.
- The project is subject to OEB approval.
- We plan to submit an application for this project to the OEB in late June.
- If after this review the OEB determines that the project is in the public interest it will approve construction of the project.
- **If approved, construction would begin in mid-2021, and be in-service by late 2021.**
- Additional information about the OEB process can be found at the OEB's website, oeb.ca.

Committed to Hamilton

Investing in the City's future



- Partnership with HSR.
- CityHousing technical assistance and conservation incentives.
- Conservation and efficiency successes.
- Landfill and wastewater renewable natural gas.
- Supporting local causes.

Q&A

To whom it may concern
Re Shore Erosion

My idea is to remove the bottom silt and deepen the Bay that may lower the water level.

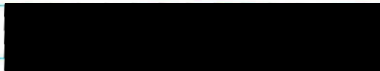
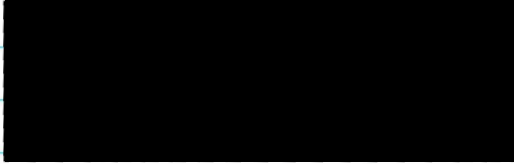
To remove the silt it could be done by using a type of belt ladder rather than a bucket dredge.

The silt if not too contaminated could be trained to say Lubbock that has a desert like area caused by acid rain and spread on the stoney ground that would allow plant growth and animal repopulations.

Rehab the area for a healthier environment.

As cost to accomplish this project Insurance Companies could contribute some of their flood fees that could reduce flood claims saving the Companies money.

Anthony J LeBlanc





CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 17, 2019
SUBJECT/REPORT NO:	Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alley Abutting 13 Avalon Place and 11 Avalon Place, Hamilton (PW19049) (Ward 3)
WARD(S) AFFECTED:	Ward 3
PREPARED BY:	Gary Kirchknopf (905) 546-2424 Ext. 7217 Cetina Farruggia (905) 546-2424 Ext. 5803
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works
SIGNATURE:	

RECOMMENDATION(S)

That the application of the owner of 13 Avalon Place and 11 Avalon Place, Hamilton, to permanently close and purchase a portion of the unassumed alleyway abutting the west side of 13 Avalon Place and the east side of 11 Avalon Place, Hamilton, ("Subject Lands"), as shown on Appendix "A", attached to Report PW19049, 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

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SUBJECT: Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alley Abutting 13 Avalon Place and 11 Avalon Place, Hamilton (PW19049) (Ward 3) - Page 2 of 5

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 all necessary by-laws to permanently close and sell the alleyway, for enactment by Council;
 - (ii) The Real Estate Section of the Planning and Economic Development Department be authorized and directed to enter into any requisite easement agreements necessary to affect the orderly disposition of the Subject Lands and to proceed to sell the closed alleyway to the owners of 13 Avalon Place and 11 Avalon Place, Hamilton, as described in Report PW19049, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;
 - (iii) The City Solicitor be authorized to complete the transfer of the Subject Lands to the owners of 13 Avalon Place and 11 Avalon Place, Hamilton pursuant to an Agreement of Purchase and Sale or Offer to Purchase as negotiated by the Real Estate Section of the Planning and Economic Development Department;
 - (iv) The City Solicitor be authorized and directed to register a certified copy of the by-laws permanently closing and selling the alleyway in the proper land registry office;
 - (v) The Public Works Department publish any required notice of the City's intention to pass the by-laws and/or permanently sell the closed alleyway 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.

EXECUTIVE SUMMARY

On May 8, 2018 the City received an application from the owner of 13 Avalon Place, Hamilton to stop up and close a portion of the North/South leg of the alleyway, being Part A of the Subject Lands, in order to accommodate a side driveway with parking as on-street parking is limited along this corridor. The building located at 13 Avalon Place, Hamilton partially encroaches into the alleyway and the applicant has advised that her home has had damage over the years by vehicles trying to navigate the narrow laneway. There were no objections received from any City Departments, Divisions, or public utilities. There were 3 objections received from abutting land owners. One did not provide a reason for their objection. The owner of 11 Avalon Place, Hamilton advised they

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SUBJECT: Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alley Abutting 13 Avalon Place and 11 Avalon Place, Hamilton (PW19049) (Ward 3) - Page 3 of 5

required enough space to accommodate an existing walkway out the side of their property, being Part B of the Subject Lands which has been accommodated through this report. Finally, the last objection had comments regarding also purchasing the east-west leg of the alleyway. This proposal was circulated and denied as a result of opposition received from the LRT division, and as a result, the Subject Lands were updated to only include the Southern portion of the North/South leg. As such, staff are in support of the application to close and sell the Subject Lands to the owner of 13 Avalon Place and 11 Avalon Place, Hamilton.

Alternatives for Consideration – See Page 5

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The applicant has paid the Council approved user fee of \$4,543.00. The Subject Lands will be sold to the owners of 13 Avalon Place and 11 Avalon Place, Hamilton, as determined by the Real Estate Section of the Planning and Economic Development Department, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204.

Staffing: An agreement to purchase the Subject Lands will be negotiated by the Real Estate Section of the Planning and Economic Development Department.

Legal: Subject to any required application to the Ontario Superior Court of Justice to permanently close the Subject Lands being approved, the City Solicitor will prepare all necessary by-laws to permanently close and sell the Subject Lands and will register such by-laws in the Land Registry Office once Council has approved the by-law. The by-law does not take effect until the certified copy of the by-law is registered in the proper land registry office. The City Solicitor will complete the transfer of the Subject Lands to the owners of 13 Avalon Place and 11 Avalon Place, Hamilton, pursuant to an agreement negotiated by the Real Estate Section of the Planning and Economic Development Department.

HISTORICAL BACKGROUND

The Subject Lands are part of the alleyway created by Registered Plan 165. The alleyway is an unassumed L-shape with both a North/South and East/West Leg. The alleyway is also travelled and unencumbered. On May 8, 2018 the City received an application from the owner of 13 Avalon Place, Hamilton to stop up and close a portion of the North/South leg of the alleyway, being Part A of the Subject Lands in order to accommodate a side driveway with parking as on-street parking is limited along this corridor. The building located at 13 Avalon Place, Hamilton partially encroaches into the alleyway and the applicant has advised that her home has had damage over the years by vehicles trying to navigate the narrow laneway. There were no objections received from any City

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SUBJECT: Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alley Abutting 13 Avalon Place and 11 Avalon Place, Hamilton (PW19049) (Ward 3) - Page 4 of 5

Departments, Divisions, or public utilities. There were 3 objections received from abutting land owners. One did not provide a reason for their objection. The owner of 11 Avalon Place, Hamilton advised they required enough space to accommodate an existing walkway out the side of their property, being Part B of the Subject Lands, which has been accommodated through this report. Finally, the last objection had comments regarding also purchasing the east-west leg of the alleyway. This proposal was circulated and denied as a result of opposition received from the LRT division, and as a result, the Subject Lands were updated to only include the Southern portion of the North/South leg. As such, staff are in support of the application to close and sell the Subject Lands to the owners of 13 Avalon Place and 11 Avalon Place, Hamilton.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The closure of the Subject Lands will be subject to any application required by the City. In addition, a by-law must be passed to permanently close the Subject Lands in accordance with the Municipal Act, 2001.

RELEVANT CONSULTATION

The following public utilities, City departments and divisions were provided with a copy of the application and were invited to provide comments:

- Planning and Economic Development Department: Development Engineering, Building, Economic Development, Real Estate, and Planning
- Public Works Department: Engineering Services, Hamilton Water, Operations, Environmental Services, and Transportation
- Hamilton Emergency Services
- Corporate Services Department: Budgets and Finance
- Mayor and Ward Councillor
- Bell, Horizon Utilities/Alectra Utilities, Hydro One, and Union Gas

There were no objections received from any public utilities, City departments and divisions.

Bell and Alectra have advised that they will require easement protection.

Notice of the proposal was sent to all abutting property owners of the Subject Lands, as shown on Appendix "B" of report PW19049, for comment. In this instance, there were 8 notices mailed, and the results are as follows:

In favour: 0

Opposed: 3

No comment: 0

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SUBJECT: Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alley Abutting 13 Avalon Place and 11 Avalon Place, Hamilton (PW19049) (Ward 3) - Page 5 of 5

There were 3 objections received from abutting land owners. One did not provide a reason for their objection. The owner of 11 Avalon Place, Hamilton advised they required enough space to accommodate an existing walkway out the side of their property, which has been accommodated through this report. Finally, the last objection had comments regarding also purchasing the east-west leg of the alleyway. This proposal was circulated and denied as a result of opposition received from the LRT division, and as a result, the Subject Lands were updated to only include the southern portion of the North/South leg.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

As there were no objections received from any City Departments, Divisions, and Public Utilities, and this report accommodates the opposition received from abutting land owners, staff recommend the closure and sale of the Subject Lands to the owner of 13 Avalon Place and 11 Avalon Place, Hamilton.

ALTERNATIVES FOR CONSIDERATION

The City could deny this application, and the Subject Lands would remain Public unassumed alleyway.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

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APPENDICES AND SCHEDULES ATTACHED

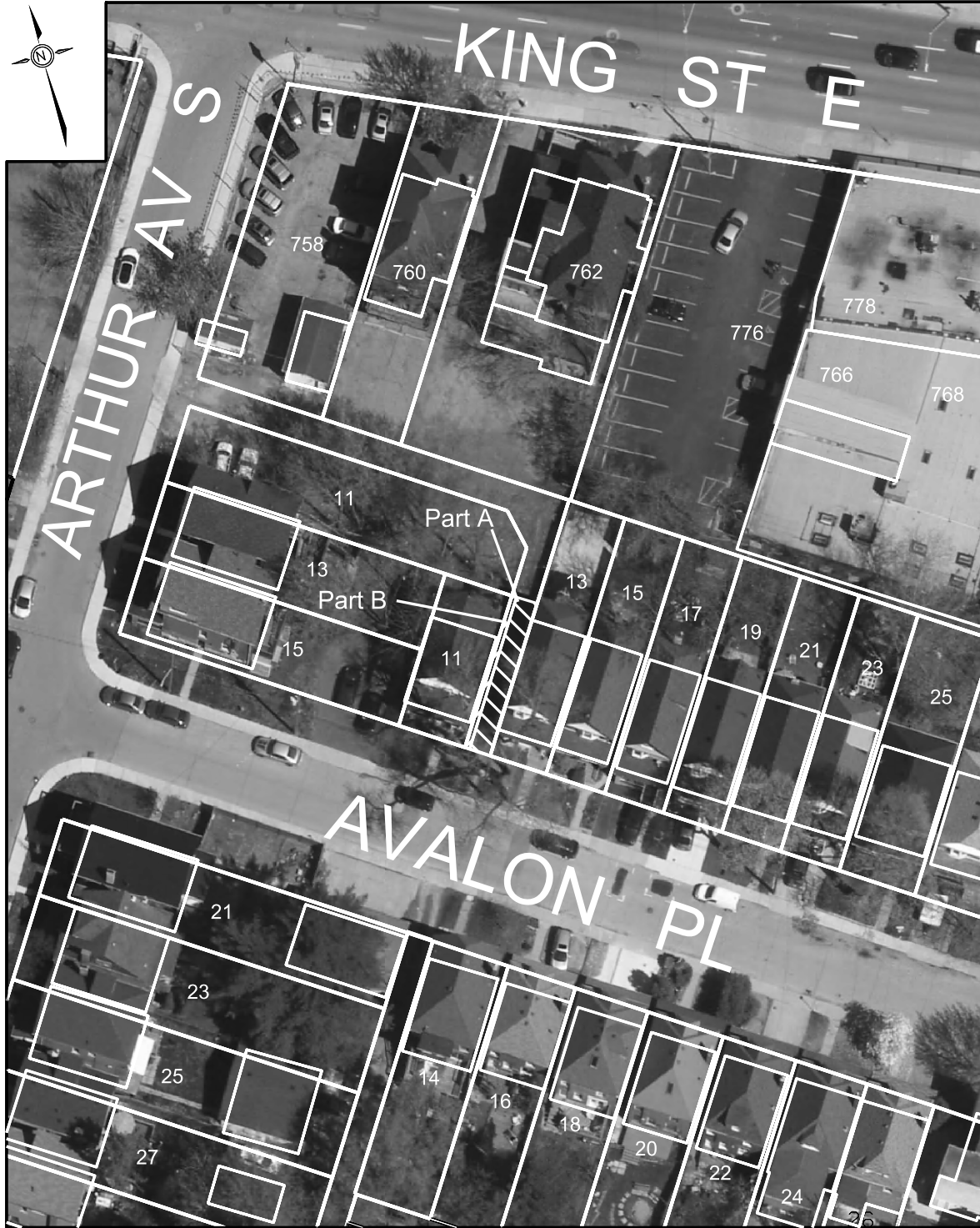
Appendix “A” to Report PW19049 - Aerial Drawing

Appendix “B” to Report PW19049 - Location Plan

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Hamilton

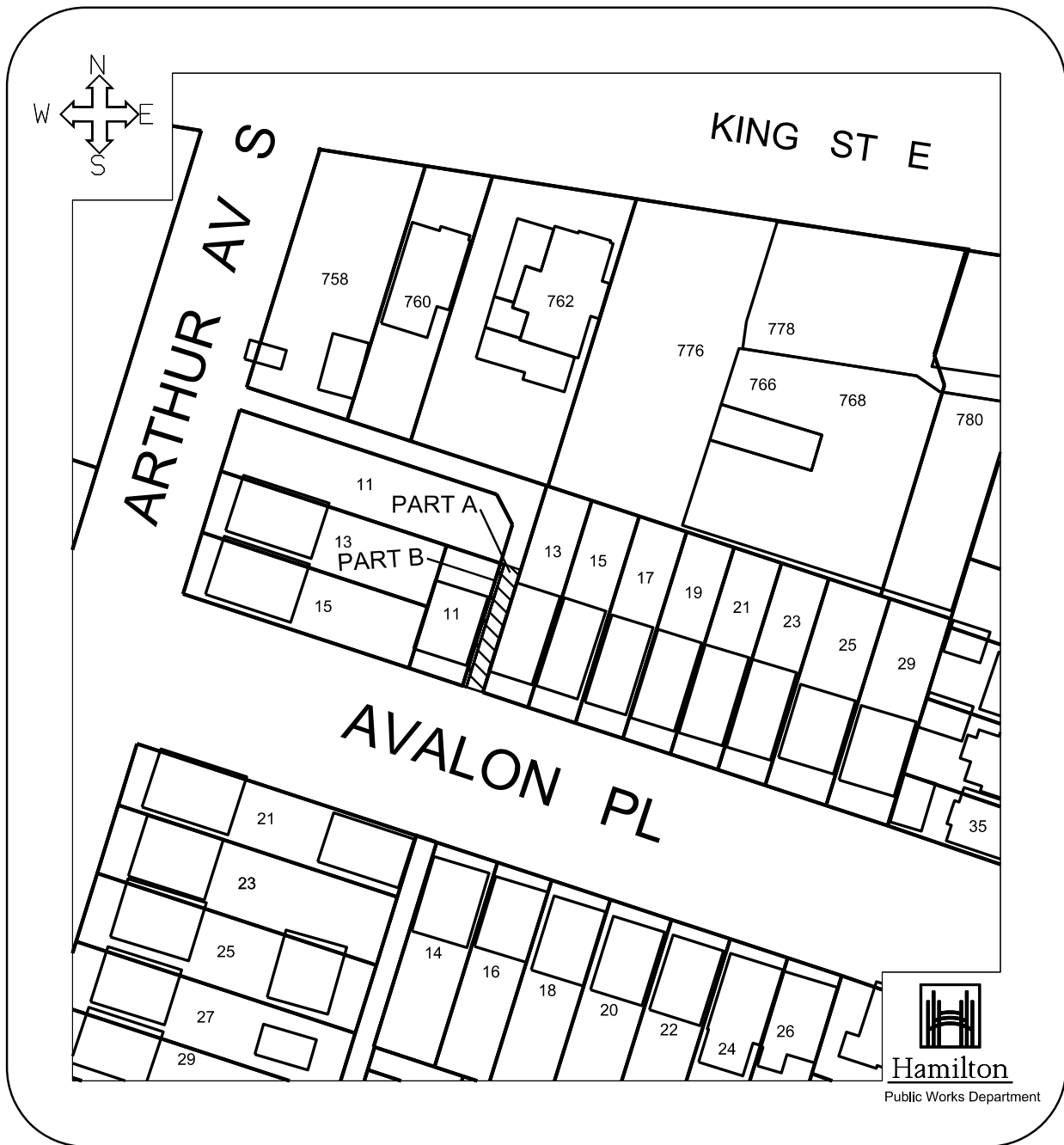
PROPOSED CLOSURE OF PORTION OF UNASSUMED
ALLEY AT 13 AVALON PLACE (PART A) AND 11
AVALON PLACE (PART B)

Geomatics & Corridor Management Section
Public Works Department

LEGEND

 Lands to be Closed

NTS |04/04/2019 | Sketch by: CF



LOCATION PLAN

PROPOSED CLOSURE OF
 UNASSUMED ALLEY ABUTTING
 13 AVALON PLACE (PART A)
 AND 11 AVALON PLACE (PART B)

CITY OF HAMILTON
 PUBLIC WORKS DEPARTMENT

LEGEND



SUBJECT LANDS

DATE: April 4, 2019

Not to Scale

REFERENCE FILE NO : PW19__

City of Hamilton
Public Works Dept.
Cetina Sarruggia.

Michael & Daniela Houlahan

June 7 2019.

Public Works Dept.

Please consider this to be our written application for us to be heard at your hearing on Mon. June 17 2019 @ 9:30am. Concerning the sale of the alley between 11 & 13 Avalon Pl. We are the owners of the property at 11 Avalon adjacent to the alley. We believe our property will be prejudicially affected by this sale.

Daniela Houlahan

Mike Houlahan



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 17, 2019
SUBJECT/REPORT NO:	Update on Safety Measures on Aberdeen Avenue from Queen Street to Longwood Road (PW17021a) (Ward 1) (Outstanding Business List Item)
WARD(S) AFFECTED:	Ward 1
PREPARED BY:	David Ferguson (905) 546-2424 Ext. 2433 Robert Declair (905) 546-2424 Ext. 4391
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the following changes along Aberdeen Avenue be implemented:
- (i) Timing modifications to the intersection of Aberdeen Avenue and Dundurn Street to implement a pedestrian lead phase for pedestrians crossing the east leg (north to south);
 - (ii) That a “No Right Turn on Red” be installed during the morning hours to align with the School Crossing Guard operations that take place on the west leg of the intersection;
 - (iii) Working under the principles of Vision Zero, staff are recommending permitting parking on both the north and south sides of Aberdeen Avenue between Queen Street and Dundurn Avenue; and,
 - (iv) That a flashing 40 km/h zone along Aberdeen Avenue from Queen Street to Longwood Road during school arrival and dismissal hours be implemented;
- (b) That the Outstanding Business List Item Full Review of Aberdeen Avenue from Queen Street to Longwood Road be removed from the Public Works Committee Outstanding Business List.

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SUBJECT: Update on Safety Measures on Aberdeen Avenue from Queen Street to Longwood Road (PW17021a) (Ward 1) – Page 2 of 7

EXECUTIVE SUMMARY

At the March 29, 2017 City Council meeting, staff were provided direction to implement a number of roadway safety measures in order to improve the overall pedestrian environment along Aberdeen Avenue and to undertake a review of traffic calming measures to monitor their effectiveness and determine any further action required.

Following Council approval, enhancements were completed along the corridor which included a new intersection pedestrian signal (IPS), parking modifications, pavement marking modifications and traffic signal phasing adjustments. Since these modifications were made, these improvements have increased the overall safety and operations for the various road-users, specifically pedestrians and motorists.

Since these modifications were made, staff has been monitoring operations along Aberdeen Avenue and have concluded that additional measures can be implemented to further enhance safety of road users and specifically enhance the pedestrian environment.

In summary, there are four action items recommended for implementation in 2019 and these recommended changes can be accommodated within the existing Transportation Operations & Maintenance budget.

Alternatives for Consideration – See Page 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The recommended changes can be accommodated within the existing Transportation Operations & Maintenance budget as follows:

Signal Modifications	Capital Signal Modernization Budget	*\$2,000
No Right Turn on Red	Operations Sign Budget	*\$500
Parking Regulation Changes	Operations Sign Budget	*\$600
Flashing 40 km/hr Zone	Engineering Priorities Acct# 55973	\$20,000

*estimated

Staffing: There are no staffing implications associated with this report.

Legal: Municipal by-law amendment will be required for Parking Operation, “No Right Turn on Red” modifications and for the implementation of flashing 40 km/h zones. The by-law will be submitted to a future Council meeting for approval once the design details are completed.

SUBJECT: Update on Safety Measures on Aberdeen Avenue from Queen Street to Longwood Road (PW17021a) (Ward 1) – Page 3 of 7

HISTORICAL BACKGROUND

At the March 20, 2017, Public Works Committee meeting, Report PW17021 Interim Safety Measures on Aberdeen Avenue from Queen Street to Longwood Road was approved:

- a) That an IPS be installed on Aberdeen Avenue at Cottage Street at a cost of approximately \$100,000, subject to funding being approved through the 2018 Capital Budget approval process.
- b) That the traffic calming measures proposed in Appendix A be approved for implementation in 2017, at a cost of approximately \$80,000, to be funded from the 2017 Ward 1 Area Rating funds, No. 4241509108;
- c) That a Pedestrian Crossover (Type D), be installed in 2017 at a cost of approximately \$10,000, at the southbound to westbound right turn channel at Queen Street and Aberdeen Avenue, and that the installation be funded through the Red-Light Camera Reserve No.112203.

These recommendations were amended at the March 29, 2017 Council meeting as follows:

- a) That an IPS be installed on Aberdeen Avenue at Cottage Street at a cost of approximately \$100,000, subject to funding being approved through the 2018 Capital Budget approval process;
- b) That the traffic calming measures proposed in Appendix “A” to Report PW17021a be approved for implementation in 2017, as amended, for the Aberdeen Avenue at Dundurn Street location by deleting “7 a.m. to 9 a.m.” and “This will allow vehicles to park in the area of Aberdeen Avenue throughout the day” under the Proposed Interim Improvement at a cost of approximately \$80,000, to be funded from the 2017 Ward 1 Area Rating funds, No. 4241509108;
- c) That a Pedestrian Crossover (Type D), be installed in 2017 at a cost of approximately \$10,000, at the southbound to westbound right turn channel at Queen Street and Aberdeen Avenue, and that the installation be funded through the Red-Light Camera Reserve No.112203;
- d) That staff be directed to conduct an eight-month review of the traffic calming measures, with a report back to the Public Works Committee.

The IPS was installed at the intersection of Cottage Street and Aberdeen Avenue and the parking modifications were implemented in the area of Dundurn Avenue.

SUBJECT: Update on Safety Measures on Aberdeen Avenue from Queen Street to Longwood Road (PW17021a) (Ward 1) – Page 4 of 7

Due to safety issues and insufficient sightlines for motorists, a Pedestrian Crossover (PXO) could not be installed at Aberdeen and Queen. As a result, modifications to narrow the width of the right turn channel to reduce travel speeds and to insure motorists were not passing transit vehicles was completed.

In addition, after a review of the collision history along Aberdeen staff implemented a southbound left-turn lane at Queen and Aberdeen. This was installed to improve lane continuity and the ability for southbound motorists to judge gaps in northbound traffic to complete their left turn safely.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

None

RELEVANT CONSULTATION

Public Works staff worked with the Kirkendale Neighbourhood Association to assist in addressing their concerns.

The Ward Councillor has been consultant and is in agreement with this report.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The new IPS at Aberdeen Avenue and Cottage Street was activated on September 19, 2018. The traffic signal operates in a pedestrian actuated mode. Observations indicate the traffic signal is being moderately used by the public and transit users and has provided a safe crossing location for pedestrians. No further changes are recommended at this location.

Parking restriction modifications on the north side of Aberdeen Avenue west of Dundurn Street were completed in July 2017. In addition to parking regulation changes, staff revisited the pavement markings leading to the intersection of Aberdeen Avenue and Dundurn Street to allow for exclusive eastbound and westbound left-turn lanes. In conjunction with the pavement marking changes, staff modified the traffic signal phasing to remove the three-phase signal operation to permit east/west and north/south movements to a standard operation. The signal timing and phasing changes at this intersection have also allowed staff to remove the need for pedestrian push-buttons at this location. The new phasing has reduced pedestrian wait times, increased pedestrian crossing time and has increased pedestrian safety.

A recent review of the five-year collision history at the intersection of Aberdeen Avenue and Dundurn Street has identified a vehicle/pedestrian conflict on the east crosswalk with southbound left turning vehicles. As a result, staff are recommending further signal timing

SUBJECT: Update on Safety Measures on Aberdeen Avenue from Queen Street to Longwood Road (PW17021a) (Ward 1) – Page 5 of 7

modifications to this intersection to implement a pedestrian lead phase for pedestrians crossing the east leg (north to south). By providing pedestrians an opportunity to begin their movement to cross the road before motorists can proceed will allow the pedestrian to be more visible to the motorists.

It is further proposed, that a “No Right Turn on Red” be installed during the morning hours to align with the school crossing guard operations that take place on the west leg of the intersection. Through observations completed by staff and in consultation with area residents and the Ward Councillor, it has been identified that vehicles are making turns during the school crossing hours and creating potential for an incident to occur. Adding this restriction during the school crossing hours reduces the potential for a serious incident to occur.

The installation of a PXO at the southbound to westbound right turn channel at Queen Street and Aberdeen Avenue was reviewed. Staff reviewed the location in detail and determined that due to insufficient sightlines for motorists, it could not be installed as it was not a suitable safe location. In lieu of the Pedestrian Crossover, the width of the right turn channel was narrowed to reduce travel speeds and to ensure motorists were not passing transit vehicles that were stopped for the loading and unloading of passengers. Observations have identified the modifications have provided for a shorter and safer crossing condition for pedestrians and a reduction in vehicle speeds.

In the spring of 2018, staff identified a collision pattern with the southbound approach of Queen Street at Aberdeen Avenue. As a result, a southbound left-turn lane was installed to improve lane continuity and the ability for southbound motorists to judge gaps in northbound traffic to complete their left turn safely. Since implementation, no collisions have occurred resulting in southbound left turning vehicles and have improved the overall operations of the intersection as sightlines have improved for motorists for all movements. Staff have conducted various observations along Aberdeen Avenue because of ongoing concerns being raised by area residents. As a result of observations, complaints and working under the principles of Vision Zero, staff are recommending the following additional changes to Aberdeen Avenue.

The Kirkendale Neighbourhood Association has identified the concerns of residents regarding narrow sidewalk and the lack of a buffer between pedestrians on the sidewalk and vehicles in the curb lanes. This issue is particularly concerning for parents who walk children to schools located in the nearby area. Staff has conducted a review of these concerns and concur with the issues raised, however the best opportunity to address these issues would be during future reconstruction of Aberdeen Avenue. It should be noted that additional lands might be required at that time.

Staff has reviewed the pedestrian collision history on Aberdeen Avenue between Longwood Road and Queen Street for the period of 2005 to 2018. Over this period of

SUBJECT: Update on Safety Measures on Aberdeen Avenue from Queen Street to Longwood Road (PW17021a) (Ward 1) – Page 6 of 7

time, there have been eighteen (18) pedestrian related collisions. As outlined in the Annual Collision Report, 90% of collisions that involve pedestrians result in injuries.

Working under the principles of Vision Zero, staff are recommending permitting parking on both the north and south sides of Aberdeen Avenue between Queen Street and Dundurn Avenue. Design details will need to be completed and it is recommended that these changes be implemented and monitored by staff to determine the impacts to Level of Service along the corridor. The changes proposed will provide a buffer between pedestrians and live traffic. These changes further support the principles of the Vision Zero Action Plan and the Hamilton Public Health's Safe Routes to School Program.

To further address the concerns raised with pedestrian safety and specifically school aged children that walk along or cross Aberdeen Avenue on their route to and from school, staff recommend the implementation of a flashing 40 km/h zone along Aberdeen Avenue from Queen Street to Longwood Road during school arrival and dismissal times.

ALTERNATIVES FOR CONSIDERATION

Public Works Committee has made significant investment into improving roadway safety and staff have aggressively pursued and implemented various programs to assist in reducing injury collisions throughout the City of Hamilton.

Committee could choose to remove part or all of the proposed changes and continue to operate the roadway as status-quo, however this would fail to meet the Council approved programs and policies of the Vision Zero Action Plan, the Hamilton Strategic Road Safety Program and the Transportation Master Plan.

A secondary option would be to implement the proposed changes for a dedicated period of time and request staff to evaluate the impact of the changes and report back to Committee.

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.

Healthy and Safe Communities

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

SUBJECT: Update on Safety Measures on Aberdeen Avenue from Queen Street to Longwood Road (PW17021a) (Ward 1) – Page 7 of 7

Built Environment and Infrastructure

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APPENDICES AND SCHEDULES ATTACHED

None



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 17, 2019
SUBJECT/REPORT NO:	Strategic Asset Management Policy (PW19053) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Erika Waite (905) 546-2424 Ext. 6397
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works Department
SIGNATURE:	

RECOMMENDATION(S)

That the Strategic Asset Management Policy be approved.

EXECUTIVE SUMMARY

The purpose of this report is to provide City Council with an overview of the new municipal infrastructure asset management legislative regime in Ontario, an update on the City of Hamilton asset management initiatives, and the recommended new Strategic Asset Management Policy.

The purpose of the recommended Policy is to affirm the City's approach to infrastructure asset management through clearly defined commitments and principles for decision-making (prescribed by legislation), and to align and integrate asset management into strategic planning processes.

Alternatives for Consideration – Page 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: There are no financial impacts associated with the proposed recommendation. When established and adhered to, the policy aids decision-makers in making sound and consistent municipal infrastructure decisions. The recommended

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SUBJECT: Strategic Asset Management Policy (PW19053) (City Wide)
Page 2 of 7

Policy does not bind the City to specific expenditures on prioritized assets/services – those are dynamic decisions - but instead sets a framework for consistent decision-making and planning, applicable to all those with authority to make asset management decisions.

It is reasonable to assume the ability to demonstrate the benefit of a project to the community through quantifiable metrics tied to legislative-based levels of service and costs will be a component of future provincial funding requests.

The policy being recommended in this report does not bind council to any level of service or budget. In future staff will return to committee to seek approval of the Asset Management Plan and it is through that process whereby Council will make specific commitments relative to service levels and by extension a range of budget commitments for each category of assets.

Staffing: No additional staffing is required as a result of the recommendations in this report.

Legal: Approval of the recommended Strategic Asset Management Policy allows the City of Hamilton to demonstrate conformance to Ontario Regulation 588/17: Asset Management Planning for Municipal Infrastructure, under the Infrastructure for Jobs and Prosperity Act, 2015. This regulation requires that “Every municipality shall prepare its first strategic asset management policy by July 1, 2019”.

HISTORICAL BACKGROUND

The City of Hamilton delivers public services that are critical to its citizens and these services rely on well-planned and well-maintained infrastructure. There is increased pressure on the ability of the City to ensure the long-term sustainability of its infrastructure. This is the case in all Ontario municipalities, and while many municipalities have asset management plans, significant differences exist, thus the province introduced an asset management regulation in December 2017.

A presentation was delivered on January 16th, 2017 to inform the Public Works Committee of the expected legislative requirements discussed herein. An Information Report PW18085 followed to reiterate the pending requirements.

The Asset Management Planning for Municipal Infrastructure Regulation 588/17, under the Infrastructure for Jobs and Prosperity Act, prescribes requirements for an Asset Management Policy in Sections 3 and 4. It requires that all municipalities have a comprehensive asset management plan (AMP) in place by July 1, 2024 for all

SUBJECT: Strategic Asset Management Policy (PW19053) (City Wide)
Page 3 of 7

infrastructure assets, to be phased in over 5 years, beginning with the preparation of a Strategic Asset Management Policy by July 1, 2019.

Key legislative deadlines for all Ontario municipalities are depicted below:

July 1, 2019	_____	Prepare and publish a strategic asset management policy.
July 1, 2021	_____	Develop enhanced AMPs that include the cost to maintain current service levels covering core infrastructure assets.
July 1, 2023	_____	Expand enhanced AMPs that include the cost to maintain current service levels covering all infrastructure assets.
July 1, 2024	_____	Expand AMPs to provide further details on all infrastructure assets, including proposed service levels and the revenue and expenditure plan to achieve the proposed service levels (if greater than current service levels).

The AMP is founded on the Policy framework, and is developed for the management of infrastructure assets with a view to operating, maintaining and renewing the assets which support the provision of services to the community while ensuring sound stewardship of public resources. The City of Hamilton Asset Management Plan was first established in 2014. No Asset Management Policy is in place at this time. Activities to update this AMP to the new legislated requirements are underway, while improving and enhancing the AMP to ensure it remains a robust system. The Regulation also mandates specific content of the AMP that is centered around developing a relationship between costs and service levels.

When done well, asset management planning is part of a strategic planning process that is integrated with budgeting processes and long-term financial planning. Good asset management planning helps municipalities make well-informed and evidence-based decisions about their infrastructure assets.

Asset Management is of the shared responsibility of engineering and financial experts to support enhanced infrastructure decision-making. The policy, and subsequent Asset Management Plan, should aim to eliminate or minimize silo effects in the exchange of information that typically exist within municipal administrations.

SUBJECT: Strategic Asset Management Policy (PW19053) (City Wide)
Page 4 of 7

The recommended Strategic Asset Management Policy applies to core infrastructure assets only at this time, which includes assets in water treatment and distribution, wastewater collection and treatment, stormwater management, roads, bridges and culverts. At a later date, the Policy will be updated to include all infrastructure assets, such as facilities and fleet, before the legislated deadline of July 1, 2023.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Approval of the recommended Strategic Asset Management Policy allows the City of Hamilton to demonstrate conformance to Ontario Regulation 588/17: Asset Management Planning for Municipal Infrastructure, under the Infrastructure for Jobs and Prosperity Act, 2015. This regulation requires that “Every municipality shall prepare its first strategic asset management policy by July 1, 2019”.

Launched in 2012, the Municipal Infrastructure Strategy required municipalities requesting provincial infrastructure funding to prioritize needs by showing how projects fit within an Asset Management Plan (AMP). The province requires any municipality seeking provincial capital funding to prepare a detailed AMP and show how its proposed project fits within its plan. Although not yet confirmed, some discussion is occurring about the new, more prescribed AMP regulation being tied to future provincial funding eligibility. The province is communicating to the public that the new regulation aims to bring greater consistency to municipal Asset Management Plans, and it is hypothesized that once the regulated deadlines have been reached, funding approvals will require municipalities to demonstrate compliance with O.Reg.588/17.

“The Ontario Community Infrastructure Fund is tripling to \$300 million per year by 2018/19 and focusing more on formula based funding. In addition, the federal government has made a renewed commitment to new infrastructure spending. Evidence-based planning is critical to ensuring these funds support the right investments at the right time.”

~Province of Ontario, ROMA Conference, January 2018

It is reasonable to assume the ability to demonstrate the benefit of a project to the community through quantifiable metrics tied to legislative-based levels of service and costs will be a component of future provincial funding requests.

RELEVANT CONSULTATION

A collaborative staff approach was used to create the recommended Policy so that it may become a key guidance document for infrastructure decisions. Discussions around culture in infrastructure planning and governance, scope, capitalization threshold, transparency, climate change, shared assets and commitments have been built into the

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policy to ensure it is a functional and effective foundational document that guides those with asset management authorities.

On January 15th, 2019 a workshop was held with GM BluePlan as the consulting firm engaged to assist City staff in drafting the Asset Management Policy, and in coordination with Engineering Services Asset Management and Financial Services staff. This workshop was conducted in alignment with City culture, commitments and plans, and to provide a long term financial analysis of the infrastructure needs to provide the City with the processes required to understand the revenue requirements to fund the infrastructure expenditure needs. This firm's staff provided input and guidance during the drafting of the new AMP regulation, through senior leadership positions and involvement in various federal, provincial and municipal associations and committees.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

Beyond compliance there are further benefits to the establishment of an Asset Management Policy and enhancement of the AMP for the City of Hamilton. Enhancements will provide opportunity to gain perspective on the current service levels being rendered to the community and identify the infrastructure needs to maintain current service levels or achieve proposed service levels. A sound policy along with an updated and robust AMP provides council and staff new tools and information to make better AM decisions, by offering:

- A clear depiction of 'what a dollar buys', especially related to present state of good repair, growth-related infrastructure or service improvements;
- A clear picture of projects that may be deferred due to a capital decision;
- A means towards major failure prevention, rather than reactive projects; and
- A shift towards rehabilitation and preventive maintenance, to help assets reach or exceed the expected asset life, rather than focusing on reconstruction.

Based on an approved Policy, the updated AMP will allow staff to continue with asset management initiatives, including updates to asset condition information, infrastructure lifecycle analysis, levels of service assessments, financial forecasting, and costs to achieve proposed target levels of service.

Similar initiatives in utilities and government observe ISO 55001, an international standard developed by ISO Committee with 31 participating organizations. This standard specifies the requirements for an integrated, effective management system for asset management. Ontario Regulation 588/17 does not mirror the ISO 55001 requirements; however some of the sound asset management concepts prescribed in the ISO standard have been incorporated into the proposed Policy in such areas as senior management involvement, commitment to continual improvement, consistency with other municipal strategic and planning documents, and communication with stakeholders and the public.

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Under the regulation the recommended Policy should be updated at least every five years, or sooner should adjustments be required.

ALTERNATIVES FOR CONSIDERATION

The alternatives are limited in this process as the Province has regulated the development of a Strategic Asset Management Policy. Committee can review, amend, edit and update the Policy once approved.

Committee could decline to approve this recommendation and the City would continue with its current methods of asset management. There is no direct connection to Provincial Infrastructure funding yet, however it is expected that future applications will require the submission of our Policy.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and 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.

Our People and Performance

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

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APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW19053 - Strategic Asset Management Policy

Appendix "B" to Report PW19053 - Ontario Regulation 588/17 made under the Infrastructure for Jobs and Prosperity Act, 2015; Asset Management Planning for Municipal Infrastructure

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STRATEGIC ASSET MANAGEMENT POLICY

(in accordance with the Infrastructure for Jobs and Prosperity Act)

PURPOSE	<p>Strategic municipal asset management involves the challenge of planning and investing in municipal infrastructure assets, while ensuring sound stewardship of public resources and delivering valued customer services.</p> <p>The purpose of this Asset Management Policy is to affirm the City of Hamilton commitments in asset management through defined principles and processes, and to align and integrate asset management into strategic planning processes.</p> <p>This policy will provide a foundation for a strategic Asset Management Plan (AMP). This will help identify and prioritize investments in existing and future infrastructure assets, as the City continues its efforts to maintain assets in a safe, efficient and effective manner, capable of supporting the quality of life desired in the community.</p> <p>Strategic Asset Management enables the City to purposefully plan for community sustainability and resilience by:</p> <ul style="list-style-type: none"> • Proactively managing assets throughout their life cycle to deliver services sustainably to the community now and into the future, • Prioritizing infrastructure decisions that balance costs, risks and services, • Delivering services more efficiently and effectively, • Ensuring long-term affordability of services, • Reducing deficits and debt, and • Attracting business and investment. <p>This Asset Management Policy conforms to prescribed requirements from Ontario Regulation 588/17 (O.Reg.588/17), as amended.</p>
POLICY STATEMENT	<p>Pursuant to O.Reg. 588/17, The City of Hamilton makes the following commitments regarding Asset Management Planning:</p> <ol style="list-style-type: none"> 1. The City is committed to offering opportunities for municipal residents and other interested parties to provide input into asset management planning. 2. The City is committed to coordinating asset management planning for infrastructure assets interrelated with neighbouring

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	<p>municipalities, or jointly-owned, including inter-connected drinking water distribution assets and road networks.</p> <p>3. As part of its asset management planning for municipal infrastructure, the City is committed to considering climate change. This includes the following:</p> <ol style="list-style-type: none"> a. Identifying the vulnerabilities of the City's existing and proposed infrastructure assets caused by climate change, and subsequent potential costs; b. Considering the means to address those vulnerabilities, related to operations, levels of service and lifecycle activities; c. Considering adaptation opportunities that may be undertaken to manage the vulnerabilities, d. Considering mitigation approaches to limit the magnitude or rate of long-term climate change (such as greenhouse gas emission reduction objectives), and e. Considering disaster planning and contingency funding.
SCOPE	<p>The scope of this policy applies to Core Municipal Infrastructure Assets owned by the City of Hamilton, as defined in O.Reg. 588/17, and as listed in Appendix 1.</p> <p>Core Municipal Infrastructure includes assets in the road right-of-way, bridges, culverts, drinking water treatment & distribution, wastewater treatment & collection, and storm water systems.</p>
PRINCIPLES	<p>The City will consider the following principles in decisions to invest, design, construct, acquire, operate, maintain, renew, replace or decommission infrastructure assets.</p>
Community Focus	<p>Infrastructure planning and investment should:</p> <ol style="list-style-type: none"> 1. Promote economic competitiveness, productivity, job creation and training opportunities. 2. Promote accessibility for persons with disabilities. 3. Promote community benefits, being the supplementary social and economic benefits arising from an infrastructure project that are intended to improve the community well-being (creating jobs, improving public space, for example).

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Prioritization	<p>4. Consider the needs of the public by being mindful of the local demographic and economic trends (seniors, commuters, tourists, etc.).</p> <p>5. Foster innovation by creating opportunities to make use of proven technologies, practices and services (especially those developed in Ontario).</p>
	<p>Infrastructure planning and investment should:</p> <p>6. Clearly identify and respect defined infrastructure priorities. A clearly defined hierarchy for infrastructure priorities is a critical foundation for an effective asset management plan, as priorities should inform investment decisions. Priorities will be further described in the AMP.</p> <p>7. Ensure the City continues to provide public services in the road right-of-way, bridges, culverts, drinking water treatment & distribution, wastewater treatment & collection, and storm water systems at defined levels of service.</p> <p>8. Take a long-term view in making asset decisions, especially considering the municipal life cycle of infrastructure assets from acquisition to disposal.</p> <p>9. Factor information with implications for infrastructure planning into infrastructure investment decisions.</p>
Health, Safety and the Environment	<p>Infrastructure planning and investment should:</p> <p>10. Ensure health & safety of workers involved in the construction and maintenance of assets is protected.</p> <p>11. Ensure infrastructure is designed to be resilient to the effects of climate change.</p> <p>12. Minimize the impact of infrastructure on the environment.</p> <p>13. Respect and help maintain ecological and bio-diversity.</p> <p>14. Endeavour to make use of acceptable recycled materials.</p>

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Transparency	<p>Infrastructure planning and investment should:</p> <p>15. Be made on information that is evidence based, and, subject to any restrictions or prohibitions, on the basis of information that is either publicly available or is made available to the public.</p> <p>16. In cases where the City becomes aware of information that has implications for City infrastructure planning, this should be shared with relevant public agencies that may be affected.</p>
Coordination	<p>Infrastructure planning and investment should:</p> <p>17. Align with all relevant City of Hamilton financial plans prepared in accordance with relevant financial budgeting legislation.</p> <p>18. Be mindful of and align with the other City policies, Strategic Plan, and other plans and strategies in effect. A description of connected plans is provided in further detail in the Asset Management Plan.</p>
DEFINITIONS	(As defined in O.Reg.588/17)
Asset	A resource with economic value that a municipality controls with the expectation that it will provide a future benefit. An asset is specifically defined as property, equipment, vehicles, tools or other resources with a purchase value at or above the Capital Asset Threshold.
Asset Management (AM)	The coordinated activity of an organization to realize value from assets.
Asset Management Plan (AMP)	A plan to be developed for the management of infrastructure assets, in compliance with the Strategic Asset Management Plan from O.Reg.588/17, that combines multi-disciplinary management techniques (including technical and financial) over the life cycle of the asset in the most cost effective manner to provide a specific level of service. The management of infrastructure assets includes investment, design, construction, acquisition, operation, maintenance, renewal, replacement and decommissioning of these assets.
Capital Asset Threshold	The threshold at or above which a resource is considered an asset, the value of a municipal infrastructure asset at or above which a municipality will capitalize the value of it and below which it will

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	<p>expense the value of it. For the City of Hamilton, the capital asset threshold is defined in the Capital Asset Policy. However, items below the defined threshold may be included into the Asset Management Plan, based on risk, under the authority of the relevant department Director.</p>
Core Municipal Infrastructure Asset	<p>Includes any municipal infrastructure asset that is a:</p> <ul style="list-style-type: none"> - water asset that relates to the collection, production, treatment, storage, supply or distribution of drinking water, - wastewater asset that relates to the collection, transmission, treatment or disposal of wastewater, including any wastewater asset that from time to time manages stormwater, - stormwater management asset that relates to the collection, transmission, treatment, retention, infiltration, control or disposal of stormwater, - road, or - bridge or culvert. <p>The City of Hamilton defines a 'road' asset as assets within the road right-of-way owned by the City, not including water, storm or sanitary.</p>
O. Reg. 588/17	<p>Under the Infrastructure for Jobs and Prosperity Act, 2015, principles are set out by the provincial government to regulate asset management planning for municipalities. On December 27, 2017, O. Reg. 588/17 was released which regulates asset management planning for municipal infrastructure.</p>
Public	<p>Residents and businesses in the City of Hamilton, stakeholders, or other interested parties.</p>
RESPONSIBILITIES	
Council and Committees of Council (herein called "Council")	<p>Responsible for approving the Asset Management Policy, Asset Management Plan, and approving budgetary decisions.</p> <p>Overall authority for policy approvals, and budgetary decisions as defined in the Municipal Act.</p> <p>Council has the authority to make asset management decisions related to investment, design, construction, acquisition, operation, maintenance, renewal, replacement and decommissioning of infrastructure assets.</p>

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City Manager	<p>Overall executive lead responsible for establishing and endorsing the Asset Management Policy and the Asset Management Plan.</p> <p>Authority to execute or delegate the duties defined above, and the authority to make asset management decisions related to investment, design, construction, acquisition, operation, maintenance, renewal, replacement and decommissioning of infrastructure assets.</p>
Senior Leadership Team	<p>Responsible for ensuring the Asset Management Policy is relevant, suitable, adequate, reviewed and updated as required.</p> <p>Responsible for communicating land-use or master plans, forecasts, policies and other planning or financial commitments related to municipal infrastructure assets.</p> <p>Also responsible for coordinating with the General Managers to align asset management planning with budgets, land-use or master plans, forecasts, policies and other planning or financial commitments.</p> <p>Authority to carry out these responsibilities.</p>
General Manager Public Works	<p>Responsible for, and assigned the authority for, making asset recommendations related to assigned portfolios, in adherence with this policy.</p> <p>Authority to make asset management decisions related to investment, design, construction, acquisition, operation, maintenance, renewal, replacement and decommissioning of infrastructure assets.</p>
General Manager Finance & Corporate Services	<p>Responsible for communicating financial plans, forecasts and other financial commitments related to municipal infrastructure assets to the Senior Leadership Team.</p>
OTHER PROVISIONS	
Plans, Budgets and Forecasts	<p>This Policy and future AMP are only effective when fully aligned with City budgeting and forecasting activities. A process will be developed within the AMP to coordinate asset management decisions when developing municipal capital and operating budgets, and long-term forecasting related to infrastructure assets.</p>

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	<p>This will include special consideration to align to the City of Hamilton Water Service Area Financial Plan, Development Charge Bylaw and Master Plans.</p>
	<p>Continual Improvement</p> <p>Asset management planning will be continually improved by considering emerging practices and principles in asset management planning.</p> <p>Opportunities for improvement will be also be determined through monitoring asset performance, and outcomes of asset decisions. Of particular importance are asset-related emergency situations, when seeking means to improve the City's asset management practices.</p>
	<p>Land-Use Planning Framework</p> <p>A process will be developed and captured in the AMP to align asset management planning with land-use planning, including the City of Hamilton Official Plan, Development Charge By-Laws and other related master plans as they may be applicable.</p>
	<p>Risk Management</p> <p>Climate change introduces risk and vulnerabilities for core municipal infrastructure assets. In order to fulfil climate change commitments in this Policy and stay aware of these risks and vulnerabilities, the Risk Assessment process will be developed through the AMP.</p> <p>Also, as noted in Definitions, items below the capital asset threshold may be included in the scope of asset management planning. That is, occasionally an item's value may be less than the defined capital asset threshold, but it has a functional value that introduces risk should the item's inventory, availability, condition or forecast not be considered and planned for. In that case, this item may be added using the Risk Assessment process that will be developed.</p> <p>Infrastructure priorities are inherently identified by consideration of risk. This process will be formalized as the AMP is developed, along with an overview of the risks associated with the strategy (i.e. ways the plan could fail to generate the expected service levels) and any actions that will be taken in response.</p>
	<p>Stakeholder Consultation</p> <p>Stakeholder involvement is a commitment in this Policy, and an important factor of a successful and relevant AMP. It is imperative that opportunities to provide input are consistently offered to residents and interested parties.</p> <p>Consultation and communication processes are in place, and will be described in the AMP.</p>

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Availability and Update	<p>This policy is posted on the City website and provided to anyone who requests it.</p> <p>It is reviewed and updated as required, no more than 5 years from the last revision date posted.</p>
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APPENDIX 1

Assets included in scope:

Asset Category	Example
Drinking water distribution	Pumps, Motors, Starters, Gates, Transmission Mains, Distribution Mains, Water Valves, Water Quality Analyzers, Chemical Supply Systems, SCADA, Storage Reservoirs & Elevated Tanks, Generators, MCCs, Transformers, VFDs
Drinking water treatment	Pumps, Motors, Starters, Gates, Trash Screens, Mixers, Valves, Filters, UV Units, Tanks (Settling & Storage), Chemical Supply Systems, SCADA, Generators, MCCs, Transformers, VFDs
Sanitary wastewater collection	Maintenance Access Chambers, Pumps, Motors, Starters, Gates, Force Mains, Sewer Pipes, Weirs, SCADA, CSO Tanks, Generators, MCCs, Transformers, VFDs
Sanitary wastewater treatment	Pumps, Motors, Starters, Bar Screens, Chemical Supply Systems, Tanks, Flights, Chains, Blowers, Filter Presses, Centrifuges, Mixers, Filters, SCADA, Generators, MCCs, Transformers, VFDs
Roads (including right-of-way)	All road elements that comprise a municipal highway, including surface asphalts or other treatments, base materials, curbs, walks and shoulders, boulevards, control systems, street lighting, signs, for all road classes or highway
Bridges	Structures which provide a roadway or walkway for the passage of vehicles, pedestrians or cyclists across an obstruction, gap or facility, including precast concrete cross culverts, steel road bridges

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Culverts	Large diameter corrugated steel culvert
Storm water system	Pumps, Motors, Starters, Flood Gates, Storm Sewer Pipes, Catch Basins, Storm Ponds, Tanks, SCADA, Generators, MCCs, Transformers, VFDs

Français

ONTARIO REGULATION 588/17
made under the
INFRASTRUCTURE FOR JOBS AND PROSPERITY ACT, 2015

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ASSET MANAGEMENT PLANNING FOR MUNICIPAL INFRASTRUCTURE

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INTERPRETATION AND APPLICATION

Definitions

1. (1) In this Regulation,

“asset category” means a category of municipal infrastructure assets that is,

- (a) an aggregate of assets described in each of clauses (a) to (e) of the definition of core municipal infrastructure asset, or
- (b) composed of any other aggregate of municipal infrastructure assets that provide the same type of service; (“catégorie de biens”)

“core municipal infrastructure asset” means any municipal infrastructure asset that is a,

- (a) water asset that relates to the collection, production, treatment, storage, supply or distribution of water,
- (b) wastewater asset that relates to the collection, transmission, treatment or disposal of wastewater, including any wastewater asset that from time to time manages stormwater,
- (c) stormwater management asset that relates to the collection, transmission, treatment, retention, infiltration, control or disposal of stormwater,
- (d) road, or
- (e) bridge or culvert; (“bien d’infrastructure municipale essentiel”)

“ecological functions” has the same meaning as in Ontario Regulation 140/02 (Oak Ridges Moraine Conservation Plan) made under the *Oak Ridges Moraine Conservation Act, 2001*; (“fonctions écologiques”)

“green infrastructure asset” means an infrastructure asset consisting of natural or human-made elements that provide ecological and hydrological functions and processes and includes natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces and green roofs; (“bien d’infrastructure verte”)

“hydrological functions” has the same meaning as in Ontario Regulation 140/02; (“fonctions hydrologiques”)

“joint municipal water board” means a joint board established in accordance with a transfer order made under the *Municipal Water and Sewage Transfer Act, 1997*; (“conseil mixte de gestion municipale des eaux”)

“lifecycle activities” means activities undertaken with respect to a municipal infrastructure asset over its service life, including constructing, maintaining, renewing, operating and decommissioning, and all engineering and design work associated with those activities; (“activités relatives au cycle de vie”)

“municipal infrastructure asset” means an infrastructure asset, including a green infrastructure asset, directly owned by a municipality or included on the consolidated financial statements of a municipality, but does not include an infrastructure asset that is managed by a joint municipal water board; (“bien d’infrastructure municipale”)

“municipality” has the same meaning as in the *Municipal Act, 2001*; (“municipalité”)

“operating costs” means the aggregate of costs, including energy costs, of operating a municipal infrastructure asset over its service life; (“frais d’exploitation”)

“service life” means the total period during which a municipal infrastructure asset is in use or is available to be used; (“durée de vie”)

“significant operating costs” means, where the operating costs with respect to all municipal infrastructure assets within an asset category are in excess of a threshold amount set by the municipality, the total amount of those operating costs. (“frais d’exploitation importants”)

(2) In Tables 1 and 2,

“connection-days” means the number of properties connected to a municipal system that are affected by a service issue, multiplied by the number of days on which those properties are affected by the service issue. (“jours-branchements”)

(3) In Table 4,

“arterial roads” means Class 1 and Class 2 highways as determined under the Table to section 1 of Ontario Regulation 239/02 (Minimum Maintenance Standards for Municipal Highways) made under the *Municipal Act, 2001*; (“artères”)

“collector roads” means Class 3 and Class 4 highways as determined under the Table to section 1 of Ontario Regulation 239/02; (“routes collectrices”)

“lane-kilometre” means a kilometre-long segment of roadway that is a single lane in width; (“kilomètre de voie”)

“local roads” means Class 5 and Class 6 highways as determined under the Table to section 1 of Ontario Regulation 239/02. (“routes locales”)

(4) In Table 5,

“Ontario Structure Inspection Manual” means the Ontario Structure Inspection Manual (OSIM), published by the Ministry of Transportation and dated October 2000 (revised November 2003 and April 2008) and available on a Government of Ontario website; (“manuel d’inspection des structures de l’Ontario”)

“structural culvert” has the meaning set out for “culvert (structural)” in the Ontario Structure Inspection Manual. (“ponceau structurel”)

Application

2. For the purposes of section 6 of the Act, every municipality is prescribed as a broader public sector entity to which that section applies.

STRATEGIC ASSET MANAGEMENT POLICIES

Strategic asset management policy

3. (1) Every municipality shall prepare a strategic asset management policy that includes the following:

1. Any of the municipality’s goals, policies or plans that are supported by its asset management plan.
2. The process by which the asset management plan is to be considered in the development of the municipality’s budget or of any long-term financial plans of the municipality that take into account municipal infrastructure assets.

3. The municipality's approach to continuous improvement and adoption of appropriate practices regarding asset management planning.
4. The principles to be followed by the municipality in its asset management planning, which must include the principles set out in section 3 of the Act.
5. The municipality's commitment to consider, as part of its asset management planning,
 - i. the actions that may be required to address the vulnerabilities that may be caused by climate change to the municipality's infrastructure assets, in respect of such matters as,
 - A. operations, such as increased maintenance schedules,
 - B. levels of service, and
 - C. lifecycle management,
 - ii. the anticipated costs that could arise from the vulnerabilities described in subparagraph i,
 - iii. adaptation opportunities that may be undertaken to manage the vulnerabilities described in subparagraph i,
 - iv. mitigation approaches to climate change, such as greenhouse gas emission reduction goals and targets, and
 - v. disaster planning and contingency funding.
6. A process to ensure that the municipality's asset management planning is aligned with any of the following financial plans:
 - i. Financial plans related to the municipality's water assets including any financial plans prepared under the *Safe Drinking Water Act, 2002*.
 - ii. Financial plans related to the municipality's wastewater assets.
7. A process to ensure that the municipality's asset management planning is aligned with Ontario's land-use planning framework, including any relevant policy statements issued under subsection 3 (1) of the *Planning Act*, any provincial plans as defined in the *Planning Act* and the municipality's official plan.
8. An explanation of the capitalization thresholds used to determine which assets are to be included in the municipality's asset management plan and how the thresholds compare to those in the municipality's tangible capital asset policy, if it has one.
9. The municipality's commitment to coordinate planning for asset management, where municipal infrastructure assets connect or are interrelated with those of its upper-tier municipality, neighbouring municipalities or jointly-owned municipal bodies.
10. The persons responsible for the municipality's asset management planning, including the executive lead.
11. An explanation of the municipal council's involvement in the municipality's asset management planning.
12. The municipality's commitment to provide opportunities for municipal residents and other interested parties to provide input into the municipality's asset management planning.

(2) For the purposes of this section,

"capitalization threshold" is the value of a municipal infrastructure asset at or above which a municipality will capitalize the value of it and below which it will expense the value of it. ("seuil de capitalisation")

Update of asset management policy

4. Every municipality shall prepare its first strategic asset management policy by July 1, 2019 and shall review and, if necessary, update it at least every five years.

ASSET MANAGEMENT PLANS

Asset management plans, current levels of service

5. (1) Every municipality shall prepare an asset management plan in respect of its core municipal infrastructure assets by July 1, 2021, and in respect of all of its other municipal infrastructure assets by July 1, 2023.

(2) A municipality's asset management plan must include the following:

1. For each asset category, the current levels of service being provided, determined in accordance with the following qualitative descriptions and technical metrics and based on data from at most the two calendar years prior to the year in which all information required under this section is included in the asset management plan:

- i. With respect to core municipal infrastructure assets, the qualitative descriptions set out in Column 2 and the technical metrics set out in Column 3 of Table 1, 2, 3, 4 or 5, as the case may be.
 - ii. With respect to all other municipal infrastructure assets, the qualitative descriptions and technical metrics established by the municipality.
2. The current performance of each asset category, determined in accordance with the performance measures established by the municipality, such as those that would measure energy usage and operating efficiency, and based on data from at most two calendar years prior to the year in which all information required under this section is included in the asset management plan.
3. For each asset category,
 - i. a summary of the assets in the category,
 - ii. the replacement cost of the assets in the category,
 - iii. the average age of the assets in the category, determined by assessing the average age of the components of the assets,
 - iv. the information available on the condition of the assets in the category, and
 - v. a description of the municipality's approach to assessing the condition of the assets in the category, based on recognized and generally accepted good engineering practices where appropriate.
4. For each asset category, the lifecycle activities that would need to be undertaken to maintain the current levels of service as described in paragraph 1 for each of the 10 years following the year for which the current levels of service under paragraph 1 are determined and the costs of providing those activities based on an assessment of the following:
 - i. The full lifecycle of the assets.
 - ii. The options for which lifecycle activities could potentially be undertaken to maintain the current levels of service.
 - iii. The risks associated with the options referred to in subparagraph ii.
 - iv. The lifecycle activities referred to in subparagraph ii that can be undertaken for the lowest cost to maintain the current levels of service.
5. For municipalities with a population of less than 25,000, as reported by Statistics Canada in the most recent official census, the following:
 - i. A description of assumptions regarding future changes in population or economic activity.
 - ii. How the assumptions referred to in subparagraph i relate to the information required by paragraph 4.
6. For municipalities with a population of 25,000 or more, as reported by Statistics Canada in the most recent official census, the following:
 - i. With respect to municipalities in the Greater Golden Horseshoe growth plan area, if the population and employment forecasts for the municipality are set out in Schedule 3 or 7 to the 2017 Growth Plan, those forecasts.
 - ii. With respect to lower-tier municipalities in the Greater Golden Horseshoe growth plan area, if the population and employment forecasts for the municipality are not set out in Schedule 7 to the 2017 Growth Plan, the portion of the forecasts allocated to the lower-tier municipality in the official plan of the upper-tier municipality of which it is a part.
 - iii. With respect to upper-tier municipalities or single-tier municipalities outside of the Greater Golden Horseshoe growth plan area, the population and employment forecasts for the municipality that are set out in its official plan.
 - iv. With respect to lower-tier municipalities outside of the Greater Golden Horseshoe growth plan area, the population and employment forecasts for the lower-tier municipality that are set out in the official plan of the upper-tier municipality of which it is a part.
 - v. If, with respect to any municipality referred to in subparagraph iii or iv, the population and employment forecasts for the municipality cannot be determined as set out in those subparagraphs, a description of assumptions regarding future changes in population or economic activity.
 - vi. For each of the 10 years following the year for which the current levels of service under paragraph 1 are determined, the estimated capital expenditures and significant operating costs related to the lifecycle activities required to maintain the current levels of service in order to accommodate projected increases in demand caused

by growth, including estimated capital expenditures and significant operating costs related to new construction or to upgrading of existing municipal infrastructure assets.

(3) Every asset management plan must indicate how all background information and reports upon which the information required by paragraph 3 of subsection (2) is based will be made available to the public.

(4) In this section,

“2017 Growth Plan” means the Growth Plan for the Greater Golden Horseshoe, 2017 that was approved under subsection 7 (6) of the *Places to Grow Act, 2005* on May 16, 2017 and came into effect on July 1, 2017; (“Plan de croissance de 2017”)

“Greater Golden Horseshoe growth plan area” means the area designated by section 2 of Ontario Regulation 416/05 (Growth Plan Areas) made under the *Places to Grow Act, 2005*. (“zone de croissance planifiée de la région élargie du Golden Horseshoe”)

Asset management plans, proposed levels of service

6. (1) Subject to subsection (2), by July 1, 2024, every asset management plan prepared under section 5 must include the following additional information:

1. For each asset category, the levels of service that the municipality proposes to provide for each of the 10 years following the year in which all information required under section 5 and this section is included in the asset management plan, determined in accordance with the following qualitative descriptions and technical metrics:
 - i. With respect to core municipal infrastructure assets, the qualitative descriptions set out in Column 2 and the technical metrics set out in Column 3 of Table 1, 2, 3, 4 or 5, as the case may be.
 - ii. With respect to all other municipal infrastructure assets, the qualitative descriptions and technical metrics established by the municipality.
2. An explanation of why the proposed levels of service under paragraph 1 are appropriate for the municipality, based on an assessment of the following:
 - i. The options for the proposed levels of service and the risks associated with those options to the long term sustainability of the municipality.
 - ii. How the proposed levels of service differ from the current levels of service set out under paragraph 1 of subsection 5 (2).
 - iii. Whether the proposed levels of service are achievable.
 - iv. The municipality’s ability to afford the proposed levels of service.
3. The proposed performance of each asset category for each year of the 10-year period referred to in paragraph 1, determined in accordance with the performance measures established by the municipality, such as those that would measure energy usage and operating efficiency.
4. A lifecycle management and financial strategy that sets out the following information with respect to the assets in each asset category for the 10-year period referred to in paragraph 1:
 - i. An identification of the lifecycle activities that would need to be undertaken to provide the proposed levels of service described in paragraph 1, based on an assessment of the following:
 - A. The full lifecycle of the assets.
 - B. The options for which lifecycle activities could potentially be undertaken to achieve the proposed levels of service.
 - C. The risks associated with the options referred to in sub-subparagraph B.
 - D. The lifecycle activities referred to in sub-subparagraph B that can be undertaken for the lowest cost to achieve the proposed levels of service.
 - ii. An estimate of the annual costs for each of the 10 years of undertaking the lifecycle activities identified in subparagraph i, separated into capital expenditures and significant operating costs.
 - iii. An identification of the annual funding projected to be available to undertake lifecycle activities and an explanation of the options examined by the municipality to maximize the funding projected to be available.
 - iv. If, based on the funding projected to be available, the municipality identifies a funding shortfall for the lifecycle activities identified in subparagraph i,

- A. an identification of the lifecycle activities, whether set out in subparagraph i or otherwise, that the municipality will undertake, and
 - B. if applicable, an explanation of how the municipality will manage the risks associated with not undertaking any of the lifecycle activities identified in subparagraph i.
5. For municipalities with a population of less than 25,000, as reported by Statistics Canada in the most recent official census, a discussion of how the assumptions regarding future changes in population and economic activity, set out in subparagraph 5 i of subsection 5 (2), informed the preparation of the lifecycle management and financial strategy referred to in paragraph 4 of this subsection.
 6. For municipalities with a population of 25,000 or more, as reported by Statistics Canada in the most recent official census,
 - i. the estimated capital expenditures and significant operating costs to achieve the proposed levels of service as described in paragraph 1 in order to accommodate projected increases in demand caused by population and employment growth, as set out in the forecasts or assumptions referred to in paragraph 6 of subsection 5 (2), including estimated capital expenditures and significant operating costs related to new construction or to upgrading of existing municipal infrastructure assets,
 - ii. the funding projected to be available, by source, as a result of increased population and economic activity, and
 - iii. an overview of the risks associated with implementation of the asset management plan and any actions that would be proposed in response to those risks.
 7. An explanation of any other key assumptions underlying the plan that have not previously been explained.

(2) With respect to an asset management plan prepared under section 5 on or before July 1, 2021, if the additional information required under this section is not included before July 1, 2023, the municipality shall, before including the additional information, update the current levels of service set out under paragraph 1 of subsection 5 (2) and the current performance measures set out under paragraph 2 of subsection 5 (2) based on data from the two most recent calendar years.

Update of asset management plans

7. (1) Every municipality shall review and update its asset management plan at least five years after the year in which the plan is completed under section 6 and at least every five years thereafter.

(2) The updated asset management plan must comply with the requirements set out under paragraphs 1, 2 and 3 and subparagraphs 5 i and 6 i, ii, iii, iv and v of subsection 5 (2), subsection 5 (3) and paragraphs 1 to 7 of subsection 6 (1).

Endorsement and approval required

8. Every asset management plan prepared under section 5 or 6, or updated under section 7, must be,

- (a) endorsed by the executive lead of the municipality; and
- (b) approved by a resolution passed by the municipal council.

Annual review of asset management planning progress

9. (1) Every municipal council shall conduct an annual review of its asset management progress on or before July 1 in each year, starting the year after the municipality's asset management plan is completed under section 6.

- (2) The annual review must address,
 - (a) the municipality's progress in implementing its asset management plan;
 - (b) any factors impeding the municipality's ability to implement its asset management plan; and
 - (c) a strategy to address the factors described in clause (b).

Public availability

10. Every municipality shall post its current strategic asset management policy and asset management plan on a website that is available to the public, and shall provide a copy of the policy and plan to any person who requests it.

TABLE 1
WATER ASSETS

Column 1 Service attribute	Column 2 Community levels of service (qualitative descriptions)	Column 3 Technical levels of service (technical metrics)
Scope	1. Description, which may include maps, of the user groups or areas of the municipality that are connected to the municipal water system.	1. Percentage of properties connected to the municipal water system. 2. Percentage of properties where fire flow is

	2. Description, which may include maps, of the user groups or areas of the municipality that have fire flow.	available.
Reliability	Description of boil water advisories and service interruptions.	<ol style="list-style-type: none"> 1. The number of connection-days per year where a boil water advisory notice is in place compared to the total number of properties connected to the municipal water system. 2. The number of connection-days per year due to water main breaks compared to the total number of properties connected to the municipal water system.

TABLE 2
WASTEWATER ASSETS

Column 1 Service attribute	Column 2 Community levels of service (qualitative descriptions)	Column 3 Technical levels of service (technical metrics)
Scope	Description, which may include maps, of the user groups or areas of the municipality that are connected to the municipal wastewater system.	Percentage of properties connected to the municipal wastewater system.
Reliability	<ol style="list-style-type: none"> 1. Description of how combined sewers in the municipal wastewater system are designed with overflow structures in place which allow overflow during storm events to prevent backups into homes. 2. Description of the frequency and volume of overflows in combined sewers in the municipal wastewater system that occur in habitable areas or beaches. 3. Description of how stormwater can get into sanitary sewers in the municipal wastewater system, causing sewage to overflow into streets or backup into homes. 4. Description of how sanitary sewers in the municipal wastewater system are designed to be resilient to avoid events described in paragraph 3. 5. Description of the effluent that is discharged from sewage treatment plants in the municipal wastewater system. 	<ol style="list-style-type: none"> 1. The number of events per year where combined sewer flow in the municipal wastewater system exceeds system capacity compared to the total number of properties connected to the municipal wastewater system. 2. The number of connection-days per year due to wastewater backups compared to the total number of properties connected to the municipal wastewater system. 3. The number of effluent violations per year due to wastewater discharge compared to the total number of properties connected to the municipal wastewater system.

TABLE 3
STORMWATER MANAGEMENT ASSETS

Column 1 Service attribute	Column 2 Community levels of service (qualitative descriptions)	Column 3 Technical levels of service (technical metrics)
Scope	Description, which may include maps, of the user groups or areas of the municipality that are protected from flooding, including the extent of the protection provided by the municipal stormwater management system.	<ol style="list-style-type: none"> 1. Percentage of properties in municipality resilient to a 100-year storm. 2. Percentage of the municipal stormwater management system resilient to a 5-year storm.

TABLE 4
ROADS

Column 1 Service attribute	Column 2 Community levels of service (qualitative descriptions)	Column 3 Technical levels of service (technical metrics)
Scope	Description, which may include maps, of the road network in the municipality and its level of connectivity.	Number of lane-kilometres of each of arterial roads, collector roads and local roads as a proportion of square kilometres of land area of the municipality.
Quality	Description or images that illustrate the different levels of road class pavement condition.	<ol style="list-style-type: none"> 1. For paved roads in the municipality, the average pavement condition index value. 2. For unpaved roads in the municipality, the average surface condition (e.g. excellent, good, fair or poor).

TABLE 5
BRIDGES AND CULVERTS

Column 1 Service attribute	Column 2 Community levels of service (qualitative descriptions)	Column 3 Technical levels of service (technical metrics)
Scope	Description of the traffic that is supported by municipal bridges (e.g., heavy transport vehicles, motor vehicles, emergency vehicles, pedestrians, cyclists).	Percentage of bridges in the municipality with loading or dimensional restrictions.
Quality	<ol style="list-style-type: none"> 1. Description or images of the condition of bridges and how this would affect use of the bridges. 2. Description or images of the condition of culverts and how this would affect use of the culverts. 	<ol style="list-style-type: none"> 1. For bridges in the municipality, the average bridge condition index value. 2. For structural culverts in the municipality, the average bridge condition index value.

COMMENCEMENT

Commencement

11. This Regulation comes into force on the later of January 1, 2018 and the day it is filed.

Français

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CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 17, 2019
SUBJECT/REPORT NO:	Red Light Camera Program – New Sites for 2019 (PW19055) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Robert Decleir (905) 546-2424 Ext. 4391
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATION

That the following locations be approved for the installation of red light cameras in 2019:

- (a) Catharine Street at King Street – Westbound (Ward 2);
- (b) Main Street at Queen Street – Eastbound (Wards 1/2);
- (c) Charlton Avenue at Queen Street – Southbound (Wards 1/2);
- (d) Barton Street at Ottawa Street – Westbound (Wards 3/4); and
- (e) Governors Road/Dundas Street at Main Street – Southbound (Ward 13).

EXECUTIVE SUMMARY

The City of Hamilton has been operating a Red Light Camera (RLC) program since November 2000 as part of a municipal partnership. The intent of the program is to improve road safety by reducing right-angle collisions at traffic signals, which are typically caused by drivers failing to obey the red traffic signal.

On October 28, 2015 Council approved the extension of the RLC program for the period 2017-2021. The contract with Traffipax LLC for this period includes the costs to expand the number of sites over the five (5) years with five (5) new sites to be added each year.

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**SUBJECT: Red Light Camera Program – New Sites for 2019 (PW19055)
(City Wide) – Page 2 of 5**

Camera site selection is based on an analysis of right angle collisions at all traffic signals over a ten-year period. Those locations which have a high number of right angle collisions are then evaluated to determine their suitability for a camera. Restricted sightlines, curvature of the road, maintenance hole covers in the asphalt, driveways, pavement structure and narrow right of ways may preclude the installation of a camera despite a prevalent collision pattern.

Based on this site selection process, staff are recommending that the five (5) sites be installed in 2019.

Alternatives for Consideration – See Page 4

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: All recommendations in this report can be achieved without impact on the municipal tax levy. It is difficult to precisely estimate the number of violations and expected revenue that will occur in future years. The City's program is intended as a safety initiative and the revenues are intended to be utilized to make Safety Improvements as identified through the Hamilton Strategic Road Safety Program.

The following are the typical average annual costs per red light camera site:

- Maintenance and operation of the camera equipment by a contractor approximately \$28,000;
- Processing violations which is done on our behalf by the City of Toronto approximately \$7,000;
- Licence plate information from the Ministry of Transportation of Ontario approximately \$1,000; and
- Provincial Offences Court administrative costs in Hamilton approximately \$51,000.

Staffing: The RLC Program is managed by the Transportation Operations & Maintenance Division in the Public Works Department. No additional staff will be required to operate the new sites.

The Provincial Offences Administration (POA) section in Corporate Services currently recovers court administration and prosecution staff costs from the Red Light Camera Program, totalling \$1,275,500. The installation of five (5) new cameras in 2019 will not impact this POA cost recovery as staffing levels will remain unchanged in Corporate Services. However, the planned expansion of the Red Light Camera Program for 2020 and beyond may result

**SUBJECT: Red Light Camera Program – New Sites for 2019 (PW19055)
(City Wide) – Page 3 of 5**

in an FTE pressure to POA and Legal which would require the submission of a Business Case to Council as part of the Operating Tax Budget process.

Legal: There are no legal implications related to this report.

HISTORICAL BACKGROUND

The City of Hamilton has been operating red light cameras since November 2000 as part of a municipal partnership. The program currently operates 29 camera sites, attached to Report PW19055 as Appendix “A”, which are all operating full time.

Council approval and contracts are in place to continue the program until the end of 2021. The current Contracts allows for 25 new sites to be added over the five (5) years with five (5) new sites added each year. The contractor assumes all costs to install the camera site and relies on a lengthy period of operation to amortize their capital costs.

Camera site selection is based on an analysis of right angle collisions at all traffic signals over a ten-year period. Locations are then ranked by the number of right angle collisions by direction. Those locations which have a high number of collisions are then evaluated to determine their suitability for a camera. Restricted sightlines, curvature of the road, maintenance hole covers in the asphalt, driveways, pavement structure and narrow right of ways may preclude the installation of a camera despite a prevalent collision pattern.

Based on this site selection process, the following are the top ten (10) locations identified and listed in order of priority:

- 1) Catharine Street at King Street – Westbound (Ward 2)
- 2) Main Street at Queen Street – Eastbound (Wards 1 and 2)
- 3) Charlton Avenue at Queen Street – Southbound (Wards 1 and 2)
- 4) Barton Street at Ottawa Street – Westbound (Wards 3 and 4)
- 5) Governors Road/Dundas Street at Main Street – Southbound (Ward 13)
- 6) Sanford Avenue at Wilson Street – Northbound (Ward 3)
- 7) Centennial Parkway at South Service Road – Northbound (Ward 5)
- 8) Kenilworth Avenue at Main Street – Northbound (Ward 4)
- 9) James Street at Main Street – Eastbound (Ward 2)
- 10) Hunter Street at John Street – Westbound (Ward 2)

Staff recommends the top five (5) sites, listed above, be installed in 2019.

**SUBJECT: Red Light Camera Program – New Sites for 2019 (PW19055)
(City Wide) – Page 4 of 5**

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

There are no implications to current policies or changes to current legislation required to add red light camera sites in the City of Hamilton.

RELEVANT CONSULTATION

Under the current program, there were approximately 18,968 red light camera charges filed in 2018 in Hamilton under the Provincial Offences Act. From these filings, the defendant can choose to pay the fine, request an Early Resolution Meeting with a prosecutor and/or request a trial. It is also important to note that charges filed in the calendar year may not be dealt with in the court process until sometime thereafter. With the increase of 25 additional red light cameras by 2022, there is a potential for an estimated increase of approximately 19,150 additional charges filed annually once all the cameras have been installed. This 135% increase will strain the available staffing resources needed to administer red light camera charges.

The Corporate Services Department has advised that no additional staffing or increase in the POA cost recovery will be required as a result of the recommended five (5) new cameras in 2019.

Transportation Operations & Maintenance staff have also consulted with the City of Toronto and they have confirmed that they can process the images from the five (5) additional red light camera sites in Hamilton.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The program has been self-sufficient, and the Red Light Camera Reserve is intended to fund traffic safety improvements throughout the City of Hamilton. These improvements are implemented through the Hamilton Strategic Road Safety Program. There is currently Council approval and contracts in place to continue the RLC Program until the end of 2021.

The recommendation to add five (5) new sites will increase the program to a total of 34 locations.

ALTERNATIVES FOR CONSIDERATION

One alternative would be for Council to recommend five (5) other sites identified in this report or five other sites not identified in this report. The process to choose candidate sites is lengthy and involves collision analysis and a thorough evaluation of the conditions at each proposed site to determine if installation is technically possible. The list of five (5) recommended sites is the result of that process.

**SUBJECT: Red Light Camera Program – New Sites for 2019 (PW19055)
(City Wide) – Page 5 of 5**

Another alternative would be to do nothing however this alternative would fail to meet the vision of the Hamilton Strategic Road Safety Program and the City of Hamilton Strategic Priorities.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and 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.

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” to Report PW19055 – 2019 Red Light Camera Current Locations

2019 – List of Red Light Cameras currently in operation:

- Dundurn Street at King Street – Westbound (Ward 1)
- Dundurn Street at Main Street – Eastbound (Ward 1)
- Longwood Road at Main Street – Westbound (Ward 1)
- King Street at Macklin Street – Westbound (Ward 1)
- Bay Street at Main Street – Eastbound (Ward 2)
- Bay Street at Main Street – Northbound (Ward 2)
- Cannon Street at Hess Street – Westbound (Ward 2)
- Cannon Street at James Street – Westbound (Ward 2)
- Charlton Street at John Street – Southbound (Ward 2)
- Hess Street at York Boulevard – Eastbound (Ward 2)
- Main Street at Wellington Street – Southbound (Ward 3)
- Burlington Street at Gage Avenue – Eastbound (Ward 3)
- Main Street at Sanford Avenue – Eastbound (Ward 3)
- Wentworth Street at Wilson Street – Southbound (Ward 3)
- Kenilworth Avenue at Cannon Street – Southbound (Ward 4)
- King Street at Lawrence Road/RHVP – Eastbound (Wards 4 and 5)
- Fennell Avenue at Upper Gage Avenue– Westbound (Wards 6 and 7)
- Stone Church Road at Upper Gage Avenue– Eastbound (Ward 6)
- Mohawk Road at Upper Gage Avenue – Southbound (Ward 6 and 7)
- Mohawk Road at Upper Wentworth Street – Eastbound (Ward 7)
- Mohawk Road at Upper Wellington Street – Eastbound (Wards 7 and 8)
- Stone Church Road at Upper Wentworth Street – Eastbound (Wards 7 and 8)
- Brantdale Avenue at Upper James Street – Northbound (Ward 8)
- Fennell Avenue at Upper James Street – Northbound (Ward 8)
- Paramount Drive at Mud Street – Westbound (Ward 9)
- Highway 8 at Green Road – Westbound (Ward 10)
- Twenty Road at Upper James Street – Southbound (Ward 11)
- Mohawk Road at Upper Paradise Road – Westbound (Ward 14)
- Dundas Street at Mill Street – Westbound (Ward 15)



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 17, 2019
SUBJECT/REPORT NO:	Bill 65 - Neighbourhood Speed Limit Reduction Implementation (PW19058) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Joanne Starr (905) 546-2424 Ext. 4372 David Ferguson (905) 546-2424 Ext. 2433
SUBMITTED BY:	Edward Soldo Director, Transportation Operations and Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATIONS

- (a) That staff be directed to implement city-wide neighbourhood speed-limit reductions on local and minor collector roadways to 40 km/h as outlined in Appendix "B" to Report PW19058;
- (b) That the speed limit in designated school zones on local and minor collector roadways be reduced to 30 km/h within 150 meters of a school boundary, in conjunction with implementation of neighbourhood 40 km/h speed limit reductions.

EXECUTIVE SUMMARY

On May 30th, 2017, the Province of Ontario passed Bill 65, the Safer School Zone Act which permits municipalities to enact neighbourhood speed limit reductions. Currently, the default speed limit is 50 km/h, unless posted otherwise. Section 128 (2.1) of the Ontario Highway Traffic Act now allows municipalities to pass a by-law to set a speed limit less than 50 km/h for all roads within a designated area.

The Transportation Operations & Maintenance Division receives approximately 700 requests annually from residents concerned with speeding and aggressive driving on

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SUBJECT: Bill 65 – Neighbourhood Speed Limit Reduction Implementation (PW19058) (City Wide) – Page 2 of 7

local residential roadways. The City has been implementing various roadway safety initiatives since 2015 to address the concerns of residents and meet the strategic priorities of the City of Hamilton. In February of 2019, Council approved the Hamilton Strategic Road Safety Program and Vision Zero Action Plan that identified the need for reduced speed limits on local residential roadways and in designated school zones.

The City has been implementing 40 km/h zones on local residential roadways on a street by street basis since 2015. The practice of scheduling by-laws and installing signage on each local roadway is costly and inefficient and doesn't address the problem on a city-wide basis. Bill 65 provides the city with an opportunity to reduce the speed limits on local residential and collector roadways within designated neighbourhoods by passing a by-law and installing perimeter signing for each neighbourhood in the city. It is recommended that staff be directed to implement city-wide neighbourhood speed-limit reductions on local and minor collector roadways to 40 km/h.

The program will require that by-laws be passed for each reduced speed neighbourhood and that signs be installed at the intersection of each neighbourhood roadway where it intersects with the arterial road network surrounding the neighbourhood. Due to the scope of work and number of signs to be installed, staff are recommending implementation take place over a three-year period, with 45 neighbourhoods proposed to be implemented in 2019. Staff are further recommending that designated school zones on local residential roadways be reduced to 30 km/h in combination with the speed reduction program. This program supports the efforts of Public Health, the Safe Routes to School Program, the objectives of the Hamilton Strategic Road Safety Program and the Vision Zero Action Plan.

Alternatives for Consideration – See Page 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Transportation Operations & Maintenance has an approved 2019 Capital budget of \$400,000 in Account 4661920930, for implementation of the Neighbourhood 40 km/h Speed Limit Reduction Program and school zone 30 km/h speed limit reductions. This cost will cover the manufacturing of signs, as well as the installation and removal of signage by city crews within 45 neighbourhoods throughout the City of Hamilton.

The total estimated cost for implementation of this program, city-wide, is \$2,500,000. Additional funds will be required in subsequent years for implementation across the City with the goal of implementing the program city-wide within the next three years.

SUBJECT: Bill 65 – Neighbourhood Speed Limit Reduction Implementation (PW19058) (City Wide) – Page 3 of 7

Staff will monitor the impact of the speed reductions on transit schedules and operating costs to determine any potential financial implications.

Staffing: There are no staffing implications relating to this report.

Legal: Bill 65 amendments to the HTA permits municipalities to reduce speed limits on roadways within designated neighbourhoods, through municipal by-law. The City will be required to prepare by-law amendments to the Traffic By-law to implement this program. Upon approval of this report, staff will work on submitting the necessary by-law amendments to City Council for approval.

HISTORICAL BACKGROUND

On May 30, 2017, the Province of Ontario passed Bill 65, the Safer School Zone Act which permits municipalities to enact speed limit reductions on a neighbourhood by neighbourhood basis. This legislation amended the Ontario Highway Traffic Act (HTA), and municipalities are now permitted to reduce speed limits, below 50 km/h, through municipal by-law by designating neighbourhoods for reduced speed limits.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Bill 65 received Royal Assent on May 30, 2017 and resulted in the legislative changes to the Highway Traffic Act, which have now been enacted.

RELEVANT CONSULTATION

Legal Services have been consulted and have provided advice on how to prepare the necessary changes to the City's Traffic By-law.

The Transit Division has been consulted regarding potential impacts to transit schedules.

The Hamilton Strategic Road Safety Committee has been consulted and is in full support of the program. The Committee is comprised of staff from Hamilton Police Services, Hamilton Public Health, Ministry of Transportation Ontario and Hamilton Public Works.

City staff are members of the Road Safety Committee of Ontario (ROSCO). The group worked in partnership with the Ministry of Transportation Ontario on the implementation of this program.

ANALYSIS AND RATIONALE FOR RECOMMENDATIONS

In 2013, the World Health Organization (WHO) released the Pedestrian Safety Manual. This document identified the relationship between stopping distance, vehicle speed and

SUBJECT: Bill 65 – Neighbourhood Speed Limit Reduction Implementation (PW19058) (City Wide) – Page 4 of 7

pedestrian injuries. The report determined that driver behaviour and speed are a major contributing factor in collisions involving pedestrians. The report concluded that the perception and reaction stopping distance required for a motorist to stop in an emergency increased with the speed of the vehicle. A vehicle travelling at 50 km/h will typically need 36.0 meters to stop, while a vehicle travelling at 40 km/h will stop in 27.0 meters, a 9.0 meter difference.

The correlation between impact speed and pedestrian injury severity changes drastically based on vehicle speeds. The WHO reported that an adult pedestrian has a 20% risk of dying if struck by a vehicle travelling at 60 km/h. The report states that most speed is lost in the last few meters of braking. Therefore, when a vehicle that was travelling at 40 km/h has stopped, a car that is travelling at 50 km/h is still travelling at 41 km/h. Thus, a difference of 10 km/h in initial travelling speed can result in a difference of 41 km/h in impact speed. The WHO report recommends that speed management is important for addressing pedestrian safety around the world. Key measures for managing speed include setting speed limits to 30-40 km/h in residential and high pedestrian traffic areas, enforcing traffic rules on speed limits and implementing traffic-calming measures.

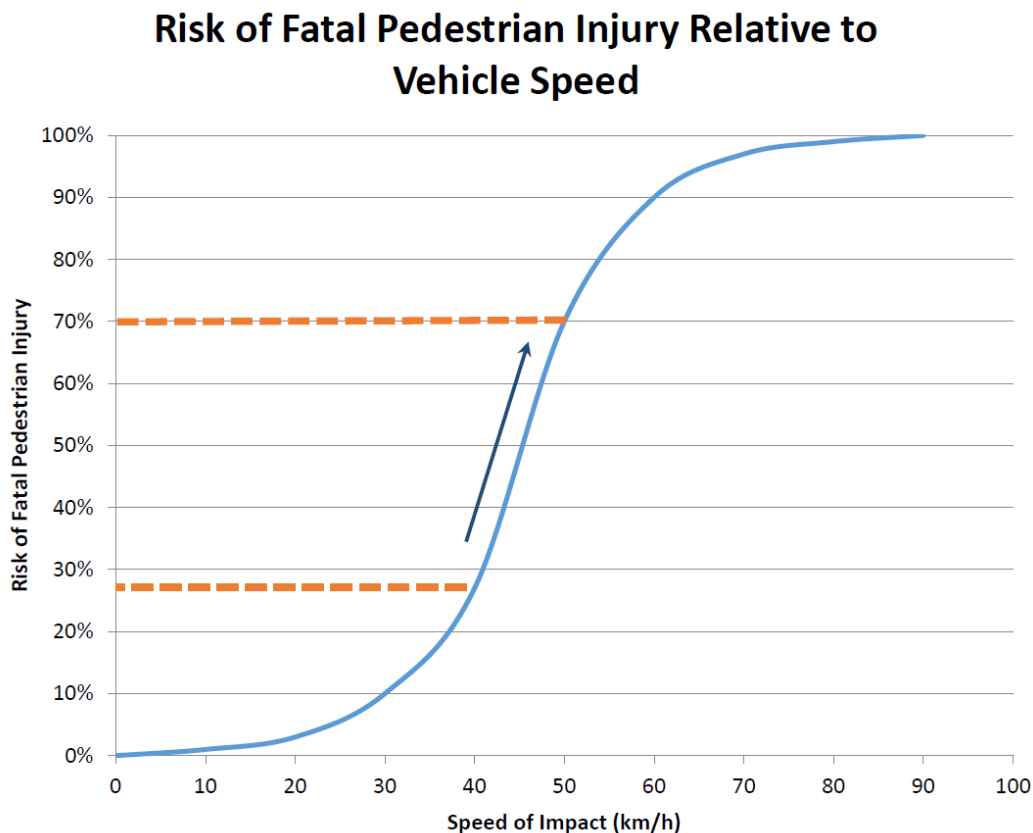


Figure 1 - Risk of Fatal Pedestrian Injury Relative to Vehicle Speed

SUBJECT: Bill 65 – Neighbourhood Speed Limit Reduction Implementation (PW19058) (City Wide) – Page 5 of 7

In the City of Hamilton, speeding and aggressive driving are major contributing factors to most of the injury and fatal collisions. In collisions involving pedestrians, it has been determined that injuries occur in 90 percent of the incidents. Reducing speed limits in designated neighbourhoods to 40 km/h is considered a significant measure to reduce collision severity and injuries in Hamilton.

Transportation Operations & Maintenance staff receive approximately 700 requests annually from residents concerned with speeding and aggressive driving on local residential roadways. Investigations completed by staff, show that most motorists travel at an acceptable rate of speed (at or below the posted speed limit), however there is evidence of speeding in the City.

The City has been implementing various roadway safety initiatives since 2015 to address the concerns of residents and meet the strategic priorities of the City of Hamilton. In February of 2019, Council approved the Hamilton Strategic Road Safety Program and Vision Zero Action Plan that identified the need for reduced speed limits on local residential roadways and designated school zones.

With the passing of Bill 65, the *Safer School Zone Act*, municipalities are now permitted, through municipal by-law, to implement neighbourhood speed limit reductions. Staff have proactively been preparing for the implementation of neighbourhood speed limit reductions in Hamilton.

Once a by-law has been enacted to reduce the speed limit in a neighbourhood, signs are required to be posted at the entrance points to the neighbourhood at the intersections with the arterial and major collector road network. This legislation removes the current requirements of signing and creating a by-law for every single individual street within a neighbourhood, reducing the overall number of speed limit signs and by-law entries needed. Signs will be posted on both the right-hand and left-hand side of the roadway creating a 'gateway' feature as drivers enter and exit residential neighbourhoods. An example of how the new signs will be applied to residential neighbourhoods is attached to Report PW19058 as Appendix "A".

During the development of the neighbourhood speed reduction plans, the impacts on transit routes will be taken into consideration. As speed reductions on transit routes may have a potential impact on schedules and operating costs, exemptions may be implemented on transit routes.

Staff have prepared signage plans for the initial implementation of three (3) neighbourhoods per ward. If approved by Council, implementation of the neighbourhood 40 km/h signage will begin in 2019.

SUBJECT: Bill 65 – Neighbourhood Speed Limit Reduction Implementation (PW19058) (City Wide) – Page 6 of 7

It is also recommended that the speed limit in designated school zones on local and minor collector roadways be reduced to 30 km/h within 150 meters of a school boundary, in conjunction with implementation of neighbourhood 40 km/h speed limit reductions. A reduction of the speed limit in school zones enhances the safety of school aged children, helps to encourage active transportation, supports the Safe Routes to School Program and meets the principles of Vision Zero and the World Health Organization report on Traffic Safety.

These programs will also apply to local roadways within rural settlement areas, as designated under the City's Rural Official Plan, specifically in Carlisle, Flamborough Centre, Freelon, Rockton, Greensville, Millgrove, Troy, Orkney, Lynden, and Jerseyville.

Due to the size of this project, with over 227 neighbourhoods across the City, it is recommended implementation take place over a three-year period, beginning in 2019. In preparation, staff started identifying signage requirements for each ward and will be converting three (3) neighbourhoods per ward for a total of up to 45 neighbourhoods in 2019 attached to Report PW19058 as Appendix "B".

ALTERNATIVES FOR CONSIDERATION

Council has made significant investment into improving road safety for all road users. Council could defer the recommendations of this report and recommend implementations only based on requests or Council could request full implementation, however there is insufficient funding at this time nor the resources to review and implement.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and 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.

Built Environment and Infrastructure

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

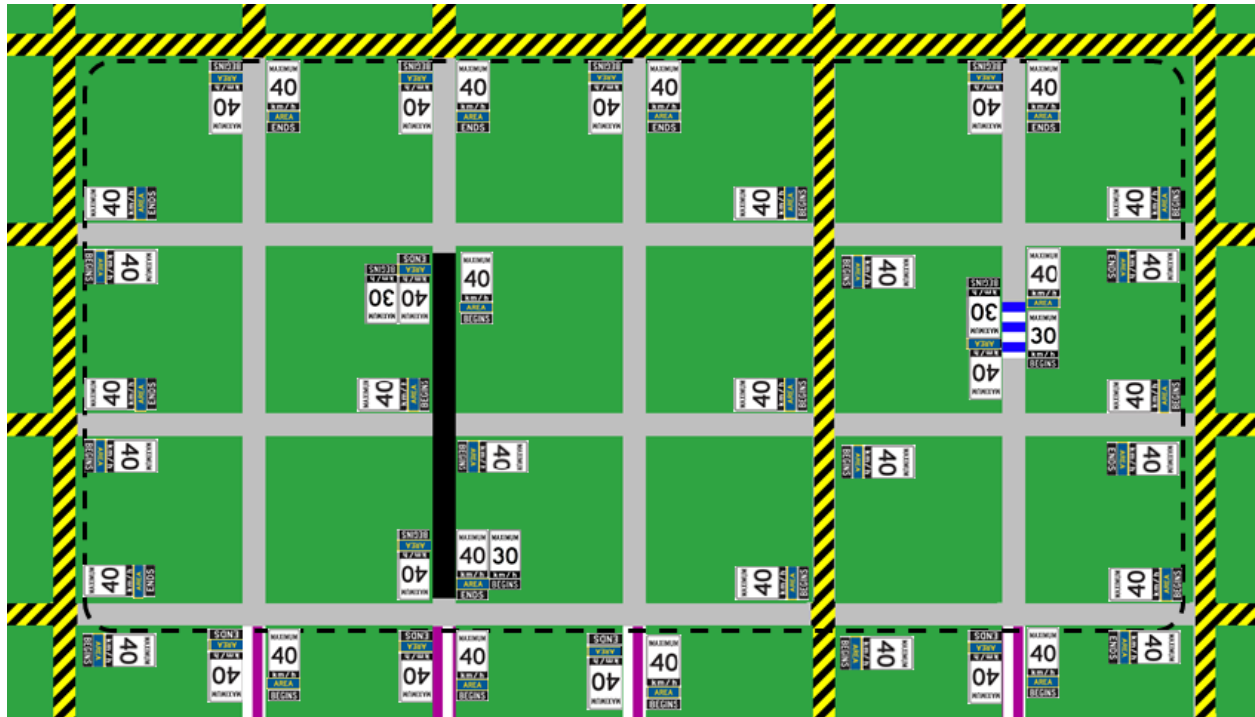
**SUBJECT: Bill 65 – Neighbourhood Speed Limit Reduction Implementation
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APPENDICES AND SCHEDULES ATTACHED







Appendix “A” to Report PW19058 – Diagram showing placement of new neighbourhood 40 km/h signs within residential neighbourhoods

Appendix “B” to Report PW19058 – 2019 Implementation Plan – Neighbourhood speed limit reductions list of neighbourhoods

**Diagram showing placement of new Neighbourhood 40 km/h signs
within residential Neighbourhoods**



Legend:

-  Roads by-lawed at 60 km/h
-  Roads under statutory 50 km/h
-  Roads under new area by-lawed at 40 km/h speed limit
-  Roads by-lawed at 30 km/h speed limit
-  Roads under flashing school area 30 km/h speed limit
-  Boundary of by-lawed 40km/h area

2019 Implementation Plan – Neighbourhood Speed Limit Reductions List of Neighbourhoods

	Neighbourhood 40 km/h Speed Limit Reduction	30 km/h School Zones
Ward	Neighbourhood Name Boundary	School Name
1	Kirkendall South Aberdeen Avenue to escarpment, Chedoke Avenue to Queen Street	None
	Ainslie Wood North Escarpment to Main Street West, hydro corridor to Cootes Drive	Colin Macdonald Community School
	Ainslie Wood, Ainslie Wood East, Ainslie Wood North Osler Drive/Main Street West to escarpment, Whitney Avenue to Longwood Road	St. Mary Catholic Secondary School, Canadian Martyrs Catholic Elementary School, Glenwood Elementary School, Hamilton Hebrew Academy
2	Corktown Main Street East to Claremont Access, James Street South to Wentworth Street South	Queen Victoria Elementary School
	Durand Main Street West to escarpment, Queen Street South to James Street South	Central Elementary School
	Beasley rail corridor (north of Barton Street) to Main Street East, James Street North to Wellington Street North	Dr. JE Davey Elementary School
3	Stipley rail corridor (north of Barton Street) to Main Street East, Sherman Avenue to Gage Avenue	Prince of Wales Elementary School & St. Ann Catholic Elementary School
	Delta West Main Street East to escarpment, Gage Avenue to Ottawa Street	None
	Delta East Main St E to escarpment, Ottawa Street South to Kenilworth Street South	AM Cunningham Jr Public School
4	Homeside Lake Ontario to Main Street East, Kenilworth Avenue to Strathearne Avenue	WH Ballard Elementary School
	Rosedale Lawrence Road to Greenhill Avenue, Kenilworth Avenue to Red	Rosedale Elementary School

Neighbourhood 40 km/h Speed Limit Reduction

30 km/h School Zones

Ward	Neighbourhood Name	Boundary	School Name
		Hill Parkway	
	Bartonville	Main St E to Lawrence Rd, Kenilworth Ave S to Cochrane Rd	None
5	Redhill	King Street East to escarpment, Red Hill Parkway to Montmorency Drive	Elizabeth Bagshaw Elementary School, St. Luke Catholic Elementary School
	Riverdale East	Barton Street East to Queenston Road, Lake Avenue to Grays Road	St. Agnes Catholic Elementary School
	Riverdale West	Barton Street East to Queenston Road, Centennial Parkway North to Lake Avenue North	Lake Avenue Public School
6	Lisgar	Mohawk Road East to Limeridge Road, Upper Ottawa Street to Upper Kenilworth Avenue	Lisgar Elementary School, St. Anthony Daniel Catholic Elementary School
	Eleanor	Stone Church Road to Rymal Road, Upper Sherman Avenue to Upper Gage Avenue	None
	Sunninghill	Escarpment to Fennell Avenue, Upper Gage Avenue to Upper Ottawa Street	Highview Elementary School
7	Raleigh	Mountain Park to Fennell, Upper Sherman Avenue to Upper Gage Avenue	None
	Bruleville	Mohawk Road to the LINC, Upper Wellington Street to Upper Wentworth Street	Pauline Johnson Elementary School,
	Butler	Stone Church Road to Rymal Road, Upper Wentworth Street to Upper Sherman Avenue	St. John Paul II Catholic Elementary School, St. Jean de Brebeuf Catholic Secondary School
8	Ryckmans	Stone Church Road to Rymal Road, Upper James to Upper Wellington	None
	Rolston	Mohawk Road to the LINC, Garth Street to West 5th Street	Westview Elementary School, Annunciation of

APPENDIX "B"
 Report PW19058
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Neighbourhood 40 km/h Speed Limit Reduction

30 km/h School Zones

Ward	Neighbourhood Name	Boundary	School Name
			Our Lord Catholic School, Westwood Elementary School, Westmount Secondary School,
	Balfour	Fennell Avenue to Mohawk Road, Upper James Street to Upper Wellington Street	Norwood Park Elementary School
9	Leckie Park East	Highland Park to Rymal Road, Second Road to First Road West	St. Mark's Catholic Elementary School, Gatestone Elementary School
	Leckie Park West	Highland Park to Rymal Road, First Road West to Upper Centennial Parkway	None
	Pinehill	Rymal Road to Periwinkle Drive/Blue Mountain Drive	Bishop Ryan Catholic Secondary School
10	South Meadow	King Street to escarpment, Green Road to Millen Road	Memorial Elementary School
	Eastdale	Barton Street to Hwy 8, Grays Road to Green Road	None
	Guernsey	Barton Street to Hwy 8, Millen Road to Dewitt Road	None
11	Mount Hope	Airport Road to White Church Road, Hamilton Airport to Upper James Street	None
	Kopperfield Park	Grassyplain Drive to Twenty Road, Glancaster Road to Garth Street	None
	Binbrook	Festival Way to Voyager Pass, Fletcher Road to Wills Crescent/Etherington Crescent	St. Matthew Catholic School, Bellmoore Elementary School
12	Meadowlands	Golf Links Road to Garner Road, Southcote Road to Stone Church Road	Ancaster Meadow Elementary School, Immaculate Conception Catholic Elementary School, Holy Name of Mary Catholic Elementary School,

Neighbourhood 40 km/h Speed Limit Reduction			30 km/h School Zones
Ward	Neighbourhood Name	Boundary	School Name
			Tiffany Hills Elementary School
	Spring Valley	Jerseyville Road to Wilson Street, Shaver Road to Fiddler's Green Road	Ancaster Secondary School
	Leeming	Wilson Street to Hwy 403, Hamilton Drive to Fiddler's Green Road	Fessenden Elementary School, St. Joachim Catholic School, Ancaster Senior Elementary School,
13	Morden/Sobel	Escarpment to Governors Road, Dundas Conversation lands to Golfview Crescent/Huntingwood Avenue	None
	Greensville	Crooks Hollow Road to Tews Lane, Greensville northerly limit to Hillcrest/Maple Avenue	Spencer Valley Elementary School
	Creighton East, Creighton West	Mill Street to Governors Road, Head Street to Ogilvie Street	Dundas Valley Montessori School
14	Gilkson	LINC to Stone Church Road, Upper Paradise Road to Garth Street	R. A. Riddell Elementary School
	Falkirk East	Stone Church Road to Rymal Road, Upper Paradise Road to Garth Street	St. Thomas More Secondary School
	Gilbert	Mohawk Road to the LINC, Upper Paradise Road to Garth Street	None
15	Waterdown West	Parkside Drive to Dundas Street, Hwy 6 to Hamilton Drive	Guy B Brown Elementary School,
	Waterdown Northwest	Waterdown northerly limit to Parkside Drive, Hwy 6 to Hamilton Drive	Allan A Greenleaf Elementary School, Waterdown Secondary School,
	Waterdown Southwest	Dundas Street to escarpment, Hwy 6 to Mill Street South	None

11.1

CITY OF HAMILTON

MOTION

Public Works Committee: June 17, 2019

MOVED BY COUNCILLOR N. NANN.....

SECONDED BY COUNCILLOR

Appointment to the Waste Management Advisory Committee

That Councillor N. Nann be appointed to the Waste Management Advisory Committee for the balance of the 2018-2022 Term of Council.

11.2

CITY OF HAMILTON

MOTION

Public Works Committee: June 17, 2019

MOVED BY COUNCILLOR J.P. DANKO.....

SECONDED BY COUNCILLOR

Captain Cornelius Play Structure Replacement (Ward 8)

WHEREAS, the play structure and safety surfacing at Captain Cornelius Park, located at 150 Mountbatten Drive, Hamilton has reached its end of life cycle and has become worn-out; and,

WHEREAS, there is limited funding in the Parks & Cemeteries capital budget for replacements and amenity enhancements;

THEREFORE, BE IT RESOLVED:

- (a) That \$60,000 be funded through the Ward 8 Area Reserve (108058) to enhance the capital replacement of the Captain Cornelius Park play structure, with any unspent funds to be returned to the Ward 8 Area Reserve (108058); and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

11.3

CITY OF HAMILTON

MOTION

Public Works Committee: June 17, 2019

MOVED BY COUNCILLOR J. FARR.....

SECONDED BY COUNCILLOR

Feasibility of Assisting Major Festivals (Shut Out of Celebrate Ontario Grant process) for City Services

WHEREAS, the Provincial Government has failed to fund three major 2019 summer festivals in Hamilton through their Celebrate Ontario Grant Program, including the Festival of Friends, It's Your Festival and Supercrawl;

WHEREAS, the lack of any Provincial funding has negative effects that may include greatly downsizing these large outdoor festivals or even result in them being cancelled; and,

WHEREAS, traditionally, larger festivals pay for services rendered by our Public Works Department, including but not limited to such measures as waste collection, road closures, HSR re-routing, and lighting;

THEREFORE, BE IT RESOLVED:

That Public Works staff be directed to report back to the Public Works Committee on the following:

- (a) municipal services utilized by large festivals and the cost of rendering those services; and,
- (b) municipal services utilized by large festivals that the Public Works Committee may consider offering in kind as a means to continue to make these major Hamilton festivals viable.

11.4

CITY OF HAMILTON

MOTION

Public Works Committee: June 17, 2019

MOVED BY COUNCILLOR J. FARR.....

SECONDED BY COUNCILLOR

Commemorative Designation of the Corner of King Street East and Walnut Street South as Gord Thompson Corner (Ward 2)

WHEREAS, the late Gord Thompson was a tireless advocate for the International Village in Downtown Hamilton. As a successful business leader, operating Thompson Jewellery, Gord took great pride in beautification for his shop and the area and was well admired by customers and visitors over many decades;

THEREFORE, BE IT RESOLVED:

That the installation costs of \$150 be funded from the Ward 2 Area Rating Discretionary Fund, 3301909200 to formally dedicate the corner of King Street East and Walnut Street South as Gord Thompson Corner.

11.5

CITY OF HAMILTON

MOTION

Public Works Committee: June 17, 2019

MOVED BY COUNCILLOR T. JACKSON.....

SECONDED BY COUNCILLOR

Pilot HSR Bus Stop Implementation at the Southwest Corner of Rymal Road East and Derby Street (Ward 6)

WHEREAS, the vision of the City of Hamilton is to be the best place to raise a child and age successfully;

WHEREAS, the City of Hamilton prioritizes Healthy and Safe Communities, where people are active, healthy and have a high quality of life;

WHEREAS, the City of Hamilton’s Transit Division’s Strategic direction is to make Transit your first choice, by providing customer-focused service that is safe, reliable, and inclusive;

WHEREAS, the City of Hamilton’s transit stops act as gateways to residents in accessing transit services;

WHEREAS, the City of Hamilton entrusts the Transit Division to make critical planning decisions to ensure the selection of transit stop locations provide a balance of convenience and ease of accessibility for the City’s residents, as well as meeting accessibility and service delivery requirements;

WHEREAS, prior to 2017 a non-accessible transit stop was located at the southwest corner of Rymal Road E. and Derby St., which was removed due to the acceptable distance it was from an accessible transit stop at the nearest pedestrian crossing;

WHEREAS, the City of Hamilton promotes an open, transparent, and accessible approach to City government that engages with and empowers all citizens to be involved in their communities; and,

WHEREAS, Ward 6 Councillor Tom Jackson received a petition from residents of the Broughton neighbourhood requesting a transit stop be re-instituted at the corner of Rymal Road E. and Derby St.;

Motion respecting Pilot HSR Bus Stop Implementation at Rymal Rd E & Derby St
Page 2 of 2

THEREFORE, BE IT RESOLVED:

- (a) That staff be directed to implement a transit stop on the southwest corner of Rymal Road East and Derby Street on a pilot basis and that the pilot will:
 - (i) be in effect a period of eighteen (18) months beginning in September 2019;
 - (ii) include the installation of a transit pad and connecting pathway to the adjacent sidewalk at a cost not to exceed \$8,000.00, to be funded from the Ward 6 Area Rating Discretionary Account, 3301909600;
 - (iii) prioritize the installation of a transit pad and connecting pathway, consistent with those installed on Rymal Road East between Upper Gage Avenue and Upper Ottawa Street, to coincide with, or as close to, the identified pilot start date; and,
 - (iv) assess and determine the feasibility for installation of a permanent transit stop at the subject location based on criteria inclusive of pedestrian connectivity, accessibility and safety that are in alignment with the City of Hamilton's Vision Zero Action Plan, stop spacing to existing stops, operational impacts, and transit use from the adjacent Broughton neighbourhood based on Automated Passenger Counter data;
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.