



City of Hamilton
PUBLIC WORKS COMMITTEE ADDENDUM

Meeting #: 19-016
Date: November 18, 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

	Pages
5. COMMUNICATIONS	
5.2 Correspondence respecting Item 11.1 - Modification of the Waste Collection Services Request for Proposal to Include Options for Bi-Weekly Collection of Landfill Waste	
*5.2.d Grant Ranalli	3
*5.2.e Susan Woodrow	6
*5.2.f Greg Atkinson	7
*5.2.g Kevin McNally	8
*5.2.h Pamela F. Wise	9
Recommendation: Be received and referred to the consideration of Item 11.1.	
6. DELEGATION REQUESTS	
6.2 Hans Stief, Hamilton Burlington Mountain Bike Association (HB MBA), respecting Item 11.3 - Mountain Bike Facility Study (for today's meeting)	
*6.2.a Added Handout	10

*6.4 David N. Reed respecting Item 10.1 - Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)) (for today's meeting) 11

*6.4.a Added Presentation 12

8. PUBLIC HEARINGS / DELEGATIONS

8.3 Larry Di Ianni, Monument Builders of Hamilton, respecting the City of Hamilton's Cemeteries Business Plan (approved on September 30, 2019) (no copy)

*8.3.a Added Handout 33

10. DISCUSSION ITEMS

10.1 Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)) (Ward 12)

*10.1.a Revised Report PW17022(b) and Additional Appendix "C" 34

12. NOTICES OF MOTION

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*12.2 Transit Shelter Installation at Upper Paradise Road at Wingfield Place (Ward 14) 50

Added Item 5.2(d)

From: Grant Ranalli <[REDACTED]>
Sent: November 15, 2019 9:30 AM
To: clerk@hamilton.ca
Subject: Bi Weekly Waste Collection

To the City Clerk,

Could this letter to the Hamilton Spectator be included in the Agenda of the Public Works Committee meeting scheduled for Monday November 18th.

I was asked by Councillor J.P. Danko to do so.

That you,
 Grant Ranalli

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A 'Wasted Opportunity'? Let's hope not.

On Monday November 18, (**NOTE to Ed: or 'today' if this runs Monday**) the Hamilton Public Works Committee will debate and decide on a very important, seven year contract. It's about a proposed change to the collection of garbage - (landfill waste) from weekly to bi-weekly collection.

Councillors have debated this in the past but it is time to give serious consideration to this proposal, put forth by Councillor John-Paul Danko. New to City Council, Danko is bravely taking on a divisive issue.

First, some basic facts.

Your green cart compost, yard waste, your recyclables (paper and containers) will still be collected every single week, so concerns about green bin stink are unwarranted. They will be collected weekly and the City has offered several strategies to reduce unpleasant odours.

like hosing out the bin weekly when possible. A simple, yet effective practice and rinsing cans and bottles would eliminate odours from the container blue box too.

The only change, is that our garbage bag or pail, would be collected every second week - with no reduction in volume (two bags every two weeks vs. one bag every week) so essentially, we are talking about a change in schedule, *not* a reduction in service as some have erroneously claimed.

(there would still be allowance for pet waste, diapers and large families).

Why the controversy?

It all comes down to money - with big savings for the City (residential taxpayers).

Due to fewer runs by garbage trucks, the City will save \$3M a year.

so \$3M x 7 year contract = \$21 million.

and there would be reduced pollution from trucks with half the trips.

**Correspondence from Grant Ranalli respecting Item 11.1 - Modification of the
Waste Collection Services Request for Proposal to Include Options for Bi-Weekly
Collection of Landfill Waste
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We know that bi-weekly collection leads to increased diversion (i.e. more recycling) so the total volume of garbage collected will decrease. It means the landfill will last longer. A 5% increase in diversion increases the life of our landfill by four years.

Note that landfill sites are hard to find, require costly environmental approvals, and expensive to acquire, prepare and maintain.

Additionally, the value of the space saved by this 5% diversion over four years is estimated to be \$63million.

With our infrastructure deficit northwards of \$3Billion and the City mulling over a tax increase of an eyebrow-raising 5.5%, every little (million) bit helps.

Danko says "we have a duty to taxpayers to identify savings in our budgets - even if difficult choices must be made". So really, IS it that difficult a decision?

A few councillors claim that some of their constituents oppose any change. Nothing new here. Many people often oppose change, even if it may be good for them or the City. -
Another said that he did not want to 'cut corners'. A change in schedule (no reduction in volume) is not cutting anything, except unnecessary costs to the City.

Could it create an increase in illegal dumping? Illegal dumpers have done so in the past and may continue to do so - regardless of any schedules. Illegal dumping, a blight on the city landscape, that requires increased monitoring and possibly a change in penalties.

Other comparable municipalities have bi-weekly pickup (Ottawa, Halton, Toronto and Waterloo).

Listening to constituents is always a good idea, but some may not have all the information councillors possess, or be misinformed, but most of the information I have gathered for this piece had come straight from this very newspaper.

When councillors say they have had 'opposition from constituents' I have to ask, 'How much opposition?'.
A few irate phone calls or was survey taken? If so, how were questions worded? I'll bet if you asked people if you would like a 'reduction in service', most would likely say 'No'.

But would it to be the responsible thing, as councillors to first make sure constituents *know* the and *understand the* facts so that they understand *what* they are actually for or against and can make *informed* choices.

Correspondence from Grant Ranalli respecting Item 11.1 - Modification of the Waste Collection Services Request for Proposal to Include Options for Bi-Weekly Collection of Landfill Waste
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I believe that this is called 'leadership'.

So, if the question was phrased as, 'Are you in favour of the City saving millions of dollars and possibly reducing our planned tax increase, extending the life of our landfill, and saving on diesel pollution, if it would require a minor change in your garbage pickup schedule?'

Maybe different results.

Changing our collection schedule is not that big a deal.

Other cities have done it so can't the 'Ambitious City' do it as well?

All it takes is the political will.

Let's not let this chance to improve diversion, help the environment and save the City huge costs be a wasted opportunity, nor to demonstrate strong leadership on a controversial issue.

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Grant Ranalli was a member of the city's Waste Reduction Task Force and was co-chair of the environmental committee for the Hamilton Catholic School Board.

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Grant Ranalli

[Redacted]

Hamilton ON

[Redacted]

Added Item 5.2(e)

From: Susan Woodrow [REDACTED]
Sent: November 6, 2019 2:43 PM
To: Danko, John-Paul <John-Paul.Danko@hamilton.ca>
Subject: Bi-weekly garbage pick-up

Dear Mr. Danko

I read in the Spec. today that you are proposing the City consider bi-weekly garbage pick-up.

I strongly believe that this would be a good way of saving money, hopefully encouraging more people to do the "3R's" and divert more away from landfill.

I live in at 299 Limeridge Rd W. The complex has 26 units and there are approx. 9 units, including mine, that do not put out garbage on a weekly basis.

I'm sure there other municipalities that collect on a bi-weekly basis and I hope other Councillors will research your proposal. Please continue putting this idea forward.

Kindest regards,

Susan Woodrow, [REDACTED]
[REDACTED]

Added Item 5.2(f)

From: Greg Atkinson [REDACTED]
Sent: November 6, 2019 9:03 AM
To: Office of the Mayor <mayor@hamilton.ca>
Cc: Danko, John-Paul <John-Paul.Danko@hamilton.ca>
Subject: YES! A great idea from council, I love where Hamilton is headed

Dear Mayor Eisenberger,

I am very encouraged and excited at the proposal that Councillor Danko made regarding bi-weekly garbage pick-up. These decisions aren't permanent, so I hope that the rest of council finds the bravery needed to support it. We can suggest cutting a luxury in the interest of future generations, we can experiment and find creative solutions to the challenges it introduces. Hamilton residents have addressed and solved more complicated matters in the past :)

I'm also encouraged by the profile that this will create for the city. Bi-weekly collection could be another line in the list of accomplishments Hamilton carries, I'm proud of Ward 8 for electing someone who is helping us find ways to shake off a decades-long reputation of steel-mills and smoke stacks. I want us to attract employers who care about the environment because it will have a cascading effect throughout our city's culture. Thank you Councillor Danko, please work hard to make this a reality!

Sincerely,

-Greg Atkinson
[REDACTED]

Added Item 5.2(g)

From: Kevin McNally [REDACTED]
Sent: November 7, 2019 11:29 AM
To: Danko, John-Paul <John-Paul.Danko@hamilton.ca>
Cc: Wojewoda, Nikola <Nikola.Wojewoda@hamilton.ca>
Subject: Bi-weekly garbage collection

Good morning Councillor –

I'm writing to you as a property owner in your ward ([REDACTED]) to let you know that I support Bi-weekly garbage pickup (with weekly green bin and recycling).

When I lived in cities with bi-weekly collection and it works. There will be challenges for some people, but it is very possible for an average household to accomplish and I think the City should move in this direction.

It would demonstrate a commitment to waste diversion and if it saves some costs at the same time, even better.

Thanks,

--

Kevin McNally, P.Eng. (ON, BC)

[REDACTED]

Added Item 5.2(h)

From: PF Wise [REDACTED]
Sent: November 15, 2019 2:24 PM
To: Ward 8 Office <ward8@hamilton.ca>; Danko, John-Paul <John-Paul.Danko@hamilton.ca>
Subject: re: Bi-weekly Waste collection pick-up

Dear Councillor Danko:

As a resident of Ward 6 for the past 40 years, I would like to thank you for the pragmatic and environmentally conscious recommendation of having a bi-weekly waste collection pick-up for Hamilton.

In my household, garbage per se, goes out once a month, if that- since the Green cart and recycling blue box are constantly in use.

Hamiltonians need to take responsibility for their city when it comes to the Environment and be more cognizant of the size of landfills. In addition to addressing the Environment, the bi-weekly waste collection pick-up will also concomitantly result in savings for the city.

I look forward to this positive change for Hamilton's future which will benefit Hamilton's budget and the Environment, and I proudly support this idea.

It would be appreciated if this email is shared with Hamilton councillors. Thank you.

Sincerely,

Pamela F. Wise
(OCELT)



Hamilton Burlington Mountain Biking Association

Our mission

The Hamilton Burlington Mountain Biking Association's mission is to work with community partners to maintain and improve a sustainable network of off-road cycling trails across the Hamilton and Burlington region.

What is mountain biking?

Mountain biking is the sport of riding bicycles off-road, over rough terrain, using specially designed bikes.

Why mountain biking in Hamilton?

Mountain bikers are currently forced to use hiking trails which causes user conflicts. As a result, numerous unsanctioned trails (trails built without permission) have been created. If there were specific mountain biking trails, we could address the following:

- Trail user conflicts between mountain bikers, hikers, dog walkers, etc.
- Connect or create mountain biking trails within all wards of Hamilton
- The protection of ecologically sensitive areas

Hamilton is the perfect fit

Hamilton is becoming a cycling city and we can continue to expand on the great work that has already been done to make cycling a priority.

- Build on the successes of the Gage Park Pump Track
- As a sport, mountain biking is gaining in popularity as a recreational activity

HBMBA can help!

The Hamilton Burlington Mountain Biking Association has a lot of experience with building trails. We've been building trails and maintaining them at Christie Lake Conservation Area in partnership with the Hamilton Conservation Authority.

- 10km of mountain bike trails at Christie Lake
- We are working with the HCA, bike shops, and other partners to help with proper trail etiquette, address trail user conflicts, encourage new riders, and promote a more diverse community
- Board members represent the East, West, Waterdown, and our friends in Burlington

Added Item 6.4

Form: Request to Speak to Committee of Council

Submitted on Wednesday, November 13, 2019 - 3:44 pm

==Committee Requested==

Committee: Public Works Committee

==Requestor Information==

Name of Individual: David N. Reed

Name of Organization:

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address:

[REDACTED]

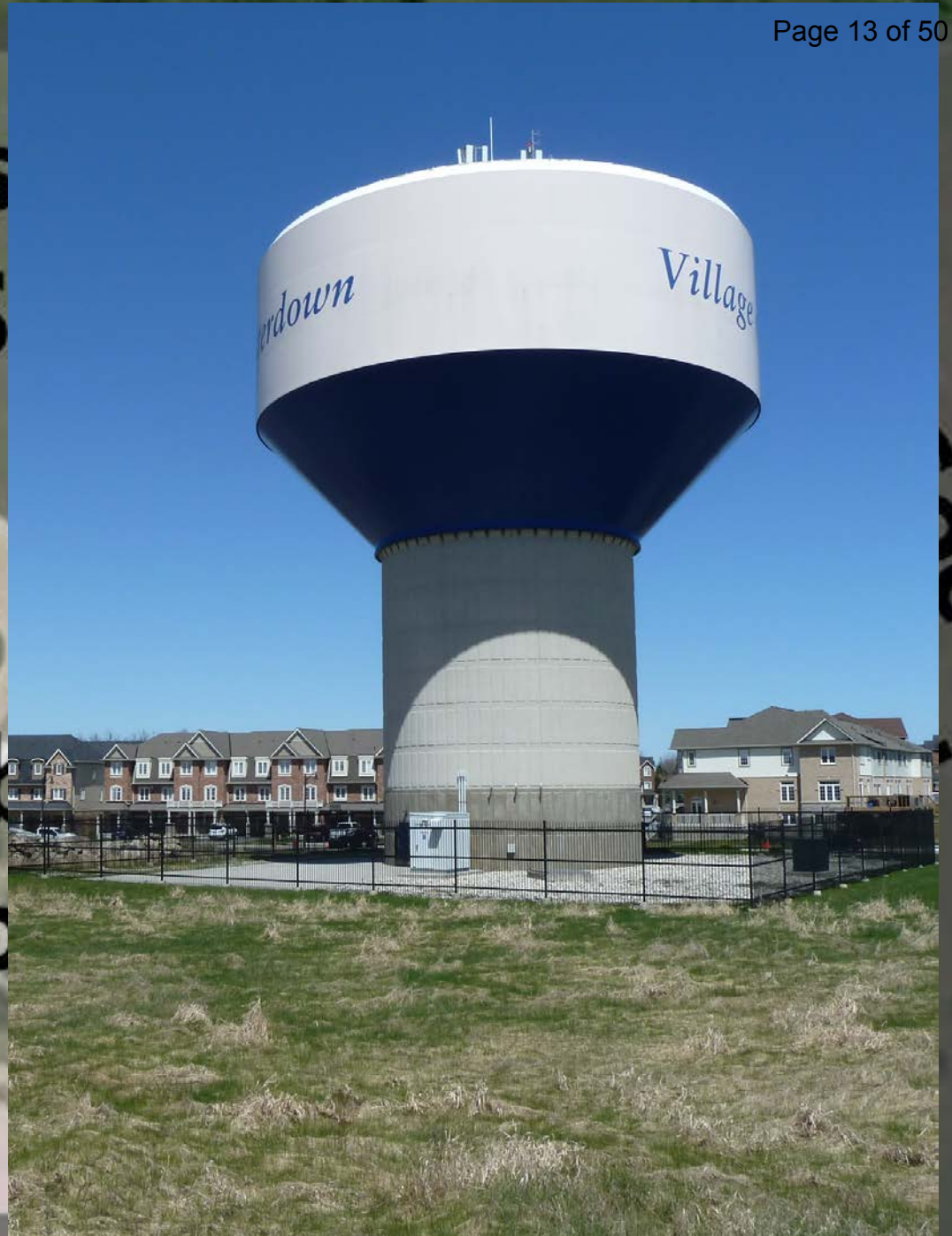
Reason(s) for delegation request: November 18, Discuss concerns over the proposed construction of an Elevated Water Reservoir at the Robert E. Wade. community park.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

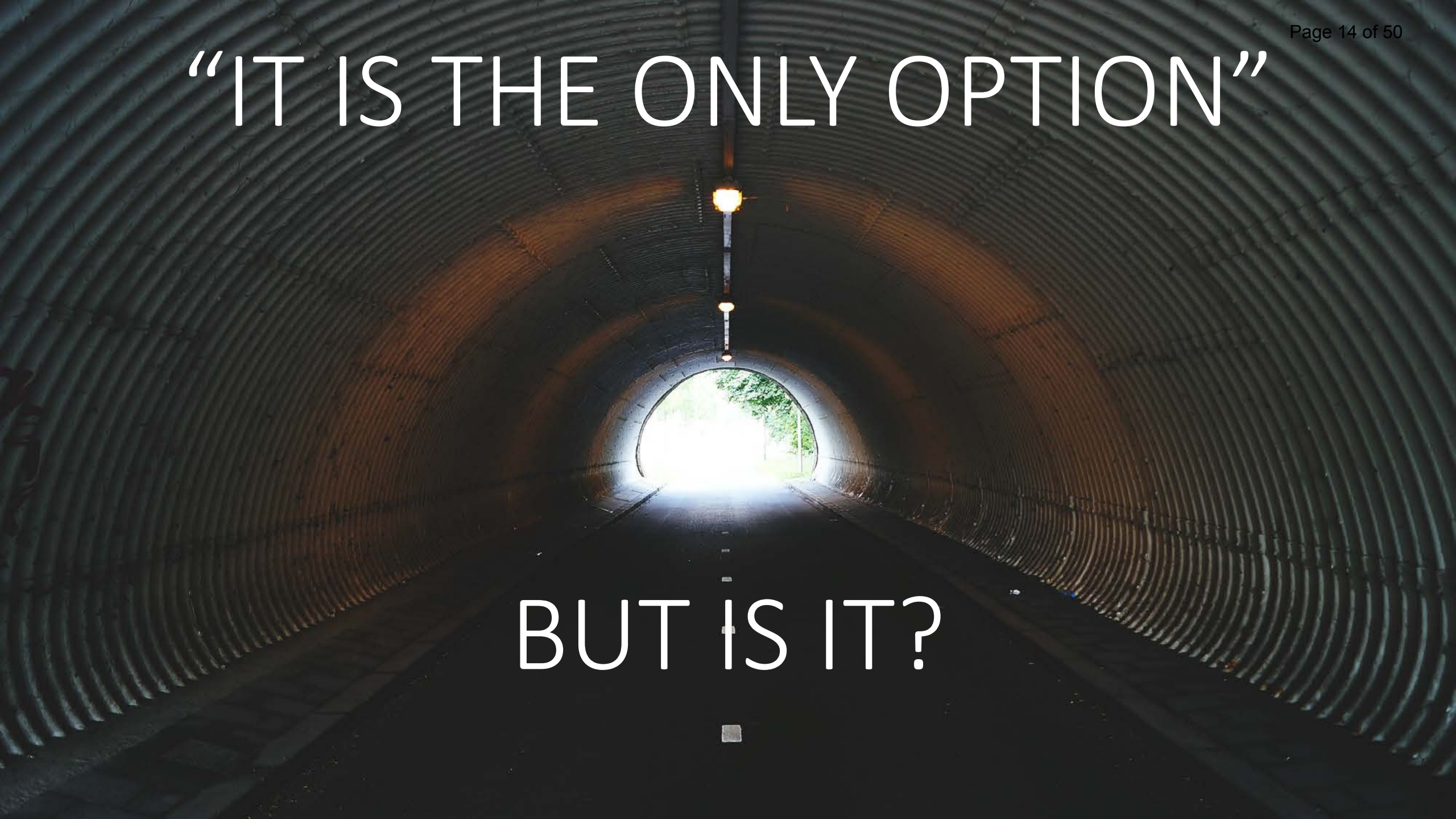
Why a water tower should not be constructed at the Robert E. Wade Community Park





“IT IS THE ONLY OPTION”

BUT IS IT?



There are actually

5

Alternatives

Alternative 0: Do nothing

Alternative 1: Pumping Station Upgrade Only

Alternative 2: Water Tower plus Pumping Station Refurbishment

Alternative 3: Pumping Station Upgrade and New Booster Station

Alternative 4: Pumping Station Upgrade, New Booster Station and In-Ground Reservoir

Technical Evaluation



Category	Alternative 0	Alternative 1	Alternative 2 (preferred)	Alternative 3	Alternative 4
Initial Cost (\$)	2M	20M	20.3M	22.6M	23.4M
Energy Cost (\$)	19.3M	7.2M	4.4M	6.1M	6.1M
Operation Cost (\$)	1.3M	489.6K	489.6K	979.2K	979.2K
Green House Gas (GHG) (tons)	12,613	7,515	5,681	6,332	6,332
Rationale	Unsustainable operation, does not meet MECP requirements for firm capacity and fire flow protection, high operations	Can satisfy technical requirements; however, results in high energy costs. PS remains the sole source of supply. Any failure in the	Least risky approach. Most robust operation, not as vulnerable to failures in the pressure district. Most efficient operation, reduced	Dependence on PS to maintain supply; increased energy costs; requires greater capacity to ensure firm	Dependence on PS to maintain supply; increased energy costs; requires greater capacity to ensure firm capacity; high lifecycle costs



Alternative 1: Pumping Station Upgrade Only



Alternative 2: Water Tower plus Pumping Station Refurbishment

Will we really save?



Category	Alternative 1	Alternative 2 (preferred)
Initial Cost (\$)	20M	20.3M
Energy Cost (\$)	7.2M	4.4M
Operation Cost (\$)	489.6K	489.6K
Green House Gas (GHG) (tons)	7,515	5,681
Rationale	Can satisfy technical requirements; however, results in high energy costs. PS remains the sole source of supply. Any failure in the	Least risky approach. Most robust operation, not as vulnerable to failures in the pressure district. Most efficient operation, reduced

OVER 60 Year Period

$$\$2,800,000 - \$300,000 = \$2,500,000$$

$$\$2,500,000 / 60 \text{ years} = \$41,000 / \text{year}$$

HIGH Risk of additional Costs / Cost Overruns due to poorly suited location

- Stability (on edge of a very steep part of the escarpment)
- Erosion control and water run off
- Dismantling and reconstruction of a baseball diamond.

Need to conduct multiple studies

- Vegetation and community mapping
- Wild life survey
- Species at risk
- Fish and fisheries

Environmental impact?



Category	Alternative 1	Alternative 2 (preferred)
Initial Cost (\$)	20M	20.3M
Energy Cost (\$)	7.2M	4.4M
Operation Cost (\$)	489.6K	489.6K
Green House Gas (GHG) (tons)	7,515	5,681
Rationale	Can satisfy technical requirements; however, results in high energy costs. PS remains the sole source of supply. Any failure in the	Least risky approach. Most robust operation, not as vulnerable to failures in the pressure district. Most efficient operation, reduced

OVER 60 Year Period

$$7,515 - 5,681 \text{ tons} = 1,834 \text{ tons}$$

$$1,834 \text{ tons} / 60 \text{ years} = 30.6 \text{ tons} / \text{year}$$



90 Mins. / year

How much GHG will be produced by the construction of a Water Tower?

Evaluation Criteria	Site #1	Site #2	Site #3, #4, #7 to #12	Site #5	Site #6
	North-East corner of Martin Rd. and Jerseyville Rd. W.	West of Fiddler's Green Rd. and Garner Rd. W In James Smith Park	South-West corner of Fiddler's Green Rd. and Garner Rd. W.	North-West of Southcote Rd. and Garner Rd. E.	North-East of Raymond Rd. and Rymal Rd. W.
Natural Environment Considerations					
Proximity to Environmentally Sensitive Areas	In Niagara Escarpment	Identified as Provincially Significant Wetland by City. Sections of previously disturbed areas. No natural features of note.	No significant natural features were identified, although there is the City's Natural Heritage System and unevaluated wetlands within close proximity. Further investigation is required.	American Chestnut and Significant Woodlands located within the site.	No environmentally sensitive areas within the site.
Social & Cultural Environment Considerations					
Proximity to Built Heritage Areas	Near Designated Built Heritage Area	Near Designated Built Heritage Area	Areas listed in the City's inventory of Buildings of Architectural and/or Historical Interest.	Not in the proximity of any Built Heritage Areas	Not in the proximity of any Built Heritage Areas
Proximity to Archaeological and Cultural Heritage Areas	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 1995 and 1997. No archaeological potential found.	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required. A portion of the area within	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 2004. No archaeological potential found.

Successful projects are more than technical specifications

Constructability and Site Access	Accessible by urban local road Jerseyville Rd. W.	Accessible by minor arterial road Garner Rd.	Accessible by minor arterial road Fiddler's Green Rd.	Accessible by urban local road Bookjans Dr.	Accessible by urban local road Vinton Rd.
System Reliability and Hydraulic Performance	Located within the highest elevation area of the pressure district, near the areas more likely to experience low pressures. The distance from the pumping station and the size of the pipe feeding the site results in greater pressure losses.	Most preferred hydraulically. Highest pressures in the district when operated under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	Most preferred hydraulically. Highest pressures in the district when operated under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	Most preferred hydraulically. Highest pressures in the district when operated under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	This Site is the least preferred hydraulically due to the distance to the west side of the pressure district, which is more likely to experience low pressures. Low pressure during maximum day condition. In addition, the reservoir location is serviced by 300mm diameter pipes.
Summary	Located within the Niagara Escarpment and near a built heritage area. Contains archaeological potential. Owned by the City. High aesthetic impact on the Escarpment and high impact during construction. Reduced reservoir height. Accessible by urban local roads. Less preferred hydraulically.	Located beside a designated built heritage area and in a Provincially Significant Wetland. No archaeological potential. High impact during construction due to being within a major residential area. Owned by the City. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	Not near any environmentally sensitive areas or built heritage areas. Contains archaeological potential. Privately owned. Is not near major residential areas and will have low construction impact. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	Located within the American Chestnut and Woodlands area. Not near any built heritage areas. Owned by the City. High impact during construction due to being within a major residential area. Reservoir is required to be taller due to lower ground height. Accessible only by urban local roads. Most preferred hydraulically.	Not located near any environmentally sensitive areas or built heritage areas. No archaeological potential. Large aesthetic and construction noise impact on the residential area. Owned by the City. Reservoir is required to be taller due to lower ground height. Accessible only by urban local roads. Least preferred hydraulically.
Rank	Least preferred	Less preferred	Most preferred	Less preferred	Less preferred

Evaluation Criteria	Site #1	Site #2	Site #3, #4, #7 to #12	Site #5	Site #6
	North-East corner of Martin Rd. and Jerseyville Rd. W.	West of Fiddler's Green Rd. and Garner Rd. W in James Smith Park	South-West corner of Fiddler's Green Rd. and Garner Rd. W.	North-West of Southcote Rd. and Garner Rd. E.	North-East of Raymond Rd. and Rymal Rd. W.
Natural Environment Considerations					
Proximity to Environmentally Sensitive Areas	In Niagara Escarpment	Identified as Provincial Wetland by City. Section disturbed areas. No natural features of Natural Heritage System and proximity. Further investigation is	The city changed the zoning, but the location is the same. On the edge of the escarpment and DVCA. It is in close proximity to an extremely sensitive environmental area.		
Social & Cultural Environment Considerations					
Proximity to Built Heritage Areas	Near Designated Built Heritage Area	Near Designated Built Heritage Area	Areas listed in the City's inventory of Buildings of Architectural and/or Historical Interest.	Not in the proximity of any Built Heritage Areas	Not in the proximity of any Built Heritage Areas
Proximity to Archaeological and Cultural Heritage Areas	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 1995 and 1997. No archaeological potential found.	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required. A portion of the area within the sites has been identified as Cultural Heritage Resources.	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 2004. No archaeological potential found.
Aesthetic Impact	High, in the Niagara Escarpment	High, within residential areas	Low, south of Garner Rd.	High, within residential areas	High, within residential areas
Land Ownership	Owned by the City	Owned by the City	Privately Owned	Owned by the City	Owned by the City
Noise, Traffic, and Dust Impacts Disrupting Surrounding Area During Construction	High, near residential areas. High traffic impact on Jerseyville Rd. W.	High, within residential areas. High traffic impact on Garner Rd.	Low, south of residential areas. High traffic impact on Fiddler's Green Rd.	High, within residential areas. Low traffic impact on local roads	High, within residential areas. Low traffic impact on local roads
Economic Considerations					
Capital Cost including Land Acquisition (\$M)	\$6.8	\$6.9	\$8.3	\$6.9	\$7.3
Technical Considerations					
Tower Height	49 m	53 m	52 m	55 m	60 m
Constructability and Site Access	Accessible by urban local road Jerseyville Rd. W.	Accessible by minor arterial road Garner Rd.	Accessible by minor arterial road Fiddler's Green Rd.	Accessible by urban local road Bookjans Dr.	Accessible by urban local road Vinton Rd.
System Reliability and Hydraulic Performance	Located within the highest elevation area of the pressure district, near the areas more likely to experience low pressures. The distance from the pumping station and the size of the pipe feeding the site results in greater pressure losses.	Most preferred hydraulically. Highest pressures in the district when operated under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	Most preferred hydraulically. Highest pressures in the district when operated under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	Most preferred hydraulically. Highest pressures in the district when operated under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	This Site is the least preferred hydraulically due to the distance to the west side of the pressure district, which is more likely to experience low pressures. Low pressure during maximum day condition. In addition, the reservoir location is serviced by 300mm
Least preferred					
Summary	Located within the Niagara Escarpment and near a built heritage area. Contains archaeological potential. Owned by the City. High aesthetic impact on the Escarpment and high impact during construction. Reduced reservoir height. Accessible by urban local roads. Less preferred hydraulically.	Located best heritage area. Significant wetland. No archaeological potential. High impact during construction due to being within a major residential area. Owned by the City. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	archaeological potential. Privately owned. Is not near major residential areas and will have low construction impact. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	heritage areas. Owned by the City. High impact during construction due to being within a major residential area. Reservoir is required to be taller due to lower ground height. Accessible only by urban local roads. Most preferred hydraulically.	No archaeological potential. Large aesthetic and construction noise impact on the residential area. Owned by the City. Reservoir is required to be taller due to lower ground height. Accessible only by urban local roads. Least preferred hydraulically.
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DUNDAS VALLEY CONSERVATION AREA ▾

DUNDAS VALLEY CONSERVATION AREA

The Dundas Valley is one of southern Ontario's most spectacular natural treasures. Highlights of the 1,200-hectare conservation area include lush Carolinian forests, colourful meadows, cold-water streams, stunning geological formations and an array of rare plants, birds and wildlife.

The area is part of a large glacial valley that spreads out into Lake Ontario. It was excavated by a succession of glaciers that disappeared some 10,000 years ago. The landscape that emerged has been shaped by glacial melt water and, more recently, by streams flowing through the valley.

The rich natural environment existing here and along the Niagara Escarpment has been designated a World Biosphere Reserve by the United Nations Educational, Scientific and Cultural Organization (UNESCO).

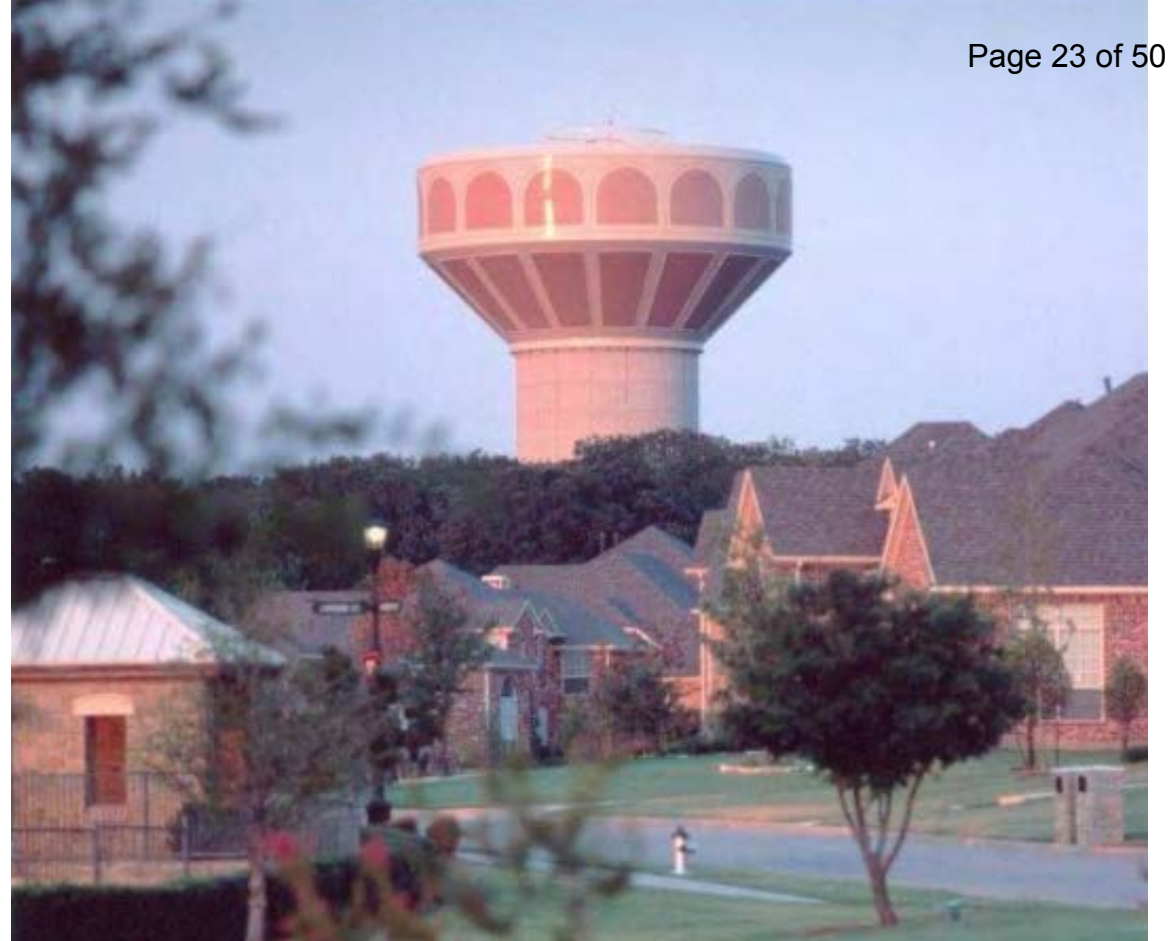
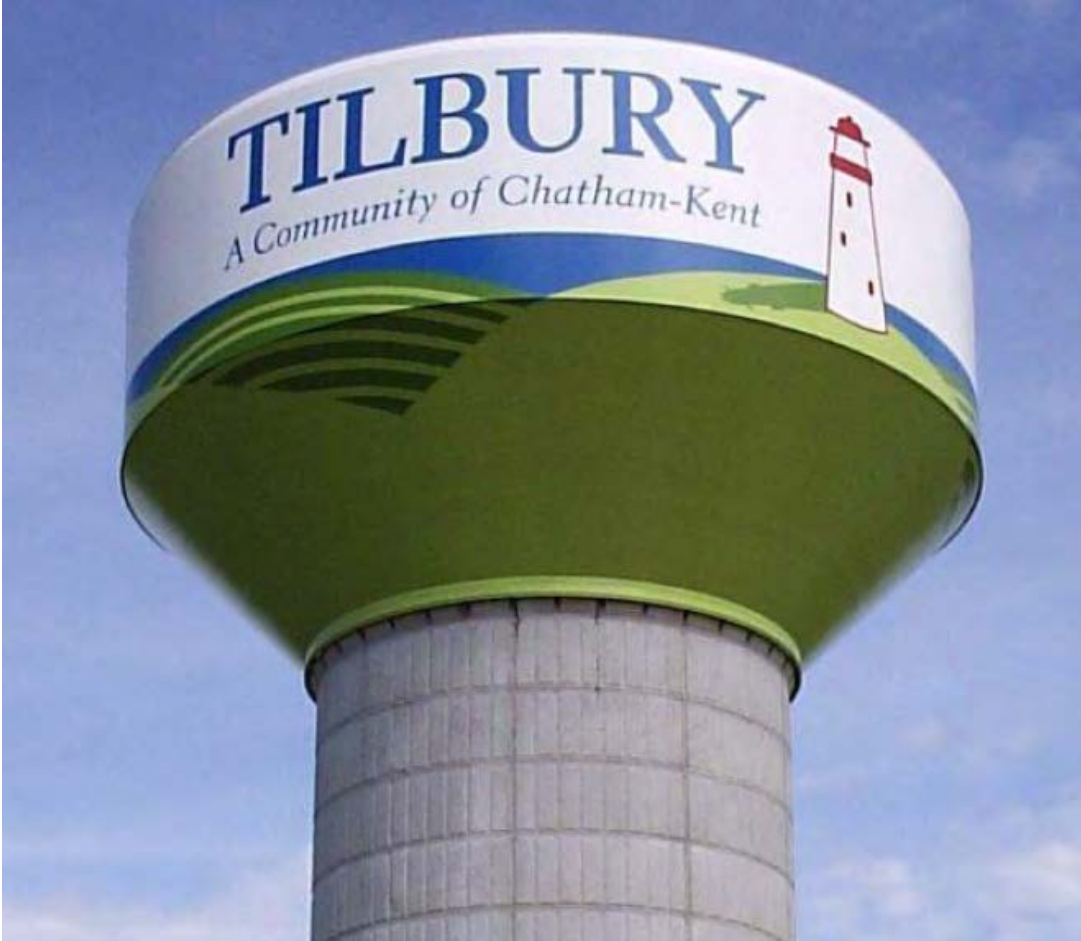
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Natural Environment Considerations					
Proximity to Environmentally Sensitive Areas	In Niagara Escarpment	Identified as Provincially Significant Wetland by City. Sections of previously disturbed areas. No natural features of note.	No significant natural features were identified, although there is the City's Natural Heritage System and unevaluated wetlands within close proximity. Further investigation is required.	American Chestnut and Significant Woodlands located within the site.	No environmentally sensitive areas within the site.
Social & Cultural Environment Considerations					
Proximity to Built Heritage Areas	Near Designated Built Heritage Area	Near Designated Built Heritage Area	Areas listed in the City's inventory of Buildings of Architectural and/or Cultural Interest.	Not in the proximity of any Built Heritage Areas	Not in the proximity of any Built Heritage Areas
Proximity to Archaeological and Cultural Heritage Areas	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 1995 and 1997. No archaeological potential found.	Several sections appear undisturbed. A Stage 2 Archaeological Assessment is required. A portion of the area within the site is a designated Built Heritage Area.	Several sections appear undisturbed. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 2004. No archaeological potential found.
Aesthetic Impact	High, in the Niagara Escarpment	High, within residential area.	High, within residential area.	High, within residential area.	High, within residential area.
Land Ownership	Owned by the City	Owned by the City	Owned by the City	Owned by the City	Owned by the City
Noise, Traffic, and Dust Impacts Disrupting Surrounding Area During Construction	High, near residential areas. High traffic impact on Jerseyville Rd. W.	High, near residential areas. High traffic impact on Garner Rd.	High, near residential areas. High traffic impact on Garner Rd.	High, near residential areas. High traffic impact on Garner Rd.	High, near residential areas. High traffic impact on Garner Rd.
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Technical Considerations					
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Constructability and Site Access	Accessible by urban local road Jerseyville Rd. W.	Accessible by minor arterial road Garner Rd.	Accessible by minor arterial road Garner Rd.	Accessible by minor arterial road Garner Rd.	Accessible by minor arterial road Garner Rd.
System Reliability and Hydraulic Performance	Located within the highest elevation area of the pressure district, near the areas more likely to experience low pressures. The distance from the pumping station and the size of the pipe feeding the site results in greater pressure losses.	Most preferred hydraulically due to being under gravity. In close proximity to existing 400mm diameter pipe along Garner Rd.	Most preferred hydraulically due to being under gravity. In close proximity to existing 400mm diameter pipe along Garner Rd.	Most preferred hydraulically due to being under gravity. In close proximity to existing 400mm diameter pipe along Garner Rd.	Most preferred hydraulically due to being under gravity. In close proximity to existing 400mm diameter pipe along Garner Rd.
Summary					
Summary	Located within the Niagara Escarpment and near a built heritage area. Contains archaeological potential. Owned by the City. High aesthetic impact on the Escarpment and high impact during construction. Reduced reservoir height. Accessible by urban local roads. Less preferred hydraulically.	Located best within the Niagara Escarpment and near a built heritage area. Contains archaeological potential. No potential for archaeological heritage. High impact during construction due to being in a residential area. Owned by the City. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	Located best within the Niagara Escarpment and near a built heritage area. Contains archaeological potential. No potential for archaeological heritage. High impact during construction due to being in a residential area. Owned by the City. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	Located best within the Niagara Escarpment and near a built heritage area. Contains archaeological potential. No potential for archaeological heritage. High impact during construction due to being in a residential area. Owned by the City. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	Located best within the Niagara Escarpment and near a built heritage area. Contains archaeological potential. No potential for archaeological heritage. High impact during construction due to being in a residential area. Owned by the City. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.
Rank	Least preferred	Less preferred	Most preferred	Less preferred	Less preferred

This industrial structure is being dropped in the midst of the Niagara Escarpment, Parkland and DVCA.

Measures will be taken to mitigate the visual impact

- Exterior paint to match neighboring structures
- Logos and lettering
- Night lighting
- Architectural enhancements to the tank
- Pedestal rustications
- Restrictions on signage and lighting
- Tank geometry
- Fencing / vegetative screening
- Use of non-reflective materials

LE



These superficial measures do not address the real issue.

The sheer size and overbearing presence of this industrial concrete structure does not visually fit with the natural landscape and is incompatible with the character of the area.

Don't worry you will not even see it



50 meters



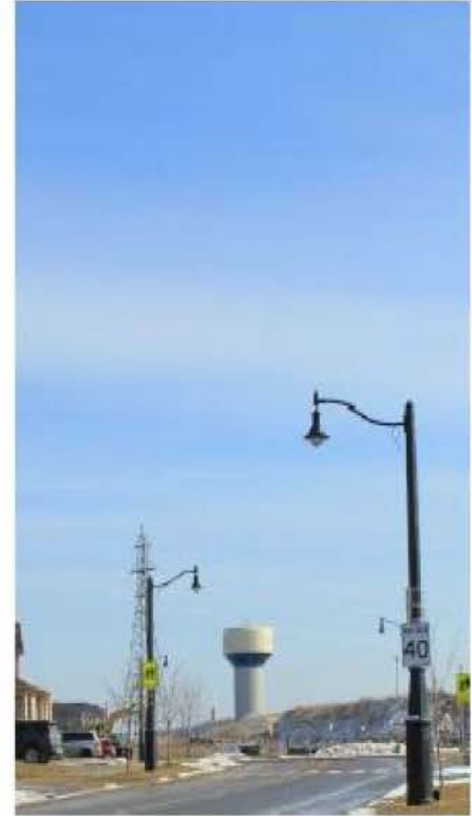
100 meters



200 meters



500 meters



900 meters

Evaluation Criteria	Site #1	Site #2	Site #3, #4, #7 to #12	Site #5	Site #6
	North-East corner of Martin Rd. and Jerseyville Rd. W.	West of Fiddler's Green Rd. and Garner Rd. W in James Smith Park	South-West corner of Fiddler's Green Rd. and Garner Rd. W.	North-West of Southcote Rd. and Garner Rd. E.	North-East of Raymond Rd. and Rymal Rd. W.
Natural Environment Considerations					
Proximity to Environmentally Sensitive Areas	In Niagara Escarpment	Identified as Provincially Significant Wetland by City. Sections of previously disturbed areas. No natural features of note.	No significant natural features were identified, although there is the City's Natural Heritage System and unevaluated wetlands within close proximity. Further investigation is required.	American Chestnut and Significant Woodlands located within the site.	No environmentally sensitive areas within the site.
Social & Cultural Environment Considerations					
Proximity to Built Heritage Areas	Near Designated Built Heritage Area	Near Designated Built Heritage Area	Areas listed in the City's inventory of Buildings of Architectural and/or Cultural Interest.	Not in the proximity of any Built Heritage Areas	Not in the proximity of any Built Heritage Areas
Proximity to Archaeological and Cultural Heritage Areas	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 1995 and 1997. No archaeological potential found.	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required. A portion of the area within	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 2004. No archaeological potential found.
Aesthetic Impact	High, in the Niagara Escarpment	High, within residential area.	High, within residential area.	High, within residential area.	High, within residential area.
Land Ownership	Owned by the City	Owned by the City	Owned by the City	Owned by the City	Owned by the City
Noise, Traffic, and Dust Impacts Disrupting Surrounding Area During Construction	High, near residential areas. High traffic impact on Jerseyville Rd. W.	High, near residential areas. High traffic impact on Garner Rd.	High, near residential areas. High traffic impact on Garner Rd.	High, near residential areas. High traffic impact on Garner Rd.	High, near residential areas. High traffic impact on Garner Rd.
Economic Considerations					
Capital Cost including Land Acquisition (\$M)	\$6.8	\$6.9	\$6.9	\$6.9	\$6.9
Technical Considerations					
Tower Height	49 m	53 m	53 m	53 m	53 m
Constructability and Site Access	Accessible by urban local road Jerseyville Rd. W.	Accessible by minor arterial road Garner Rd.	Accessible by minor arterial road Garner Rd.	Accessible by minor arterial road Garner Rd.	Accessible by minor arterial road Garner Rd.
System Reliability and Hydraulic Performance	Located within the highest elevation area of the pressure district, near the areas more likely to experience low pressures. The distance from the pumping station and the size of the pipe feeding the site results in greater pressure losses.	Most preferred hydraulically due to being within a major residential area. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	Most preferred hydraulically due to being within a major residential area. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	Most preferred hydraulically due to being within a major residential area. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	Most preferred hydraulically due to being within a major residential area. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.
Summary					
Summary	Located within the Niagara Escarpment and near a built heritage area. Contains archaeological potential. Owned by the City. High aesthetic impact on the Escarpment and high impact during construction. Reduced reservoir height. Accessible by urban local roads. Less preferred hydraulically.	Located best within a built heritage area. Contains archaeological potential. High impact during construction due to being within a major residential area. Owned by the City. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	Located best within a built heritage area. Contains archaeological potential. Privately owned. Is not near major residential areas and will have low construction impact. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	Located best within a built heritage area. Contains archaeological potential. High impact during construction due to being within a major residential area. Reservoir is required to be taller due to lower ground height. Accessible only by urban local roads. Most preferred hydraulically.	No archaeological potential. Large aesthetic and construction noise impact on the residential area. Owned by the City. Reservoir is required to be taller due to lower ground height. Accessible only by urban local roads. Least preferred hydraulically.
Rank	Least preferred	Less preferred	Most preferred	Less preferred	Less preferred

This, and also located near residential area and could cause devaluation of property values.

“The City has researched and consulted with its own Real Estate Section about this issue, we could not find any evidence of water tower’s influence on property values.”

Although requested, the city has not provided me with a copy of this research and method used to come to this conclusion.

Least preferred

Evaluation Criteria	Site #1	Site #2	Site #3, #4, #7 to #12	Site #5	Site #6
	North-East corner of Martin Rd. and Jerseyville Rd. W.	West of Fiddler's Green Rd. and Garner Rd. W in James Smith Park	South-West corner of Fiddler's Green Rd. and Garner Rd. W.	North-West of Southcote Rd. and Garner Rd. E.	North-East of Raymond Rd. and Rymal Rd. W.
Natural Environment Considerations					
Proximity to Environmentally Sensitive Areas	In Niagara Escarpment	Identified as Provincially Significant Wetland by City. Sections of previously disturbed areas. No natural features of note.	No significant natural features were identified, although there is the City's Natural Heritage System and unevaluated wetlands within close proximity. Further investigation is required.	American Chestnut and Significant Woodlands located within the site.	No environmentally sensitive areas within the site.
Social & Cultural Environment Considerations					
Proximity to Built Heritage Areas	Near Designated Built Heritage Area	Near Designated Built Heritage Area	Areas listed in the City's inventory of Buildings of Architectural and/or Historical Interest.	Not in the proximity of any Built Heritage Areas	Not in the proximity of any Built Heritage Areas
Proximity to Archaeological and Cultural Heritage Areas	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 1995 and 1997. No archaeological potential found.	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required. A portion of the area within the sites has been identified as Cultural	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 2004. No archaeological potential found.
Aesthetic Impact	High, in the Niagara Escarpment	High, within residential area	Low, south of Garner Rd.	High, within residential areas	High, within residential areas
Land Ownership	Owned by the City	Owned by the City	Owned by the City	Owned by the City	Owned by the City
Noise, Traffic, and Dust Impacts Disrupting Surrounding Area During Construction	High, near residential areas. High traffic impact on Jerseyville Rd. W.	High, near residential areas. High traffic impact on Garner Rd.	High, near residential areas. High traffic impact on Fiddler's Green Rd.	High, near residential areas. High traffic impact on local roads	High, near residential areas. Low traffic impact on local roads
Economic Considerations					
Capital Cost including Land Acquisition (\$M)	\$6.8	\$6.9	\$8.3	\$6.9	\$7.3
Technical Considerations					
Tower Height	49 m	53 m	52 m	55 m	60 m
Constructability and Site Access	Accessible by urban local road Jerseyville Rd. W.	Accessible by minor arterial road Garner Rd.	Accessible by minor arterial road Fiddler's Green Rd.	Accessible by urban local road Bookjans Dr.	Accessible by urban local road Vinton Rd.
System Reliability and Hydraulic Performance	Located within the highest elevation area of the pressure district, near the areas more likely to experience low pressures. The distance from the pumping station and the size of the pipe feeding the site results in greater pressure losses.	Most preferred hydraulically. Highest pressures in the district when operated under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	Most preferred hydraulically. Highest pressures in the district when operated under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	Most preferred hydraulically. Highest pressures in the district when operated under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	This Site is the least preferred hydraulically due to the distance to the west side of the pressure district, which is more likely to experience low pressures. Low pressure during maximum day condition. In addition, the reservoir location is serviced by 300mm diameter pipe.
Summary					
Summary	Located within the Niagara Escarpment and near a built heritage area. Contains archaeological potential. Owned by the City. High aesthetic impact on the Escarpment and high impact during construction. Reduced reservoir height. Accessible by urban local roads. Less preferred hydraulically.	Located best within a built heritage area. Significant wetland. No archaeological potential. High impact during construction due to being within a major residential area. Owned by the City. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	archaeological potential. Privately owned. Is not near major residential areas and will have low construction impact. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	heritage areas. Owned by the City. High impact during construction due to being within a major residential area. Reservoir is required to be taller due to lower ground height. Accessible only by urban local roads. Most preferred hydraulically.	No archaeological potential. Large aesthetic and construction noise impact on the residential area. Owned by the City. Reservoir is required to be taller due to lower ground height. Accessible only by urban local roads. Least preferred hydraulically.
Rank	Least preferred	Less preferred	Most preferred	Less preferred	Less preferred

Highly utilized greenspace and community centre
 Noise has detrimental impact on students performance.
 Winds will blow dust towards community.

Least preferred

Community Impact



2,100 Members



2,200 Participants



990 Students

500 Participants Dared-to-Tri Race



600 Members



1,200 Participants



Autumn Stroll



Residents

Evaluation Criteria	Site #1	Site #2	Site #3, #4, #7 to #12	Site #5	Site #6
	North-East corner of Martin Rd. and Jerseyville Rd. W.	West of Fiddler's Green Rd. and Garner Rd. W in James Smith Park	South-West corner of Fiddler's Green Rd. and Garner Rd. W.	North-West of Southcote Rd. and Garner Rd. E.	North-East of Raymond Rd. and Rymal Rd. W.
Natural Environment Considerations					
Proximity to Environmentally Sensitive Areas	In Niagara Escarpment	Identified as Provincially Significant Wetland by City. Sections of previously disturbed areas. No natural features of note.	No significant natural features were identified, although there is the City's Natural Heritage System and unevaluated wetlands within close proximity. Further investigation is required.	American Chestnut and Significant Woodlands located within the site.	No environmentally sensitive areas within the site.
Social & Cultural Environment Considerations					
Proximity to Built Heritage Areas	Near Designated Built Heritage Area	Near Designated Built Heritage Area	Areas listed in the City's inventory of Buildings of Architectural and/or Historical Interest.	Not in the proximity of any Built Heritage Areas	Not in the proximity of any Built Heritage Areas
Proximity to Archaeological and Cultural Heritage Areas	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 1995 and 1997. No archaeological potential found.	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required. A portion of the area within the sites has been identified as Cultural Heritage Resources.	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 2004. No archaeological potential found.
Aesthetic Impact	High, in the Niagara Escarpment	High, within residential areas	Low, south of Garner Rd.	High, within residential areas	High, within residential areas
Land Ownership	Owned by the City	Owned by the City	Privately Owned	Owned by the City	Owned by the City
Noise, Traffic, and Dust Impacts Disrupting Surrounding Area During Construction	High, near residential areas. High traffic impact on Jerseyville Rd. W.	High, within residential areas. High traffic impact on Garner Rd.	Low, south of residential areas. High traffic impact on Fiddler's Green Rd.	High, within residential areas. Low traffic impact on local roads	High, within residential areas. Low traffic impact on local roads
Economic Considerations					
Capital Cost including Land Acquisition (\$M)	\$6.8	\$6.9	\$8.3	\$6.9	\$7.3
Technical Considerations					
Tower Height	49 m	23 m	23 m	23 m	60 m
Constructability and Site Access	Accessible by urban local road Jerseyville Rd. W.	Accessible by minor arterial road Garner Rd.	Accessible by minor arterial road Garner Rd.	Accessible by urban local road Southcote Rd.	Accessible by urban local road Vinton Rd.
System Reliability and Hydraulic Performance	Located within the highest elevation area of the pressure district, near the areas more likely to experience low pressures. The distance from the pumping station and the size of the pipe feeding the site results in greater pressure losses.	Most preferred hydraulically. Highest pressures in the district under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	Most preferred hydraulically. Highest pressures in the district under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	Most preferred hydraulically. Highest pressures in the district under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	This site is the least preferred due to the distance to the west side of the pressure district, which experience low pressures during maximum day condition. In addition, the reservoir location is serviced by 300mm diameter pipe.
Summary					
Summary	Located within the Niagara Escarpment and near a built heritage area. Contains archaeological potential. Owned by the City. High aesthetic impact on the Escarpment and high impact during construction. Reduced reservoir height. Accessible by urban local roads. Less preferred hydraulically.	Located best within a built heritage area. Significant wetland. No archaeological potential. High impact during construction due to being within a major residential area. Owned by the City. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	Most preferred hydraulically. Highest pressures in the district under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	Most preferred hydraulically. Highest pressures in the district under gravity. In close proximity to the existing 400mm diameter trunk main along Garner Rd.	No archaeological potential. Large aesthetic and construction noise impact on the residential area. Owned by the City. Reservoir is required to be taller due to lower ground height. Accessible only by urban local roads. Least preferred hydraulically.
Rank	Least preferred	Less preferred	Most preferred	Less preferred	Less preferred

Distance to pumping station will result in reduced efficiency requiring more power than planned. The pipe size is 300mm - create increased pipe friction and efficiency losses. I.e. Increased power consumption. Both lead to pressure losses.

Least preferred

Evaluation Criteria	Site #1	Site #2	Site #3, #4, #7 to #12	Site #5	Site #6
	North-East corner of Martin Rd. and Jerseyville Rd. W.	West of Fiddler's Green Rd. and Garner Rd. W in James Smith Park	South-West corner of Fiddler's Green Rd. and Garner Rd. W.	North-West of Southcote Rd. and Garner Rd. E.	North-East of Raymond Rd. and Rymal Rd. W.
Natural Environment Considerations					
Proximity to Environmentally Sensitive Areas	In Niagara Escarpment	Identified as Provincial Wetland by City. Section disturbed areas. No natural features of Natural Heritage System and proximity. Further investigation is	The city changed the zoning, but the location is the same. On the edge of the escarpment and DVCA. It is in close proximity to an extremely sensitive environmental area.		
Social & Cultural Environment Considerations					
Proximity to Built Heritage Areas	Near Designated Built Heritage Area	Near Designated Built Heritage Area	Areas listed in the City's inventory of Buildings of Architectural and/or	Not in the proximity of any Built Heritage Areas	Not in the proximity of any Built Heritage Areas
Proximity to Archaeological and Cultural Heritage Areas	Several sections appear undisturbed and retain archaeological potential. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 1995 and 1997. No archaeological potential found.	Several sections appear undisturbed. A portion of the area within the sites has been identified as Cultural	Several sections appear undisturbed. A Stage 2 Archaeological Assessment is required.	Area disturbed by grading and heavy landscaping. Previously assessed in 2004. No archaeological potential found.
Aesthetic Impact	High, in the Niagara Escarpment	High, within residential areas	Low, south of Garner Rd	High, within residential areas	High, within residential areas
Land Ownership	Owned by the City	Owned by the City			
Noise, Traffic, and Dust Impacts Disrupting Surrounding Area During Construction	High, near residential areas. High traffic impact on Jerseyville Rd. W.	High, near residential areas. High traffic impact on Garner Rd.	Proven studies show noise has detrimental impact on students performance.	High, near residential areas. High traffic impact on Fiddler's Green Rd.	Low traffic impact on local roads
Economic Considerations					
Capital Cost including Land Acquisition (\$M)	\$6.8	\$6.9	\$8.3	\$6.9	\$7.3
Technical Considerations					
Tower Height	49 m	43 m			
Constructability and Site Access	Accessible by urban local road Jerseyville Rd. W.	Accessible by minor arterial Garner Rd.	Accessible by urban local road	Accessible by urban local road	Accessible by urban local road Vinton Rd.
System Reliability and Hydraulic Performance	Located within the highest elevation area of the pressure district, near the areas more likely to experience low pressures. The distance from the pumping station and the size of the pipe feeding the site results in greater pressure losses.	Most preferred hydraulically. Highest pressures in the district under gravity. In close proximity to the existing 400mm diameter pipe along Garner Rd.	The pipe size is 300mm - create increases pipe friction and efficiency losses. ie. Increased power consumption. Both lead to pressure losses.	Most preferred hydraulically. Highest pressures in the district under gravity. In close proximity to the existing 400mm diameter pipe along Garner Rd.	The site is the least preferred hydraulically. The distance to the west side of the pressure district, which is likely to experience low pressures. Low pressure during maximum day condition. In addition, the reservoir location is serviced by 300mm diameter pipe.
Least preferred					
Summary	Located within the Niagara Escarpment and near a built heritage area. Contains archaeological potential. Owned by the City. High aesthetic impact on the Escarpment and high impact during construction. Reduced reservoir height. Accessible by urban local roads. Less preferred hydraulically.	Located best within the Niagara Escarpment and near a built heritage area. Contains archaeological potential. High impact during construction due to being within a major residential area. Owned by the City. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	archaeological potential. Privately owned. Is not near major residential areas and will have low construction impact. Reduced reservoir height. Accessible by minor arterial road. Most preferred hydraulically.	heritage areas. Owned by the City. High impact during construction due to being within a major residential area. Reservoir is required to be taller due to lower ground height. Accessible only by urban local roads. Most preferred hydraulically.	No archaeological potential. Large aesthetic and construction noise impact on the residential area. Owned by the City. Reservoir is required to be taller due to lower ground height. Accessible only by urban local roads. Least preferred hydraulically.
Rank	Least preferred	Less preferred	Most preferred	Less preferred	Less preferred



Ancaster Elevated Water Reservoir

Schedule 'B' Municipal Class EA

Panel No. 10

Site 2,13 and 14 are disqualified because they are objected by NAV Canada and the Airport

Evaluation Criteria	Site #1	Site #15
	North-East corner of Martin Rd. and Jerseyville Rd. W. In the Robert E Wade Ancaster Community Park	South of Jerseyville Rd. W., in-between Paddy Green Rd. and Shaver Rd.
Natural Environment Considerations		
Proximity to Regulated Areas	Some portions of Site 1 are regulated by the Hamilton Conservation Authority. However, the proposed siting of the water tower on Site 1 is not within a regulated area and the HCA has confirmed that a permit would not be required. The proposed elevated water reservoir may require mitigation measures to avoid possible adverse impacts to these lands.	Portions of Site 15 are within lands regulated by the Grand River Conservation Authority. Site 15 is also in close proximity to Significant Woodlands and may require mitigation measures to avoid possible adverse impacts to adjacent watercourses.
Wetlands	There are no wetlands located on or in proximity to Site 1.	Unevaluated wetlands occur approximately 50.0 metres to the southeast and 10.0m to the west of Site 15.
Woodlands	There are no identified woodlands located on Site 1.	There are no identified woodlands located on Site 15.
Significant Wildlife Habitat	No Significant Wildlife Habitat functions are attributed to Site 1.	No Significant Wildlife Habitat functions are attributed to Site 15.
ANSI	The Hamilton Official Plan identifies a woodland adjacent to Site 1 as an ANSI. However, the NHIC mapping does not show the presence of an ANSI.	There is no ANSI on or adjacent to Site 15.
Fisheries and Aquatic Resources	There are no watercourses located on Site 1, however there is a watercourse located within 100.0m.	There are no watercourses on Site 15, however there is a watercourse located within 50.0m.
Habitat of Threatened and Endangered Species	No SAR were identified on Site 1.	Barn Swallows, a SAR, were observed on Site 15.
Social & Cultural Environment Considerations		
Proximity to Cultural Heritage Resources	Site 1 is adjacent to the Woodend Estate (municipal address 838 Mineral Springs Road), a Designated Heritage Property.	Site 15 is not adjacent to and contains no known cultural or heritage resources.
Impact to Archaeological Resources	A Stage 2 Archaeological Assessment is required.	A Stage 2 Archaeological Assessment is required.
Visual Impact to the Niagara Escarpment	Site 1 is located on lands designated under the Niagara Escarpment Plan and is adjacent to the Niagara Escarpment itself. This represents a potential visual obstruction of the Escarpment. Accordingly, the Niagara Escarpment Commission has requested a Visual Impact Assessment (VIA) to be completed.	Site 15 is not located on lands designated under the Niagara Escarpment Plan.
Visual Impact to Residents	Site 1 is adjacent to a major residential area south of Jerseyville Road West. Skylining mitigation measures will be required.	Site 15 is not adjacent to major residential areas, however skylining mitigation measures will be required.
Land Tenure	Site 1 is owned by the City and property acquisition is not required.	Site 15 is owned by the City and property acquisition is not required.
Construction Impact Mitigation	Site 1 construction will require temporary closure of portions of the existing community recreational area. Acute impacts from construction activity will be managed through a Construction Mitigation Plan.	Site 15 construction will require temporary closure of portions of the existing community recreational area. Acute impacts from construction activity will be managed through a Construction Mitigation Plan.
Long Term Public Health & Safety	Site 1 does not pose any known long-term risks to public health & safety.	Site 15 is located on a former municipal landfill. The potential for soil contamination with the presence of an elevated water reservoir may pose a long-term risk to public health & safety.
Impact to the City of Hamilton John C Munro International Airport Airspace	NAV CANADA has indicated a preference for Site 1. Site 1 does not represent a risk to the current and future safe operation of the City of Hamilton International Airport Airspace.	NAV CANADA determined Site 15 represents a heightened risk to the current and long-term safe operation of the City of Hamilton International Airport airspace.
Land Use Regulations	Site 1 is located on lands designated under the Niagara Escarpment Plan and is subject to a Visual Impact Assessment and NEC Development Permit prior to construction. Portions of Site 1 are also regulated by the Hamilton Conservation Authority. Pending the final siting of the proposed elevated water reservoir, a permit from the NEP and HCA may be required. Accordingly, the NEP must be satisfied with the EA (and related studies) prior to reviewing an application for a Development Permit.	Portions of Site 15 are within lands regulated by the Grand River Conservation Authority. Pending the final siting of the proposed elevated water reservoir, a permit from the GRCA may be required.
Economic Considerations		
Capital Cost including Land Acquisition (\$M) ¹	\$14.0	\$14.5
Technical Considerations		
Site Access	Access to Site 1 would be provided via Jerseyville Road West.	Access to Site 1 would be provided via Jerseyville Road West.
Tower Height (m)	40	60
System Reliability and Hydraulic Performance	Site 1 is located within the highest elevation area of the pressure district, near the areas more likely to experience low pressures. The distance from the pumping station and the size of the pipe feeding the site results in greater pressure losses.	Site 15 is located within the highest elevation area of the pressure district, near the areas more likely to experience low pressures. The distance from the pumping station and the size of the pipe feeding the site results in greater pressure losses.
RANKING	Site 1	Site 15
	Preferred	Less Preferred
¹ Based on a tank capacity of 9.91 ML		

Community Petition

Approximately 40 posters and 300 flyers delivered to local residents.

Blocked from posting information at Community Centre



Preserve Ancaster's Green Space and the Aesthetics of the Dundas Valley Conservation Area



135 have signed. Let's get to 200!



City of Hamilton Ontario: Preserve the Aesthetics of the Dundas...

Share on Facebook

Send a Facebook message

Send an email to friends

Tweet to your followers

A water tower should not be constructed at the Robert E. Wade Community Park

There is a feasible and arguably preferred alternative available, I believe we should do everything possible to protect and preserve this community space.

Poor
Location

Negative
Impacts

Feasible
Alternatives
Exist

Community
Support for
Alternative

Narinder Nann
Councillor, Ward 3

Re: Monuments in City Gravesites

On 01 August 2019, my mother died at age 99; on 09 August we laid her to rest at the York Boulevard Cemetery, to join most of my Hamilton ancestors who have been there since the latter part of the 19th century.

Within hours, and with the soil hardly settled, I received an advertisement with an order form dated 12 August from the City of Hamilton Municipal Cemeteries promoting an offer to “complete the inscription work ... for \$270 and \$50 for painted letters” noting “these prices do not include HST which is added to the total”

Now my response is not only about the bald faced insensitivity of the letter, while those are in the early throes of intense grief at the loss of a mother and grandmother, but that the monument stone – like those of my grandparents and a list of granduncles and aunties -- had been created by a Hamilton craftsman whose industry and artistry we have relied on for years, and who was in line to “complete the inscription work”

Therefore, a second layer of offense was taken that this tax-supported division of the city (Hamilton Municipal Cemeteries) was using its power to compete with private commerce and enterprise and draw away from a boutique and small business industry in Hamilton – already under pressure as more and more persons are considering cremation not requiring a headstone – and using tax supported municipal departments to crush, using an unfair advantage, the small Hamilton entrepreneurs engaged in this niche market.


How ever did this come to be? It is offensive not only that the city of Hamilton is wielding its power to hinder small Hamilton business through unfair competition, but that it is using my tax dollars to enable it to do so.

My objections are plain. The City of Hamilton should be using its Municipal elbow and my tax dollars to support small businesses in Hamilton, not butting in to do what it can to crush, using unfair competitive edges, those in the local monument industry, even if it is a small band.

I would like an investigation into the source of this new advertising push – and hope that the whole matter will be left in the hands of Hamilton local private small business enterprise -- as in all the years of laying family members to rest at the York Boulevard cemetery, no one has ever been so aggressive towards families dealing with fresh grief with a “promotion” trying to undercut and price challenge the services offered by our local monument makers.

Yours truly,

Douglas Brown





CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Hamilton Water Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	November 18, 2019
SUBJECT/REPORT NO:	Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)) (Ward 12)
WARD(S) AFFECTED:	Ward 12
PREPARED BY:	Winston Wang (905) 546-2424 Ext. 4092 Bert Posedowski (905) 546-2424 Ext. 3199
SUBMITTED BY:	Mark Bainbridge Director, Water and Wastewater Planning and Capital Public Works Department
SIGNATURE:	

RECOMMENDATION(S)

That the General Manager, Public Works Department be authorized and directed to file the Notice of Completion and issue the Addendum to Project File Report for the Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir for the mandatory 30-day public review period.

EXECUTIVE SUMMARY

The City of Hamilton (City) retained WSP Engineering Group Limited to complete a Schedule B Class Environmental Assessment (Class EA) for construction of the Pressure District 18 Elevated Water Reservoir based on recommendations of the City of Hamilton, Water and Wastewater Master Plan (WWMP) Class EA Report (KMK Consultants, 2006). The Elevated Water Reservoir is required to provide water supply for future growth in Pressure District 18 (PD18) primarily in Ancaster. The new Elevated Water Reservoir planned at the preferred location of 385 Jerseyville Road West (Robert E. Wade Park) is projected to be in service by 2023.

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SUBJECT: Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)) (Ward 12) - Page 2 of 11

Public, Agencies, First Nations, and stakeholder consultation was completed in accordance with the requirements of the Municipal Environmental Association Class EA document and City protocol through Public Information Centres, mail-outs, and a project website. As well the Ward 12 Councillor was consulted.

The recommendation of this staff report will permit the completion of the mandatory 30-day public review period. Following the 30-day review period, provided that no Part II Orders (complete a higher level of environmental assessment) from the Minister of the Environment, Conservation and Parks (MECP) are received, the detailed design and implementation of the preferred infrastructure will proceed.

Alternatives for Consideration – See Page 10

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Financial considerations will be subject to a future Council request that will include a recommendation that an additional \$5.73M be incorporated into the 2020 Rate Budget to reflect the evolution of the project over time. This will update the total budget requirement in Project ID No. 5141395354 from \$8.77M to \$14.5M.

Staffing: Once the elevated reservoir is commissioned, 0.3 FTE will be required to operate and maintain this new infrastructure. This FTE will be recommended in the Operating Budget in the year it is required.

Legal: Depending on which parcel is acquired, a zoning variance application will be required to facilitate the implementation of the elevated reservoir.

HISTORICAL BACKGROUND

The water distribution system in Ancaster is divided into three (3) Pressure Districts (PD's). PD18 supplies water to the majority of customers in Ancaster and also services a small section of western Dundas. The need for an elevated water reservoir was documented in the City of Hamilton's Water and Wastewater Master Plan Class EA Report dated November 2006.

According to the current MECP Design Guidelines for Drinking Water Systems (2008), the existing water pumping station does not fully comply with capacity guidelines.

Historically, low-pressure issues have been reported in the high elevation areas of Ancaster. To address these issues as an interim non-standard measure, the City has modified the operations of PD18 Pumping Station to maintain a pressure higher than the

SUBJECT: Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)) (Ward 12) - Page 3 of 11

original design, which has resulted in increased water recirculation within the station, low pump efficiency, increased equipment wear and tear, and increased maintenance and energy costs. Therefore, a water servicing strategy assessment has been conducted to support the Class EA (see Technical Memorandum #2 of the Project File Report under a separate cover) to confirm that an elevated water reservoir can cost effectively resolve those issues for water servicing in the Ancaster community.

A project team, including Public Works Department staff and consulting engineers, conducted this Class EA Study. Other key staff and sub-consultants, including Environmental Scientists, Heritage Planners and Archaeologists, were engaged as required to provide support for various components of the Study.

The Class EA was completed as a Schedule B of the Municipal Class Environmental Assessment process. The Class EA for this project included Public and Review Agency consultation, evaluation of alternatives, assessment of impacts of the proposed works, and identification of measures to mitigate any adverse impacts. Upon completion of the study, a Project File Report documenting the planning and decision-making process and preferred relocation alternative was prepared. This file is ready for public review. Pending approval of the recommendation of this staff report, a separate advertisement will be issued to advise the public and stakeholders of the Notice of Completion of the Class EA.

A total of fifteen (15) alternative sites (Appendix "A" to report PW17022(b): Study Area & Alternative Sites) have been evaluated according to their natural environment, social and cultural environment, economic, and technical impacts/merits. A comparative assessment of the alternative sites was conducted to determine which solution had the least overall impacts. Site #1 is the preferred site as it results in the least overall impact to natural and technical environments and low to moderate impact on the social and cultural environment.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

This recommendation is consistent with the Urban Official Plan. Other policies affecting or impacting this Report include:

- *Ontario Environmental Assessment Act*
- *Ontario Environmental Protection Act*
- *Safe Drinking Water Act, 2002*

RELEVANT CONSULTATION

The Ward Councillor has been advised about the completion of the study and the recommendation of the report. Public and Review Agency (Appendix "B" – Agency

SUBJECT: Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)) (Ward 12) - Page 4 of 11

Mailing List to report PW17022(b) consultation is an integral and legislated component of any Municipal Class EA study. Stakeholders are initially notified of the study with a formal Notice of Commencement advertised in the local newspaper. Review Agencies are notified directly by mail or email.

Project Stakeholder and Review Agencies lists are developed at the onset of the study and maintained throughout, thus ensuring all interested parties are kept informed. All Stakeholders are invited and encouraged to comment on the project at any time during the study.

The Agency and Stakeholder Contact Lists include the following groups:

- Federal Agencies
- Provincial Ministries and Agencies
- Aboriginals
- Property owners/businesses adjacent to the preferred sites area
- Others (e.g. utilities, school boards, etc.)

Three (3) Public Information Centres (PIC's) were held in the Ancaster community. The first PIC was held at Ancaster Municipal Building & Library on September 25, 2012 at 300 Wilson Street East; and the second and third PIC's were held on October 5, 2016 and April 30, 2019 at the Ancaster Old Town Hall at 310 Wilson Street East. Feedback from attendees was constructive, focusing on issues such as water reservoir colour, visual impact, property value decreases due to water reservoir construction, project goals, timelines and location of the elevated reservoir.

Key feedback from review agencies to date is summarized as follows:

- Ministry of the Environment, Conservation and Parks (MECP) – For the construction of a new elevated water reservoir, MECP acknowledges that a Schedule B Municipal Class EA process is undertaken under the Municipal Engineers Association Class EA Document in order to identify, evaluate and determine the preferred alternative for addressing water servicing issues in Ancaster. MECP noted that this project is subject to the *Safe Drinking Water Act*, s. 31 (need for approval, permit and licence), which does fit part of the definition of a Drinking Water System (DWS), which includes anything used in the collection, production, treatment, storage, supply or distribution of water (excluding plumbing). Therefore, the MECP requires that a Schedule C Application to the DWS's Drinking Water Works Permit be required. In addition, the MECP also requires that the Project File be prepared in such a way as to clearly demonstrate that appropriate steps in Phases 1 and 2 have been followed and suitable for easy

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review by the public at any time. Also, the MECP requires adequate consultation with affected Aboriginal communities in the project area.

- The Schedule C Application will be submitted in the Detailed Design Phase of the implementation. The Notice of Completion and the complete Project File Report are to be forwarded to the MECP Office for review, filing and potential comments. Consultation with Aboriginal communities has also taken place and has been documented in the Project File for this Class EA.
- Hamilton International Airport Ltd (HIAL) – Due to the height of the proposed elevated water reservoir, HIAL has been consulted and they reviewed the sites to determine the potential impact on airport zoning regulations. HIAL has recommended that the proposal be submitted to Transport Canada and NAV Canada for review to ensure the structure(s) meet lighting requirements, and flight procedures are not impacted. HIAL also expressed interest in continued involvement in the project process until the project implementation phase.
 - The preferred site is supported by both NAV Canada and HIAL. Transport Canada has also been consulted and they have no concerns on this project.
- Ministry of Tourism, Culture and Sport (MTCS) – Their concerns focused on three (3) areas: archaeological resources including land-based and marine, built heritage resources, and cultural heritage landscapes. In terms of the environmental assessment reporting, they require that all technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. If the screening has identified no known or potential cultural heritage resources, or no impacts to these resources, the EA report or file is required to include the completed checklists and supporting documentation.
 - Technical heritage studies and their recommendations have been incorporated into the Project File Report for this Class EA.
- Niagara Escarpment Commission (NEC) – Part of the subject lands are in the Escarpment Natural Area where water infrastructure is permitted. NEC is interested in specific information about environmental impact; for example, Visual Impact Assessment, Shadow Analysis, to determine any effect in the Niagara Escarpment Plan area.
 - Visual impact assessment and Shadow analysis have been submitted to NEC. The preferred site/area is within the NEC Development Control area. A development permit needs to be secured at 90% detailed design and before construction.

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- Hamilton Conservation Authority (HCA) – For this project HCA was consulted and they do not have any concerns for the preferred site.
 - The preferred site is located close to the boundary of HCA, but it is not within the HCA regulated area.
- Grand River Conservation Authority (GRCA) – For this project GRCA is mainly concerned with wetlands and flood plains, water courses and valley lands within the study area.
 - The preferred site is not within GRCA jurisdiction.

The recommendation of this staff report is part of the final stage of consultation which is an inherent part of the Class EA process. If necessary, the project team will receive and attempt to mitigate all stakeholder concerns or requests for a Part II Order that is initiated within the mandatory 30-day review period.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

By applying the Municipal Class EA process, the project followed the legislated multi-phased analysis rationale. Specifically, the narrative of this study is summarized in the text below. Detailed documentation is in the Project File Report under separate cover.

The Class EA Problem/Opportunity Statement was identified as follows:

- A solution is required to mitigate low pressure issues in Ancaster; to improve the operability and efficiency of the pumping station, to provide redundancy and security of supply, to meet MECP guidelines and City design standards, while reducing energy consumption and GHG emissions in accordance with the City's Corporate Energy Policy.

The objectives of the Schedule B, Class EA project will be to review and compare alternative solutions to address the Problem/Opportunity Statement (and relevant construction impact), in order to address the above-noted concerns and to identify the preferred solution.

All reasonable alternatives that meet the requirements of the Problem/Opportunity Statement were identified. The following is a list of the alternatives considered in water servicing strategy assessment:

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Alternatives for Water Servicing	Description
Alternative 0 - Do Nothing Approach	<ul style="list-style-type: none"> • Maintain the current mode of operation at Garner Road HD018 Pumping Station • Future upgrades include only a replacement of the existing pumps with similar capacity pumps • Results in extremely high operations and energy costs • Firm capacity deficiency
Alternative 1 – Increase the Capacity of HD018 Pumping Station	<ul style="list-style-type: none"> • Replace the existing pumps with larger capacity pumps (in a new station on the same site as HD018) to achieve a firm capacity • Modify the existing ground reservoir HDR018 • High operations and energy costs • Not resolve potential water supply risks
Alternative 2 – Construct a new Elevated Storage Reservoir	<ul style="list-style-type: none"> • Construct an elevated storage reservoir to provide floating storage • Provide security of water supply and alleviate low pressure issues in higher elevation areas • Provide reliable water supply and reduce pumping cost and GHG emissions • Lowest overall cost due to reduced energy cost in the long run
Alternative 3 – Construct a New Booster Pumping Station and Increase the Capacity of HD018 Pumping Station	<ul style="list-style-type: none"> • Construct a new booster pumping station to service the higher elevation areas to create a new pressure district PD-26 • Replace the existing pumps with larger capacity pumps (in a new station on the same site as HD018) to achieve a firm capacity • Increased energy costs and requires standby power to maintain supply during power outages • High lifecycle costs
Alternative 4 – Construct A New Booster Pumping Station and In-ground Reservoir, and Increase the Capacity of HD018 Pumping Station	<ul style="list-style-type: none"> • Construct a new booster pumping station to service higher elevation areas to create a new pressure district PD-26 • Construct an in-ground reservoir to provide pumped storage for the new pressure PD-26

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Alternatives for Water Servicing	Description
	<ul style="list-style-type: none"> • Replace the existing pumps with larger capacity pumps (in a new station on the same site as HD018) to achieve a firm capacity • Dependent on HD018 Pumping Station to maintain supply • Increased energy costs and requires standby power to maintain supply during power outages • Highest lifecycle costs

Refer to Appendix C to Report PW17022(b) Brief History of Ancaster Water Service and Summary of Financial Analysis by WSP for comparison.

The following is the list of the potential sites for the elevated water reservoir and the preferred sites:

Alternative Sites for Elevated Water Reservoir	Description
Site #1 – North-East corner of Martin Road and Jerseyville Road West in the Robert E Wade Ancaster Community Park	<ul style="list-style-type: none"> • Located within the Niagara Escarpment and near a built heritage area • Contains archaeological potential • High aesthetic impact on the Niagara Escarpment and high impact during construction • Reduced tank height • City owned • The most preferred location
Site #2 – West of Fiddler’s Green Road and Garner Road West in James Smith Park	<ul style="list-style-type: none"> • No longer considered due to objection from NAV Canada and Hamilton International Airport Ltd
Site #3, #4, #7 - #12 - South-West corner of Fiddler’s Green Road and Garner Road West	<ul style="list-style-type: none"> • No longer considered due to objection from NAV Canada and Hamilton International Airport Ltd
Site #5 – North-West of Southcote Road and Garner Road East	<ul style="list-style-type: none"> • No longer considered due to objection from NAV Canada and Hamilton International Airport Ltd
Site #6 – North-East of Raymond Road and Rymal Road West	<ul style="list-style-type: none"> • No longer considered due to objection of NAV Canada and Hamilton International Airport Ltd

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Alternative Sites for Elevated Water Reservoir	Description
Site #13 – South of Garner Road West, in between Panabaker Drive and Hamilton Drive	<ul style="list-style-type: none"> • No longer considered due to objection from NAV Canada and Hamilton International Airport Ltd
Site #14 – North of the Jerseyville Road West and Shaver Road. Intersection	<ul style="list-style-type: none"> • No longer considered due to objection from NAV Canada and Hamilton International Airport Ltd
Site #15 – South of Jerseyville Road West, between Paddy Green Road and Shaver Road	<ul style="list-style-type: none"> • Part of the site is located within the Grand River Conservation Authority • Greater tank height due to lower ground elevation • Previously a landfill site • City owned • The least preferred location

Evaluation Criteria reflect the Multiple Bottom Line evaluation methodology. The evaluation criteria established by the project team are summarized below and a detailed breakdown of each category is included in the Project File Report:

- Natural environment
- Economic considerations
- Social and cultural environment
- Technical and operational considerations

The evaluation process focused on identifying three levels of comparison between the evaluation criteria for each of the alternatives relative to each other. The three levels and criteria are as follows:

- Most preferred – the alternatives where the evaluation criterion is the best
- Moderately preferred – when there are no preferences between the alternatives
- Least preferred – the alternatives where the evaluation criterion has a disadvantage

The intent of this method of evaluation is to identify for each evaluation criterion, which alternative or alternatives have an advantage or are preferred. Once this evaluation process is completed for all criteria, it can then be determined which alternative(s) has the overall preference.

SUBJECT: Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)) (Ward 12) - Page 10 of 11

Each alternative was screened against the evaluation criteria. The most preferred location for the Elevated Water Reservoir is the area within Site #1 of the Robert E. Wade Ancaster Community Park at 185 Jerseyville Road West, Ancaster.

Mitigation measures for any negative environmental impact of the preferred alternative have been identified and become conditions of the Implementation Phase of the Class EA. Detailed mitigation measures are included in the Project File Report under separate cover.

Public and Stakeholder consultation is an integral part of the Class EA process. The Agency Mailing List is included in Appendix "B" to report PW17022(b). See the Relevant Consultation section of this Report and the Project File for more details.

The final step in the analysis rationale before proceeding to implementation of the preferred alternative is to undertake the mandatory 30-day review. A Notice of Completion of the Class EA as recommended herein will be issued in the immediate month(s) following the approval of the recommendation of this staff report. Notices will be issued via newspaper advertising and direct mail out to all members of the Stakeholder and Agency Contact lists. The Project File Report will be placed on public record along with contact information to receive concerns. All attempts will be made to mitigate all expressed concerns. Should resolution of a concern be unattainable the conflict may be escalated by the opponent to the Minister of the Environment, Conservation and Parks for a decision.

The above analysis rationale is a prescribed process under that Municipal Class EA. The project was completed and considered to be in full compliance with the Municipal Class EA process.

ALTERNATIVES FOR CONSIDERATION

The recommended alternative solutions have been identified using an evaluation and screening process that fulfils the requirements under the Municipal Engineers Association Municipal Class EA document for Schedule B projects.

Should Council not wish to approve the filing of the Municipal Class EA and Conceptual Design of Ancaster Elevated Water Reservoir, the Municipal Class EA process would be considered incomplete by the provincial government. As such, the City will not have approval under provincial environmental legislation to have the option to pursue the preferred solution to Ancaster Elevated Water Reservoir as a Schedule B project. The outcome would be equivalent to the "Do Nothing" alternative, which will result in the risk of insufficient firefighting flows, greater impact of watermain breaks, and higher cost of

**SUBJECT: Municipal Class Environmental Assessment and Conceptual Design
of Ancaster Elevated Water Reservoir (PW17022(b)) (Ward 12) - Page
11 of 11**

operation and maintenance, higher greenhouse gas emissions and energy cost in the long run.

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.

Clean and Green

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

Built Environment and Infrastructure

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

Our People and Performance

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

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” - Study Area and Alternative Sites

Appendix “B” - Agency Mailing List

Appendix “C” - Brief History of Ancaster Water Service and Summary of Financial
Analysis by WSP



Hamilton

Memorandum

Date: November 13, 2019

From: Winston Wang
Project Manager, Water & Wastewater Planning

To: Councilor Ferguson
Councilor Ward 12

Topic: Brief History of Ancaster Water Service and Summary of Financial Analysis by WSP

Brief History of Ancaster Water Service:

From information obtained in Hamilton Central Library, it is understood that from 1930s to 1970s, water service was provided through nine (9) community wells and three (3) water towers in Ancaster community. When the water towers reached their life span of 30 to 40 years, they were torn down one by one.

In 1979, the pumping station at Highway 53 (Garner Road) was constructed and water service was switched to a lake-based system, pumping from Woodward Avenue water treatment plant for serving a much larger population. The wells and existing water towers were abandoned at the time in favor of a pumping station. It is understood that climate change and green-house gas were not a significant consideration. Electricity supply and costs were also not a concern.

Water Servicing Financial Analysis Conducted by WSP:

In 2016, WSP Canada Inc helped Hamilton Water Division with a financial analysis on water servicing in Ancaster, which includes the following options below. The preferred option was alternative 2 – Water Tower plus Pumping Station Refurbishment

- **Alternative 0: Do Nothing**, which includes maintaining the current mode of operation at the Garner Road Pumping Station (PS), with high energy costs and insufficient capacity for fire protection

- **Alternative 1: Pumping Station (PS) Upgrade Only**, which includes replacing pumps with large capacities to achieve firm capacity and modification of the existing in-ground reservoir
- **Alternative 2: Water Tower plus Pumping Station (PS) Refurbishment**, which includes the construction of a water tower for maintaining adequate system pressure, plus a minor upgrade of the pumping station
- **Alternative 3: Pumping Station (PS) Upgrade and New Booster Station**, which includes higher pumping capacity plus a new booster pumping station at the areas of high elevation
- **Alternative 4: Pumping Station (PS) Upgrade, New Booster Station and In-ground Reservoir**, which includes large capacity pumping station, a new booster pumping station for servicing areas of high elevation, as well as a new in-ground reservoir

In the WSP Technical Memorandum, the alternative costs comparison, in 2015 dollars and at a 60-year planning horizon, is summarized in the following table and relevant rationales were provided.

Category	Alternative 0	Alternative 1	Alternative 2 (preferred)	Alternative 3	Alternative 4
Initial Cost (\$)	2M	20M	20.3M	22.6M	23.4M
Energy Cost (\$)	19.3M	7.2M	4.4M	6.1M	6.1M
Operation Cost (\$)	1.3M	489.6K	489.6K	979.2K	979.2K
Green House Gas (GHG) (tons)	12,613	7,515	5,681	6,332	6,332
Rationale	Unsustainable operation, does not meet MECP requirements for firm capacity and fire flow protection, high operations and energy costs	Can satisfy technical requirements; however, results in high energy costs. PS remains the sole source of supply.	Least risky approach. Most robust operation, not as vulnerable to failures in the pressure district. Most efficient operation, reduced energy costs and	Dependence on PS to maintain supply; increased energy costs; requires greater capacity to ensure firm capacity; high lifecycle costs	Dependence on PS to maintain supply; increased energy costs; requires greater capacity to ensure firm capacity; high lifecycle costs

		Any failure in the station would result in complete loss of supply	greenhouse gas emissions		
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Notes:

1. An inflation rate for construction cost was 3% and a discount rate for net present value (NPV) calculation was 4.5%, as suggested by staff from **Deloitte Canada**.
2. A sensitivity analysis for 40-year, 60-year and 100-year planning horizons was conducted. Data are available in WSP's **Project File Report** on the project website at:
<https://www.hamilton.ca/city-planning/master-plans-class-eas/ancaster-elevated-water-reservoir>
3. Energy costs include the consideration of hourly water supply during off-peak, mid-peak and on-peak for comparing different alternatives. A sensitivity analysis of energy increase rate at both 6% and 7% was performed in WSP's report. An energy increase rate of 6% was used for the above table.

Added Item 12.1

CITY OF HAMILTON

NOTICE OF MOTION

Public Works Committee: November 18, 2019

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

Ward 1 Multi-Modal Connections Review

WHEREAS, Action 14 of the 2018 Council Approved Transportation Master Plan (TMP) is to integrate cycling infrastructure needs into the 10 Year Capital Budget for all road reconstruction, rehabilitation and new roads as guided by the updated Cycling Master Plan, with an emphasis on achieving physical separation;

WHEREAS, Action 15 of the TMP states that as part of the implementation of the cycling network, an evaluation of alternatives will be undertaken in order to select routes which maximize safety for cyclists and promote continuity of the network across the City;

WHEREAS, a number of local and collector streets within Ward 1 offer the potential to improve connections for cyclists, provide improved connections to transit and, with minor modifications, improve safety for all road users;

WHEREAS, the concept of neighborhood greenways involves use of small scale measures such as traffic calming and signage to improve conditions for pedestrians and cyclists on residential streets with lower traffic volumes and potential for lower speeds;

WHEREAS, the changes to the arterial road network associated with Light Rail Transit will present opportunities for, and a demand for, improved multi-modal connections;

WHEREAS, initial candidates for multi-modal improvements or neighborhood greenway interventions include Pearl Street, Kent Street, Breadalbane Street, Leland Street, Emerson Street, Longwood Road South, and various intersections along King Street/Main Street;

WHEREAS, advance planning and design work is required to assess the current list of candidate opportunities for multi-modal connections in Ward 1 and subsequent consideration in the capital budgeting process;

THEREFORE, BE IT RESOLVED:

Notice of Motion respecting Ward 1 Multi-Modal Connections Review
Page 2 of 2

- (a) That staff be authorized and directed to undertake a review of opportunities for improved multi-modal connections in Ward 1 and report back to Public Works Committee with an implementation plan and costs for the resultant package of measures identified;
- (b) That the estimated cost of \$125,000 to retain a consultant to undertake a feasibility assessment and develop concept designs for short-listed opportunities be funded from the Ward 1 Area Rating Reserve Fund (108051); and,
- (c) 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.

Added Item 12.2

CITY OF HAMILTON

NOTICE OF MOTION

Public Works Committee: November 18, 2019

MOVED BY COUNCILLOR T. WHITEHEAD.....

Transit Shelter Installation at Upper Paradise Road at Wingfield Place (Ward 14)

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 and reliable;

WHEREAS, the City of Hamilton’s transit stops act as gateways to residents in accessing transit services and transit shelters provide weather protection for transit customers;

WHEREAS, the Transit Division has received requests from residents through the Ward 14 Councillor office in 2018, and 2019, to install a transit shelter at the subject location; and,

WHEREAS, the Ward 14 Councillor has confirmed support for the installation of a transit shelter at the subject location to meet the transit needs of Ward 14 residents;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to install a transit shelter and transit shelter pad at the bus stop on the northeast corner of Upper Paradise Road and Wingfield Place, to be funded from the Ward 14 Area Rating Reserve Fund (108064) at a cost of approximately \$15,000, with the installation to take place during the transit shelter installation schedule in 2020; 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.