



City of Hamilton

PUBLIC WORKS COMMITTEE REVISED

Meeting #: 21-005
Date: April 19, 2021
Time: 1:30 p.m.
Location: Due to the COVID-19 and the Closure of City Hall (CC)

All electronic meetings can be viewed at:

City's Website:
<https://www.hamilton.ca/council-committee/council-committee-meetings/meetings-and-agendas>

City's YouTube Channel:
<https://www.youtube.com/user/InsideCityofHamilton> or Cable 14

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

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13. GENERAL INFORMATION / OTHER BUSINESS

- 13.1. Amendments to the Outstanding Business List

- 13.1.a. Items Considered Complete and Needing to be Removed:

- 13.1.a.a. City of Hamilton's Cemeteries Business Plan

Addressed as Item (h)(i) of Public Works
Committee Report 21-004 (PW21015)
Item on OBL: AAO

- 13.1.a.b. Sidewalk Snow Clearing Program

Addressed as Item 8.1 on today's agenda - Report
PW19022(c)
Item on OBL: ABS

- 13.1.b. Items Requiring a New Due Date:

- 13.1.b.a. Certificate of Recognition (COR™) Program

Item on OBL: AQ
Current Due Date: June 14, 2021
Proposed New Due Date: Q1 2022

- 13.1.b.b. Roadway Safety Measures on Aberdeen Avenue from Queen Street to Longwood Road

Item on OBL: AZ
Current Due Date: May 3, 2021
Proposed New Due Date: July 7, 2021

- 13.1.b.c. Road Safety Review and Appropriate Measures at the York Road and Newman Road Intersection

Item on OBL: AAE
Current Due Date: April 9, 2021
Proposed New Due Date: May 17, 2021

- 13.1.b.d. Feasibility of Implementation of a Digital Automated Information System on the Lincoln Alexander Parkway and Red Hill Valley Parkway

Item on OBL: AAU

Current Due Date: June 14, 2021

Proposed New Due Date: Q2 2022

- 13.1.b.e. Management of the Aviary at 85 Oak Knoll Drive

Item on OBL: AAY

Current Due Date: June 14, 2021

Proposed New Due Date: December 6, 2021

- 13.1.b.f. Regulation of E-Scooters

Item on OBL: ABN

Current Due Date: April 19, 2021

Proposed New Due Date: May 3, 2021

14. PRIVATE AND CONFIDENTIAL

- 14.1. Central Composting Facility-Legal Issues Update (LS21011/PW21024) (City Wide)

Pursuant to Section 9.1, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021, and Section 239(2), Sub-sections (e), (f) and (k) of the *Ontario Municipal Act, 2001*, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

15. ADJOURNMENT



PUBLIC WORKS COMMITTEE MINUTES 21-004

1:30 p.m.

Monday, March 22, 2021

Council Chambers

Hamilton City Hall

71 Main Street West

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

Absent with Regrets: Councillor T. Whitehead – Personal

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. **Bill 148, *Doored But Not Ignored Act, 2019* (Hamilton Cycling Committee - Citizen Committee Report) (Item 7.2)**

(Pauls/Danko)

- (a) That Council formally endorse Bill 148, *Doored But Not Ignored Act, 2019*; and,
- (b) That the Public Works Committee forward to the Police Services Board the Hamilton Cycling Committee's recommendation that Hamilton Police Services bring their practices of data collection and reporting in line with the regulations outlined in Bill 148 in relation to clause 165(1) of the *Highway Traffic Act*, notwithstanding the outcome of Bill 148, *Doored But Not Ignored Act, 2019*.

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko

YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 NOT PRESENT - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

2. Consent Items (Item 7)

(Jackson/Danko)

(a) That Consent Items 7.3 to 7.6 be received, as presented:

- (i) **2020 Annual Drinking Water Report (PW21009) (City Wide) (Item 7.3)**
- (ii) **Annual Wastewater Treatment Bypass Report - 2020 (PW21010) (City Wide) (Item 7.4)**
- (iii) **Annual Watermain Break Report - 2020 (PW21011) (City Wide) (Item 7.5)**
- (iv) **Temporary "Road Official" Role (PW21013) (City Wide) (Item 7.6)**

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nringer Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

3. Intersection Control List (PW21001(a)) (Ward 9) (Item 7.7)

(Pearson/Danko)

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

Intersection		Stop Control Direction		Class	Comments / Petition	Ward
Street 1	Street 2	Existing	Requested			
Section "F" Stoney Creek						
(a)	Mud Street	Third Road	NB/SB	EB/WB	C	Sightline issues, 9

Intersection		Stop Control Direction		Class	Comments / Petition	Ward
Street 1	Street 2	Existing	Requested			
	East	East			converting to All-way	

LegendNo Control Existing (New Subdivision) - **NC**Intersection Class: **A** - Local/Local **B** - Local/Collector **C** - Collector/Collector**Result: Motion CARRIED by a vote of 9 to 0, as follows:**

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

4. Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alley Abutting 1044 Cannon Street East, Hamilton (PW21012) (Ward 3) (Item 8.2)

(Farr/Pearson)

- (a) That the application of the owner of 1044 Cannon Street East, Hamilton, to permanently close and purchase a portion of the unassumed alleyway abutting the South and East side of 1044 Cannon Street East, Hamilton, ("Subject Lands"), as shown on Appendix "A", attached to Report PW21012, be approved, subject to the following conditions:
- (i) That the applicant makes an application to the Ontario Superior Court of Justice, under Section 88 of the Registry Act, for an order to permanently close the Subject Lands, if required by the City, subject to:
- (1) The General Manager of Public Works, or designate, signing the appropriate documentation to obtain any required court order; and,
 - (2) The documentation regarding any required application to the Ontario Superior Court of Justice being prepared by the applicant, to the satisfaction of the City Solicitor;

- (ii) That the applicant be fully responsible for the deposit of a reference plan in the proper land registry office, and that said plan be prepared by an Ontario Land Surveyor, to the satisfaction of the Manager, Geomatics and Corridor Management Section, and that the applicant also deposit a reproducible copy of said plan with the Manager, Geomatics and Corridor Management Section;
- (iii) That, subject to any required application to the Ontario Superior Court of Justice to permanently close the Subject Lands being approved:
 - (1) The City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close and sell the alleyway, for enactment by Council;
 - (2) That the City Solicitor be authorized to amend and waive such terms as they consider reasonable to give effect to this authorization and direction;
 - (3) The Real Estate Section of the Planning and Economic Development Department be authorized and directed to enter into any requisite easement agreements, right of way agreements, and/or other agreements deemed necessary to affect the orderly disposition of the Subject Lands and to proceed to sell the Subject Lands to the owners of 1044 Cannon Street East, Hamilton, as described in Report PW21012, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;
 - (4) The City Solicitor be authorized to complete the transfer of the Subject Lands to the owners of 1044 Cannon Street East, Hamilton, pursuant to an Agreement of Purchase and Sale or Offer to Purchase as negotiated by the Real Estate Section of the Planning and Economic Development Department;
 - (5) The City Solicitor be authorized and directed to register a certified copy of the by-laws permanently closing and selling the alleyway in the proper land registry office;
 - (6) The Public Works Department publish any required notice of the City's intention to pass the by-laws and/or permanently sell the closed alleyway pursuant to City of Hamilton Sale of Land Policy By-law 14-204.

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

YES - Ward 2 Councillor Jason Farr

YES - Vice Chair - Ward 3 Councillor Nrinder Nann

YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 NOT PRESENT - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

5. Enhancements to City Hall Forecourt Update (PW20064(a)) (Item 9.1)

(Pearson/Nann)

- (a) That Option #1 originally presented in the “City Hall Forecourt Security Study” authored by OMC Landscape Architecture (as outlined in Appendix “A” attached to Report PW20064(a)) and presented to the Public Works Committee on October 5, 2020 in Report PW20064, be approved to an upset limit of \$682,000 (inclusive of contingencies at a Class D estimate);
- (b) That the Energy, Fleet & Facilities Management Division use existing Capital Budget WIPs through appropriation from Capital Project #3722141805 to fund the work to an upset limit of \$680,000 (inclusive of contingencies at a Class D estimate); and,
- (c) That the “Vehicular Impact on Concrete Planter Analysis Report – February 2021” authored by Kalos Engineering Inc. (as outlined in Appendix “B” attached to Report PW20064(a)) be received.

Result: Motion CARRIED by a vote of 8 to 2, as follows:

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Ninder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NO - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 NO - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

6. Standardization of Fleet Equipment and Parts and Single Source Suppliers (PW09074(e)) (City Wide) (Item 10.1)

(Jackson/Farr)

- (a) That the standardization of the products, services, manufacturers and suppliers identified in Appendix “A” attached to Report PW09074(e) –

Standardized Products and Suppliers, be approved pursuant to Procurement Policy #14 – Standardization;

- (b) That the single source of original equipment suppliers and distributors with territorial rights in Appendix “B” attached to Report PW09074(e) – Single Source Suppliers, be approved pursuant to Procurement Policy #11- Non-competitive Procurements;
- (c) That the General Manager of Public Works, or their designate, be authorized to negotiate and enter into any agreements and execute the completion of associated documents for the items outlined in Appendix “A” and Appendix “B” attached to Report PW09074(e), in a form satisfactory to the City Solicitor; and,
- (d) That the General Manager of Public Works, or their designate, be authorized to amend any Contracts executed and any ancillary documents as required in the event that a manufacturer or supplier identified in Appendix “A” and Appendix “B” attached to Report PW09074(e) undergoes a name change.

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

7. Installation of Speed Cushions on Brigade Drive and Delancey Boulevard, Hamilton (Ward 7) (Item 11.1)

(Pauls/Danko)

WHEREAS, residents are requesting the installation of traffic calming measures along Brigade Drive and Delancey Boulevard to address roadway safety concerns as a result of speeding and cut through traffic;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to install up to five speed cushions on Brigade Drive, Hamilton, at a cost not to exceed \$35,000, to be funded from the Ward 7 Capital Infrastructure Reserve #108057;

- (b) That staff be authorized and directed to install up to three speed cushions on Delancey Boulevard, Hamilton, at a cost not to exceed \$21,000, to be funded from the Ward 7 Capital Infrastructure Reserve #108057; 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.

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

8. Private Tree Giveaway (Ward 8) (Item 11.2)

(Danko/Collins)

WHEREAS, the City of Hamilton has declared a climate emergency;

WHEREAS, increasing the urban tree canopy by providing trees for planting on private property has many environmental benefits to the residents of Ward 8 and the wider City; and,

WHEREAS, private tree giveaways are not currently funded under existing tree planting programs;

THEREFORE, BE IT RESOLVED:

- (a) That the supply and distribution of approximately 200 small native trees, at a cost of \$2,715, be funded from the Special Capital Re-Investment Reserve Account; 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.

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla

YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

9. Captain Cornelius Park Stair Improvements (Ward 8) (Item 11.3)

(Danko/Pauls)

WHEREAS, Captain Cornelius Park, 150 Mountbatten Drive, Hamilton is an active community park in Ward 8, with pathways that promote active transportation through the community;

WHEREAS, access to this Park includes stairs from Rolston Avenue to the Westview School, a Hamilton Wentworth District School Board property; and,

WHEREAS, these stairs promote connectivity to both the park and school, and the installation of a new railing on the existing stairs would support resident use;

THEREFORE, BE IT RESOLVED:

- (a) That \$45,000 be allocated from the Ward 8 Capital Re-Investment Reserve #108058 to implement the installation of a new railing to the existing concrete stairs located at Captain Cornelius Park, along Rolston Avenue; 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.

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

10. Safety Improvements at the Intersection of Upper Gage Avenue and Mohawk Road East, Hamilton (Wards 6 and 7) (Item 11.4)**(Jackson/Pauls)**

WHEREAS, there is a large senior population that utilize the signalized intersection of Upper Gage Avenue and Mohawk Road East; and,

WHEREAS, there are ongoing safety concerns from the area residents related to driver behaviour at this intersection;

THEREFORE, BE IT RESOLVED:

That Transportation Operations and Maintenance staff be directed to undertake an evaluation of the intersection of Upper Gage Avenue and Mohawk Road East, Hamilton, to consider safety enhancements that could include community safety zone designation, speed limit reduction, additional warning signs and traffic signal enhancements, in consultation with the Ward 6 and 7 Councillors.

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

11. Installation of Traffic Calming Measures at Various Locations throughout Ward 6 (Item 11.5)**(Jackson/Collins)**

WHEREAS, residents are requesting the installation of speed cushions on various roadways throughout Ward 6, via petitions and neighbourhood engagement, to address roadway safety concerns as a result of speeding and cut-through traffic;

THEREFORE, BE IT RESOLVED:

- (a) That Transportation Operations and Maintenance staff be authorized and directed to install traffic calming measures on the following roadways as part of the 2021 Traffic Calming program:
 - (i) Anson Avenue from Upper Ottawa Street to Carson Drive, Hamilton (6 speed cushions);

- (ii) Kingslea Drive from Beacon Avenue to Broker Drive, Hamilton (4 speed cushions);
 - (iii) East 45th Street from Mohawk Road to Tenth Avenue, Hamilton (3 speed cushions);
 - (iv) Templemead Drive from Tudor Place to Ingrid Court, Hamilton (4 speed cushions);
 - (v) Queen Victoria Drive, Hamilton (9 speed cushions);
 - (vi) Royal Vista Drive from Upper Gage Avenue and Templemead Drive, Hamilton (2 speed cushions);
 - (vii) Quaker Crescent, Hamilton (6 speed cushions);
 - (viii) Everest Street from Templemead Drive and Upper Ottawa Street, Hamilton (2 speed cushions);
- (b) That all costs associated with the installation of traffic calming measures at the identified locations throughout Ward 6 at a total cost not to exceed \$259,200 (including cost contingency), be funded from the Ward 6 Capital Reinvestment Discretionary Account in the amount of \$100,000 and Ward 6 Capital Reinvestment Reserve (108056) in the amount of \$159,200; 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.

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nringer Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

FOR INFORMATION:

(a) CHANGES TO THE AGENDA (Item 2)

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

6. DELEGATION REQUESTS (Item 6)

- 6.4 Garth Nelson, The Stone Centre Inc., respecting Item 10.2 - Cemeteries Business Plan (PW21015) and Report PW21005 - City of Hamilton's Cemeteries By-law Update (for today's meeting)
- 6.5 Gary Foster, Ontario Monument Builders Association, respecting Item 10.2 - Cemeteries Business Plan (PW21015) and Report PW21005 - City of Hamilton's Cemeteries By-law Update (for today's meeting)

10. DISCUSSION ITEMS (Item 5)

- 10.2 Cemeteries Business Plan (PW21015) (City Wide) (Outstanding Business List) **(REVISED)**

Report PW21015 was revised to correct the business name of one of the memorial dealers listed in the report.

CHANGE TO THE ORDER OF ITEMS

The delegations respecting Item 10.2 - Cemeteries Business Plan (PW21015) were reordered as follows:

- (1) Gary Foster, Ontario Monument Builders Association (Added Item 6.5)
- (2) Garth Nelson, The Stone Centre Inc. (Added Item 6.4)
- (3) Warren Haley, Sharp Monuments (Item 6.3)
- (4) Marty Langlois, Mountain Memorials and Woodland Memorials (Item 6.2)

(Pearson/Ferguson)

That the agenda for the March 22, 2021 Public Works Committee meeting be approved, as amended.

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 NOT PRESENT - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 NOT PRESENT - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF THE PREVIOUS MEETING (Item 4)**(i) February 19, 2021 (Item 4.1)****(Pearson/Farr)**

That the Minutes of the February 19, 2021 meeting of the Public Works Committee be approved, as presented.

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

YES - Ward 2 Councillor Jason Farr
YES - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Chad Collins
YES - Ward 6 Councillor Tom Jackson
NOT PRESENT - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Ward 10 Councillor Maria Pearson
YES - Ward 12 Councillor Lloyd Ferguson
NOT PRESENT - Chair - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 14 Councillor Terry Whitehead

(d) DELEGATION REQUESTS (Item 6)**(Pearson/Pauls)**

(a) That the following delegation requests be approved:

- (i) Krista Jamieson respecting a Request for Snow Removal in City-Owned Alleyways (for a future meeting) (Item 6.1)**
- (ii) Marty Langlois, Mountain Memorials and Woodland Memorials, respecting Item 10.2 - Cemeteries Business Plan (PW21015) (for today's meeting) (Item 6.2)**
- (iii) Warren Haley, Sharp Monuments, respecting Item 10.2 - Cemeteries Business Plan (PW21015) (for today's meeting) (Item 6.3)**
- (iv) Garth Nelson, The Stone Centre Inc., respecting Item 10.2 - Cemeteries Business Plan (PW21015) and Report PW21005 - City of Hamilton's Cemeteries By-law Update (for today's meeting) (Added Item 6.4)**
- (v) Gary Foster, Ontario Monument Builders Association, respecting Item 10.2 - Cemeteries Business Plan (PW21015)**

and Report PW21005 - City of Hamilton's Cemeteries By-law Update (for today's meeting) (Added Item 6.5)**Result: Motion CARRIED by a vote of 9 to 0, as follows:**

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 NOT PRESENT - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

For further disposition respecting Items 6.2 – 6.5, refer to Items (f)(iii) and (h)(i).

(e) CONSENT ITEMS (Item 7)**(i) Various Advisory Committee Minutes (Item 7.1)****(Pearson/Danko)**

That the following Advisory Committee Minutes, be received:

- (i) Waste Management Advisory Committee Meeting Minutes - September 28, 2020 (Item 7.1(a))
- (ii) Waste Management Advisory Committee Meeting Minutes - December 2, 2020 (Item 7.1(b))
- (iii) Keep Hamilton Clean and Green Committee Meeting Minutes - November 17, 2020 (Item 7.1(c))
- (iv) Keep Hamilton Clean and Green Committee Meeting Notes - January 19, 2021 (Item 7.1(d))
- (v) Hamilton Cycling Committee Meeting Minutes - December 2, 2020 (Item 7.1(e))
- (vi) Hamilton Cycling Committee Meeting Minutes - January 6, 2021 (Item 7.1(f))
- (vii) Hamilton Cycling Committee Meeting Minutes - February 3, 2021 (Item 7.1(g))

Result: Motion CARRIED by a vote of 8 to 1, as follows:

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 NO - Ward 12 Councillor Lloyd Ferguson
 NOT PRESENT - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

Councillor VanderBeek assumed the Chair.

**(f) PUBLIC HEARINGS / WRITTEN DELEGATIONS / VIRTUAL DELEGATIONS
(Item 8)**

**(i) Robert Cook, Ontario Waste Management Association, respecting an
Endorsement of the City of St. Catharines' resolution on
Development Approval Requirements for Landfills (Bill 197)
(approved on February 19, 2021) (Item 8.1)**

Robert Cook, Ontario Waste Management Association, addressed the Committee respecting an Endorsement of the City of St. Catharines' resolution on Development Approval Requirements for Landfills (Bill 197), with the aid of a presentation and handout.

(Farr/Collins)

That Robert Cook, Ontario Waste Management Association, be granted additional time to address the Committee, beyond the permitted 5 minutes, to continue with the presentation.

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 NOT PRESENT - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

(Pearson/Farr)

That the delegation and handout from Robert Cook, Ontario Waste Management Association, respecting an Endorsement of the City of St. Catharines' resolution on Development Approval Requirements for Landfills (Bill 197), be received.

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 NOT PRESENT - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

(ii) Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alley Abutting 1044 Cannon Street East, Hamilton (PW21012) (Ward 3) (Item 8.2)

Councillor VanderBeek advised that notice of the Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alley Abutting 1044 Cannon Street East, Hamilton (PW21012) (Ward 3) was given as required under the City's By-law #14-204 – the Sale of Land Policy By-law.

No members of the public were registered as Delegations.

(Nann/Pearson)

That the public meeting be closed.

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 NOT PRESENT - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

For further disposition of this matter, refer to Item 4.

(iii) Delegations respecting Item 10.2 - Cemeteries Business Plan (PW21015) (REVISED) (Added Items 8.3 – 8.6)**(Pearson/Nann)**

That the presentations from the following delegates, respecting Item 10.2 - Cemeteries Business Plan (PW21015) (REVISED), be received:

- (i) Gary Foster, Ontario Monument Builders Association (Added Item 8.3)
- (ii) Garth Nelson, The Stone Centre Inc. (Added Item 8.4)
- (iii) Warren Haley, Sharp Monuments (Added Item 8.5)
- (iv) Marty Langlois, Mountain Memorials and Woodland Memorials (Added Item 8.6)

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

For further disposition of this matter, refer to Item (h)(i).

(Farr/Jackson)

That REVISED Report PW21015, respecting the Cemeteries Business Plan, be considered immediately.

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek

NOT PRESENT - Ward 14 Councillor Terry Whitehead

For further disposition of this matter, refer to Item (h)(i).

(g) STAFF PRESENTATIONS (Item 9)

(i) Enhancements to City Hall Forecourt Update (PW20064(a)) (Item 9.1)

Marianne Mokrycke, OMC Landscape Architecture, and Terry Hoffman, Zerobit1, addressed Committee respecting Report PW20064(a), Enhancements to City Hall Forecourt Update, with the aid of a presentation.

(Farr/Collins)

That the presentation, respecting Report PW20064(a), Enhancements to City Hall Forecourt Update, be received.

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

YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

For further disposition of this matter, refer to Item 5.

(h) DISCUSSION ITEMS (Item 10)

(i) Cemeteries Business Plan (PW21015) (City Wide) (REVISED) (Item 10.2)

(Danko/Nann)

That the Environmental Services Division, Parks and Cemeteries Section be permitted to offer the sale of monuments and markers to interment rights holders within its 69 Cemeteries.

Result: Motion DEFEATED by a vote of 4 to 6, as follows:

NO - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 NO - Ward 5 Councillor Chad Collins

NO - Ward 6 Councillor Tom Jackson
 NO - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 NO - Ward 10 Councillor Maria Pearson
 YES - Ward 12 Councillor Lloyd Ferguson
 NO - Chair - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

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

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

(Pearson/Merulla)

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

- (a) Items Requiring a New Due Date:
- (i) Redevelopment / Reuse of the former King George School Site, at 77 Gage Avenue North
 Item on OBL: V
 Current Due Date: June 14, 2021
 Proposed New Due Date: September 20, 2021
 - (ii) Operations and Maintenance of the Central Composting Facility
 Item on OBL: AV
 Current Due Date: March 22, 2021
 Proposed New Due Date: April 19, 2021
 - (iii) Pilot HSR Bus Stop Implementation at the Southwest Corner of Rymal Road East and Derby Street (Ward 6)
 Item on OBL: AAA
 Current Due Date: March 22, 2021
 Proposed New Due Date: May 31, 2021
 - (iv) Ward 1 Multi-Modal Connections Review
 Item on OBL: ABD
 Current Due Date: April 9, 2021
 Proposed New Due Date: July 7, 2021
 - (v) COVID-19 Recovery Phase Mobility Plan
 Item on OBL: ABE
 Current Due Date: March 22, 2021
 Proposed New Due Date: May 3, 2021
 - (vi) Stormwater Gap Evaluation
 Item on OBL: ABM
 Current Due Date: March 22, 2021

Proposed New Due Date: May 3, 2021

- (vii) Regulation of E-Scooters
Item on OBL: ABN
Current Due Date: March 22, 2021
Proposed New Due Date: April 19, 2021

(b) Item Considered Complete and Needing to be Removed:

- (i) Proposed City Hall Forecourt Security Enhancements
Addressed as Item 4 on today's agenda – Report
PW20064(a)
Item on OBL: ABI

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

YES - Ward 2 Councillor Jason Farr
YES - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Chad Collins
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Ward 10 Councillor Maria Pearson
YES - Ward 12 Councillor Lloyd Ferguson
YES - Chair - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 14 Councillor Terry Whitehead

(j) ADJOURNMENT (Item 15)

(Pearson/Collins)

That there being no further business, the Public Works Committee be adjourned at 4:38 p.m.

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

YES - Ward 2 Councillor Jason Farr
YES - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Chad Collins
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Ward 10 Councillor Maria Pearson
YES - Ward 12 Councillor Lloyd Ferguson
YES - Chair - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 14 Councillor Terry Whitehead

**Public Works Committee
Minutes 21-004**

**March 22, 2021
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Respectfully submitted,

Councillor A. VanderBeek
Chair, Public Works Committee

Alicia Davenport
Legislative Coordinator
Office of the City Clerk



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 19, 2021
SUBJECT/REPORT NO:	Biosolids Facility Update and Product Information (PW11098(g)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	John Helka (905) 546 2424 Ext. 2826
SUBMITTED BY:	John Helka Director, Woodward Upgrades Public Works
SIGNATURE:	

COUNCIL DIRECTION

Not Applicable

INFORMATION

The purpose of this report is to provide Council with an update on the November 2020 response by the Hamilton Fire Department to the Woodward Wastewater Treatment Plant (WWTP) Biosolids Management Facility, and how the general public can obtain/purchase pellets produced from biosolids generated from the City of Hamilton's (City) Woodward WWTP.

As communicated in Report PW11098(f), the Biosolids Management Project (the 'Project') is a Public-Private-Partnership arrangement that was supported through funding from Infrastructure Canada (formerly PPP Canada) for the design, build, finance, operate and maintenance (DBFOM) of a biosolids management facility and management of the City's biosolids for a 30-year term. The Project was initiated in December 2011, and on March 28, 2017 the City awarded and executed the Project Agreement with Harbour City Solutions (HCS) allowing the Project to move forward. The construction of the new facility reached substantial completion on May 11, 2020, starting the 30-year Operations, Maintenance, and Renewal phase with HCS. The new biosolids management facility provides for the drying and pelletization of biosolids to a quality that

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**SUBJECT: Biosolids Facility Update and Product Information
(PW11098(g)) (City Wide) - Page 2 of 2**

is pathogen free and can be marketed as a fertilizer and/or sold as an alternate energy source.

Since reaching substantial completion, Synagro, the operational partner of HCS, have been operating the facility and producing pellets. Unfortunately, on November 18th, 2020 a small explosion occurred in the loadout conveyor within the facility resulting in attendance by the Hamilton Fire Department and a subsequent visit by the Ontario Ministry of Labour. Fortunately, no personnel from either Synagro or the City were in the area at the time and as such no injuries were sustained.

As a result of the incident, Synagro retained an engineering consulting firm to conduct an investigation to determine the root cause and provide recommendations to avoid a similar issue from occurring in the future. The City met with representatives from Synagro in January 2021, at which time Synagro provided assurances to the City that they have made the necessary repairs, operational adjustments and implemented the recommendations. Synagro have since restarted their operations and are once again producing pellets.

Pellet Availability

The ownership and marketing of the pelletized product is the responsibility of HCS, who uses the AIM Environmental Group (AIM) to market the product under the trade name EcoPearl.


At this time, it is the City's understanding that pellets are solely distributed to agriculture fields as a fertilizer (to various locations within a 160km radius around Hamilton). However, interested consumers can inquire about the availability of the EcoPearl pellets by contacting AIM directly using the email address info@aimgroup.ca or via telephone at (905) 560-0090. AIM does maintain a website to promote the EcoPearl product which can be viewed at www.ecopearl.ca.

APPENDICES AND SCHEDULES ATTACHED

None



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 19, 2021
SUBJECT/REPORT NO:	Clean and Green Hamilton Strategy 2020 Year-End Update (PW21016) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Diane Butterworth (905) 546-2424 Ext. 5089
SUBMITTED BY:	Craig Murdoch Director, Environmental Services Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

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

INFORMATION

The Clean and Green Hamilton Strategy contains five pillars including litter, illegal dumping, graffiti, beautification and environmental stewardship. Information included in this report highlights the 2020 accomplishments within each pillar and activities undertaken by local citizens, organizations and community groups whose work supports the goals of the Clean and Green Hamilton Strategy. The COVID-19 pandemic has caused significant impacts to the performance of the City's Clean and Green programs in 2020 compared to accomplishments achieved in previous years.

Pillar #1 – Litter

Litter Remediation Programs

The City of Hamilton (City) coordinates and supports several volunteer initiatives which include litter remediation programs such as Team Up to Clean Up and Adopt-A-Park

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**SUBJECT: Clean and Green Hamilton Strategy 2020 Year-End Update
(PW21016) (City Wide) - Page 2 of 7**

as well as other community-led litter pick-up activities. Litter remediation program supplies are funded by the Keep Hamilton Clean and Green Committee.

All volunteer and litter remediation programs were impacted by the COVID-19 pandemic closure during the spring and associated social and physical distancing protocols. Between March and June 2020, volunteer programs were suspended temporarily to comply with the Province's and City's lockdown measures. In July 2020, during Phase Two of the Hamilton Reopens Plan, the Team Up to Clean Up and Adopt-A-Park registrations were reopened to small cleanups of up to 10 people. As part of Phase Three of the Hamilton Reopens Plan in August 2020, cleanup group sizes were increased to a maximum of 100 people. In November 2020, outdoor group gatherings were later reduced to under 25 people as part of the Red – Control category under the Province's COVID-19 Response Framework. Participants were encouraged to review all government and public health guidelines and precautions related to COVID-19 and to take this information into consideration before planning or hosting a cleanup event.

The activity results from the City's litter remediation program in 2020 are not indicative of previous years' results; however, they demonstrate the dedication of community groups and individuals who actively participated in safe cleanup efforts during the pandemic. There were several individuals who were involved with weekly cleanups throughout the year. In one example, a Dundas Secondary School student walked over 80 km, collected 93 bags of litter, 72 bags of recyclable materials and completed 89 hours of community service. They also diverted 400 Halloween pumpkins which were used by a local Dundas farm. Another local resident organized and completed four cleanups along the Redhill Valley Trail by collecting 78 bags of waste, 48 bags of recyclable materials and removing 52 bulk waste items from the natural environment. These positive news stories were reflected in local media.

Community groups that typically organize large scale litter cleanups chose to either cancel or modify community cleanup events during 2020. Those that proceeded with modified cleanups with support from the City include Beautiful Alleys and the Lions Club of Ancaster. Beautiful Alleys, a volunteer led group that engages community members to maintain and beautify alleyways, organized a modified autumn alley cleanup event on October 3, 2020 which collected 317 bags of waste, 80 bags of recycling, 135 yard waste bags and removed an estimated 1.5 tonnes of large debris items. The Lions Club of Ancaster completed a modified cleanup event at Bertram Brockhouse Park on November 14, 2020. Volunteers collected 26 bags of waste and 45 yard waste bags.

The results of litter remediation activities in 2020 are summarized in Table 1. Due to the impacts of the temporary COVID-19 closure and associated social distancing protocols, there was a significant decrease in the number of registered Team Up to Clean Up events from 234 in 2019 to 52 in 2020. The number of volunteers and total volunteer

**SUBJECT: Clean and Green Hamilton Strategy 2020 Year-End Update
(PW21016) (City Wide) - Page 3 of 7**

hours were substantially lower in 2020 compared to the results from 2019, shown in Table 2, which is the result of the cancellation of larger community clean-up events.

Program	Volunteers	Garbage (bags)	Recycling (bags)	Volunteer hours	Value of Volunteer Hours ¹
Team Up to Clean Up	756	1,305	437	2,203	\$51,616
Adopt-A-Park	90	30	4	1,157	\$27,109
Community-led activities	275	343	80	825	\$19,330
2020 Total	1,121	1,678	521	4,185	\$98,055

Program	Volunteers	Garbage (bags)	Recycling (bags)	Volunteer hours	Value of Volunteer Hours ¹
Team Up to Clean Up	16,983	2,722	1,297	51,115	\$1,236,460
Adopt-A-Park	353	192	55	810	\$19,606
Community-led activities	803	5,048	88	4,824	\$116,693
2019 Total	18,139	7,962	1,440	56,749	\$1,372,759

Ontario Day of Action on Litter

As part of Bill 130, the Provincial Day of Action on Litter is observed on the second Tuesday of May each year in Ontario. May 12, 2020 was recognized as the first official Day of Action on Litter which included an awareness campaign on actions Ontarians can take to prevent, reduce and divert waste at home. As a result of the COVID-19 closure, the Ontario Government rescheduled the outdoor cleanup activities to Waste Reduction Week in Canada, held from October 19 – 24, 2020.

To support the Provincial Day of Action on Litter, the City promoted this event through social media to encourage residents to prevent and reduce waste at home and in their community as well as participate in small local cleanups to help keep the environment clean and healthy.

¹ Value based on hourly staff rate for a Labourer (Waste) position

**SUBJECT: Clean and Green Hamilton Strategy 2020 Year-End Update
(PW21016) (City Wide) - Page 4 of 7**

Waste Reduction Week in Canada 2020

Waste Reduction Week in Canada was held between October 19 – 24, 2020. This event focused on the principles of circular economy, resource efficiency and waste reduction. In support of Waste Reduction Week and the Day of Action on Litter, the City hosted a social media campaign to encourage residents to actively embrace the Waste Reduction Week's seven themes: Circular Economy, Textiles, E-Waste, Plastics, Food Waste, Sharing Economy and Swap and Repair. The social media campaign was viewed by 2,304 people and engaged 254 comments and re-postings on Facebook and Twitter.

Pillar #2 – Illegal Dumping

Municipal Law Enforcement

As a result of the COVID-19 impacts, the Licensing & By-Law Services Enforcement Officers' priority has been to focus on Provincial Regulations/Orders and Municipal By-laws related to COVID-19 and the immediate health and safety concerns, e.g. inadequate heat, vital services. In 2020, the City's Municipal Law Enforcement Officers (MLEO) in the Planning & Economic Development Department investigated illegal dumping on the private properties of the CN and CP Railways only when time permitted. The Municipal Law Enforcement Section received approximately 246 calls for illegal dumping on private property and 392 calls under the City's Yard Maintenance Bylaw. The number of calls related to illegal dumping were lower in 2020 compared to the number in 2019 as seen in Table 3.

	2019	2020
Illegal dumping on private property investigations	450	246
Yard Maintenance Bylaw service issues	1,810	392

Waste By-Law Enforcement

Waste/Parks MLEOs responded to 2,549 issues relating to illegal dumping on public property between January 1st and December 31st, 2020. In addition to the illegal dumping service matters, the Waste/Parks MLEOs responded to 5,564 requests for service, conducted 5,008 visits to parks or other City properties and issued 2,222 warnings or orders related to the Solid Waste Management By-law 20-221. Fees for services were applied to the tax roll for 22 non-compliant properties. A comparison of the By-law related activities between 2019 and 2020 is outlined in Table 4. There was a

**SUBJECT: Clean and Green Hamilton Strategy 2020 Year-End Update
(PW21016) (City Wide) - Page 5 of 7**

decrease in actions in 2020 as the result of MLEO redeployment to assist with Provincial Regulations/Orders and Municipal By-laws related to COVID-19.

Table 4 - Municipal Law Enforcement Activities (Public Works)		
	2019	2020
Solid Waste Management By-law service issues	6,053	5,564
By-law visits to parks and City properties	6,884	5,008
Illegal dumping on public property investigations	2,744	2,549
Warnings/orders related to By-law 20-221	2,706	2,222

Pillar #3 – Graffiti

Graffiti Program

As a result of COVID-19 impacts, two student MLEO positions in the Licensing and By-law Services Section, who were initially hired to implement the Graffiti Program during 2020, were redeployed to other work duties. A full-time MLEO was assigned to the Graffiti Program between May 1, 2020 and October 31, 2020. The focus of the Graffiti Program in 2020 was to contact property owners to see if existing complaints and orders had been complied with, as well as to work with the property owners to achieve compliance.

Pillar #4 – Beautification

Adopt-A-Park

Adopt-A-Park activities were limited because of social and physical distancing protocols due to COVID-19 impacts. In 2020, approximately 90 Adopt-A-Park volunteers provided park maintenance in 42 municipal parks across Hamilton. Their accomplishments included collecting litter in adopted parks, removing bulk items, picking up yard waste and tree planting. This program continues to engage park users and community groups to assist with park maintenance while taking pride and ownership of their community. The comparison of the Adopt-A-Park activities in 2019 and 2020 is outlined in Tables 1 and 2 above and shows that although the number of volunteers were lower in 2020, the number of hours each volunteer put in were higher which highlights their dedication to the program.

**SUBJECT: Clean and Green Hamilton Strategy 2020 Year-End Update
(PW21016) (City Wide) - Page 6 of 7**

Hamilton in Bloom

The Hamilton in Bloom Traffic Island Sponsorship Program continued to be supported by local businesses and organizations in 2020. In total, 39 traffic islands were sponsored by 23 program sponsors with revenues of approximately \$45,250. This aided in offsetting operational costs in the Forestry and Horticulture Section of the Environmental Services Division.

Hamilton Trillium Awards Program

The Trillium Awards Program promotes and encourages community pride by recognizing residents' excellence in landscape design, maintenance and effort to beautify properties making a positive contribution to the City.

The Trillium Awards Program is coordinated by a volunteer committee. Due to COVID-19 impacts in 2020, the Trillium Awards Program Committee introduced a digital format for the nomination process for the 2020 program. In a regular year, the Trillium Awards Program Committee would award hundreds of White Trillium Awards, 14 Pink Trillium Awards, up to 28 Awards of Excellence and the prestigious Red Trillium Award which would be presented at the annual Trillium Awards Celebration Event. In 2020, due to COVID-19 impacts, 384 properties across the City self-nominated for a White Trillium Award and of those, 202 properties received a White Trillium Award and 27 businesses won the Award of Excellence. The 2020 Program did not award Pink or Red Trillium Awards and the celebration event was not held.

Garden Shows - The Spring Tide Show

The Spring Tide Show was held for one day on March 13, 2020 and was immediately cancelled in response to health and safety regulations due to the COVID-19 pandemic closure. The one-day event drew 300 visitors compared to 11,500 visitors in 2019.

Garden Shows - The Fall Garden and Mum Show

While respecting COVID-19 health and safety guidelines, the Fall Garden and Mum Show was held from October 23, 2020 to November 1, 2020. The theme was adjusted to be a Thank You Frontline Workers event, which included amazing floral displays created by the City's Horticulture Section. The admission fee was waived for all visitors. Visitors were required to reserve tickets for hourly time slots through the City's online ticketing system. The event attracted 3,750 visitors in 2020, compared to 15,500 visitors in 2019. The floral displays included over 200 varieties of chrysanthemums and more than 100,000 blooms.

**SUBJECT: Clean and Green Hamilton Strategy 2020 Year-End Update
(PW21016) (City Wide) - Page 7 of 7**

Waste Outreach and Education

School participation in the Waste Outreach and Education programs was minimal in 2020 due to the COVID-19 pandemic. One in-person presentation was completed in 2020 prior to the lockdown as compared to 94 in 2019. City Staff have reached out to the school boards to investigate alternative methods and modes of delivery for educational classroom presentations through online and virtual formats.

Pillar #5 – Environmental Stewardship

Clean & Green Neighbourhood Grants

The Keep Hamilton Clean and Green (KHCG) Committee supports community-led initiatives by awarding small grants to individuals or community groups which have developed a project plan to keep their neighbourhood clean and green. A total of \$4,500 in grant funding was approved by the KHCG Committee in 2020 to 8 community groups to support grassroots environmental stewardship initiatives and special projects.

The projects included the following:

- Installation of pet waste receptacles at a cooperative housing complex including resident education to help keep their area clean;
- Replacing an impermeable surface with a green space as a de-paving initiative in the Barton Street BIA area;
- Improvements for a community garden in Flamborough;
- Construction of garden boxes at the Barton Public Library to create teaching and volunteer opportunities for children and youth;
- Engaging high school students to restore and replant native and pollinator gardens at the Green Venture EcoHouse property;
- Planting native trees in areas adjacent to alleyways and providing information and tools for residents to plant native plant species;
- Delivering educational programming at McQueston Urban Farm in partnership with local schools; and
- Planting pollinator and native plants at a community space in the downtown area, as well as installation of rain barrels to capture stormwater.


Each grant application was assessed and recommended for funding based on the merit of the initiative, the initiative's alignment to the Clean & Green Strategy, the anticipated level of community support and engagement and the overall use of public funds.

APPENDICES AND SCHEDULES ATTACHED

Not applicable



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 19, 2021
SUBJECT/REPORT NO:	Emerald Ash Borer Management Plan (PW21023) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Caleb Gibbons (905) 546-2424 Ext. 2566
SUBMITTED BY:	Craig Murdoch Director, Environmental Services Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

The City of Hamilton's (City) Emerald Ash Borer Management Plan Recommendation Report PW10088(a) directed staff to provide an annual update on the implementation of the Plan.

INFORMATION

Emerald Ash Borer (*Agrilus planipennis* Fairmaire) (EAB) is a destructive non-native forest pest which affect Ash (*Fraxinus* spp.) trees. EAB has significantly impacted the Ash tree population across North America and is estimated to have cost Ontario municipalities hundreds of millions of dollars in control measures since the initial incursion in the mid 2000's. EAB was first discovered in Hamilton in February of 2009 on the Central Mountain.

Removal of infested Ash trees began in 2013. In 2014, it was observed that the infestation and the subsequent decline in health of Ash trees was accelerating faster than originally anticipated. This required the removal of more than the targeted 2,300 trees per year in the first 6 years of the program due to the risk these trees posed to public safety. As a result, tree replacement was reduced and/or delayed.

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**SUBJECT: Emerald Ash Borer Management Plan
(PW21023) (City Wide) - Page 2 of 3**

Forestry staff inspect Ash trees by Ward annually and prioritize necessary removals which are performed by contracted service providers. Priority is given to dead and poor condition Ash trees that pose a health and safety risk. To date, the urban and suburban areas of the City has been inventoried and most Ash trees have been removed, except for some that are still in fair to good condition and those that are part of the injection program. All rural areas are to be completed in the next two years.

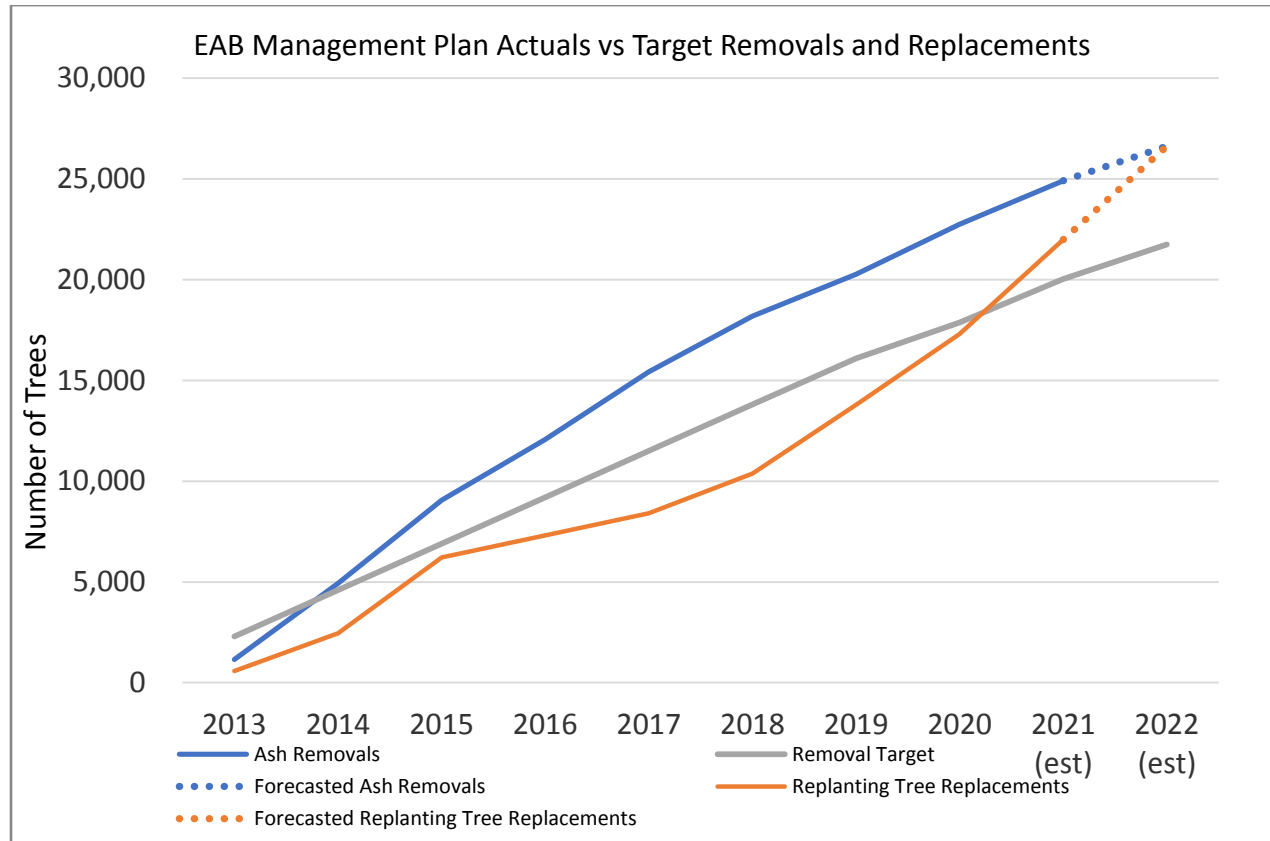
Treatment has also been implemented for trees prominent in the landscape and in good condition. These trees are treated with an injectable pesticide that can slow the spread of EAB if treatment starts before the insects cause significant damage. The treatment product is recommended to be used yearly, or every other year, depending on the condition of the tree and the level of infestation. Approximately 125 trees meet the condition threshold each year and therefore continue to warrant follow up treatment.

In 2021, year 9 of the 10-year EAB Management Plan, there will be a decrease in the number of removals as most have already been addressed and subsequently staff plan an increase in tree planting to achieve a 1:1 removal to replacement ratio. To date, a total of 22,616 Ash trees have been removed and 17,171 replacement trees have been planted. In 2021, it is planned that 2,162 Ash trees will be removed, and 5,445 replacement trees are to be planted.

Report PW10088(a) estimated 23,000 Ash trees required removal based on 2012 inventory data in the urban area, with a 10-year funding strategy of \$26.2M (\$2.6M approved annually through the capital budget process). Notwithstanding the 2012 estimate of 23,000 Ash trees, staff now estimate that approximately 3,800 dead or declining Ash trees remain City Wide in addition to the 22,616 already removed. The removal of these additional trees would bring the project's total removals and replacements to approximately 26,416. The removal of the additional Ash trees will not require additional funding over and above the 10-year funding strategy of \$26.2M due to favourable contract prices.

The following graph summarizes the Ash tree removals and replacements to date along with projected numbers for 2021 and 2022.

SUBJECT: Emerald Ash Borer Management Plan (PW21023) (City Wide) - Page 3 of 3



The following table details yearly removals and replacements since the beginning of the program:


Year	Ash Tree Removals	Tree Replacements
2013	1,153	586
2014	3,783	1,860
2015	4,128	3,777
2016	3,013	1,096
2017	3,347	1,087
2018	2,765	1,978
2019	2,075	3,409
2020	2,352	3,378
2021 (estimate)	2,162	5,445
2022 (estimate)	1,638	3,800
Totals	26,416	26,416

APPENDICES AND SCHEDULES ATTACHED

N/A



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 19, 2021
SUBJECT/REPORT NO:	Winter Control Program (PW21018) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Bob Paul (905) 546-2424 Ext. 7641
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

N/A

INFORMATION

The objective of the City's Winter Control Program is to maintain the City's roadways to a safe condition and reduce hazards from snow and ice.

The program is comprised of several services:

- Winter route inspection and pavement monitoring;
- Roadway anti-icing and de-icing material application;
- Snow plowing;
- Sidewalk and HSR bus stop clearing; and
- Snow removal, snow haulage and snow storage operations.

Levels of Service

In 2001, Council approved a Winter Control Level of Service for all road classes within the City. The Winter Control Level of Service was revised in 2013 altering the activation trigger and the pavement conditions for residential roads from 10 cm plowing activation and snow packed surface condition to an 8 cm plowing activation and a target surface condition of bare pavement.

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SUBJECT: Winter Control Program (PW21018) (City Wide) – Page 2 of 6

In February of 2021, Council approved Report PW18096a - Maintenance Standards for Municipal Highways Policy, which affirmed the City's approach to transportation maintenance infrastructure. The policy and associated guidelines identify the levels of service for all maintenance activities including winter control. An overview of the City's Winter Control Level of Service guidelines is attached to Report PW21018 as Appendix "A".

The City's Roadway Maintenance crews and contractor's follow the Council approved Maintenance Standards for Municipal Highways Policy during a winter event. As per the policy, every road in Hamilton is plowed based on its priority under the road classification system.

Operational Response Guideline

An Operational Response Guideline is attached to Report PW21018 as Appendix "B". The guideline was developed to define operational parameters for response to various winter control scenarios in order to provide an acceptable level of service to the community during a storm event to ensure the transportation network remains functional for emergency service provision, transit operations, business and major institutions. The Operational Response Guideline is a tool for staff to systematically complete level of service on higher priority roads and work on local streets in a timely manner so the community can continue to function despite the severe weather conditions.

In addition to the Council approved Level of Service, there are seven steps in the Winter Control Program:

1. Priority 1 roads;
2. Priority 2A and 2B roads;
3. Priority 3 and 3R (residential) roads;
4. Sidewalks, bus stops and school frontages;
5. Intersection clean-up for crosswalks and sightline issues;
6. Respond to public inquires for snow being plowed back onto sidewalks; and
7. Court clean-up for snow removal and disposal of stock plied snow.

Snow Emergencies

In the event of extreme and heavy snowfall events, the City has the ability to declare a snow emergency through By-Law No. 01-218, being a bylaw to regulate on-street parking. Under the snow emergency condition, vehicles are required to be removed from city streets for the purpose of snow ploughing or snow removal at any time. Under Section 24. (1), a snow emergency is the period of time commencing with a declaration by the Chief of Police that a snow emergency is in effect for some or all of the snow routes listed in Schedule 21 of the bylaw.

SUBJECT: Winter Control Program (PW21018) (City Wide) – Page 3 of 6

It is illegal to park on these roads as per the Highway Traffic Act (R.S.O. 1990, c. H.8, s. 170 (12), which deals with the clearing of snow from the highway.

Enforcement of the regulations respecting "Parking or Standing during a Snow Emergency" shall not commence before six hours have passed from the time that the Chief of Police declared the Snow Emergency. In the case of a Snow Emergency which is declared between the hours of 10:00 p.m. and 7:00 a.m., enforcement shall not commence until after 10:00 a.m. and not before six hours has elapsed from the time that the Chief of Police declared the Snow Emergency.

Vehicles that block snow routes during an emergency may be ticketed and/or towed at the owner's expense.

Snow emergency routes may be signed with:

- No Stopping Anytime;
- No Parking Anytime; and
- No Parking Snow Route.

Snow emergencies are announced on local radio stations and through other media outlets.

Snow Emergency declarations are only used in the event of severe events and the last time the City has declared a Snow Emergency was in February of 2013.

Significant Weather Event

In December of 2018, through Report PW18096, Minimum Maintenance Standards Changes, Council delegated the authority for the General Manager of Public Works or designate, to declare the beginning and end of a significant weather event for the purposes of the *Municipal Act, 2001*, Ontario Regulation 239/02 – Minimum Maintenance Standards for Municipal Highways, on such terms as the General Manager of Public Works or designate considers appropriate.

When a winter event occurs that is beyond the municipality's capabilities to provide a reasonable response or comply with the Ontario Regulation 239/02, the 2018 revisions to the section 16.9 of Ontario Regulation 239/02 allows a municipality to declare a Significant Weather Event. In doing so the municipality may, due to the severity of the event, suspend operations and have their roads deemed to be in a state of repair during the timeframe that Significant Weather Event is declared.

If a municipality declares a Significant Weather Event relating to snow accumulation, the standard for addressing snow accumulation on roadways until the declaration of the end of the Significant Weather Event is to monitor the weather and to deploy resources to address snow accumulation on roadways starting from the time that the municipality

SUBJECT: Winter Control Program (PW21018) (City Wide) – Page 4 of 6

deems appropriate to do so. The declaration of a significant weather event allows supervisory staff to effectively plan and maximize resources in anticipation of and/or during a Significant Weather Event when all resources may be exhausted.

Operations

Snow plowing operations are affected by several variables including temperature changes, wind direction, traffic volume, pavement temperature and micro-climates. Actions taken to respond to winter storm events depend on the type of the storm event, particularly the quantity of snowfall expected.

Each of the four districts within the Roadway Maintenance section operate 24 hours per day, seven days a week including statutory holidays. There are seven road yards for City staff and equipment, along with two additional City owned yards used by the current area maintenance contractor EMCON. The City employs 300+ full-time and seasonal staff for the winter season (November to April).

The City has 110 in-house and 49 contracted EMCON plow trucks that handle the majority of the plowing and material application operations across the City. There are approximately 300 additional pieces of contracted equipment available either through the standby or on-call contracts used to assist when called upon during a significant winter event.

The Winter Control Program maintains the City's 6,492 lane kilometres of roadway, approximately 1,100 cul-de-sacs and over 2,300 bus stops. In addition, the City currently provides partial snow clearing for sidewalks using City staff in conjunction with contracted services to clear 397 kilometres of sidewalks across the City.

The City does not budget for nor provide any Winter Control Program services on assumed or un-assumed alleyways for a number of reasons such as: parking issues, encroachment issues, lack of snow storage, width of alleyways resulting in property damage during plowing operations.

The City's response time for roadway snow clearing from the end of a winter event for each winter priority rating is attached to Report PW21018 as Appendix "A".

Budget

The Roadway Maintenance Winter Control Program budget is comprised of two components; Winter Control Program and winter maintenance activities. The largest portion of the budget is the Winter Control Program which includes the actual winter control operations: plowing, material application, sidewalk snow clearing, HSR bus stops snow clearing, on-street and segregated bike lane snow clearing, snow hauling and snow disposal operations.

SUBJECT: Winter Control Program (PW21018) (City Wide) – Page 5 of 6

The second component, winter maintenance activities includes: winter preparation of vehicles, snow fence mobilization and demobilization, pothole patching, spring street sweeping, sod and/or plowing damage repair, culvert thawing, localized flooding response, litter and debris removal etc.

The following table illustrates the approved budget allotment and the number of activations or expenditures over the last five years for the Winter Control Program:

Year	Approved budget	Actual expenditures
2016	\$29,766,550	\$30,568,413
2017	\$29,750,400	\$27,255,021
2018	\$30,739,720	\$30,108,613
2019	\$31,513,090	\$33,807,602
2020	\$33,532,790	\$28,795,425

Note: this is the total budget for the Winter Control Program including the winter maintenance budget. New contracts for winter contractor and salt resulted in budget pressures in 2019 and 2020.

The following table reveals the number of yearly snow event activations compared to the number of snowfalls over the last five years for the Winter Control Program:

Year	Number of snow event activation	Total number of snowfalls
2016	28	41
2017	30	44
2018	25	39
2019	29	39
2020	26	31

Plow Tracker and Road Clearing Priorities

The Plow Tracker website allows residents to track winter maintenance vehicles during a winter event. The map feature tracks where vehicles have been during the last 2, 4, 12 and 24 hours. As well as the City's in-house plowing equipment the area maintenance and standby contracted equipment are now included in the Plow Tracker app.

Plow Tracker is available by visiting this page on the City's website:

<https://www.hamilton.ca/streets-transportation/streets-sidewalks/hamilton-plow-tracker>

Residents can also find the plowing priority of their local street by entering the street name of interest, clicking on the street and the Winter priority class is provided as well as the route assignment.

SUBJECT: Winter Control Program (PW21018) (City Wide) – Page 6 of 6

Road Clearing Priorities are also available by visiting this page on the City's website:
<https://www.hamilton.ca/streets-transportation/streets-sidewalks/priority-road-clearing>

Communications During a Storm

Roadway Maintenance staff work closely with the City's Corporate Communications team during significant winter events to ensure the Mayor and members of Council, the media, and the public are updated quickly and thoroughly. Email updates are sent to the Mayor and members of Council when there is more than 20 cm of snow or significant ice accumulation. During significant storms, Corporate Communications will update the public regarding the City's snow response via the media, the City's website, social media and other channels.

The City has established a winter control action plan and our resources are prepared to deal with the upcoming winter season.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW21018 – Winter Control Level of Service Guidelines 2021

Appendix "B" to Report PW21018 – Operational Response Guidelines

WINTER CONTROL LEVEL OF SERVICE GUIDELINES 2021

ROAD CLASSIFICATION HAMILTON/PROVINCIAL		SURFACE CONDITION		SNOW ACCUMULATION		TREATMENTS				
TYPE	PRIORITY RATING	TARGET SURFACE COND.	REASONABLE RESPONSE TIME (1)	TARGET RESPONSE Accum/cm	Time to completion (2)	ANTI ICING	DE- ICING	MATERIALS		COMMENTS
								Salt	Sand Salt	
Linc/Arterials	1	Bare	immediate	2.5 cm	4 hrs	*	*	*	*	
Escarpment Crossings	1	Bare	immediate	5 cm	4 hrs	*	*	*	*	
Collectors Primary	2A	Bare	4 hrs	8 cm	8 hrs		*	*	*	
Collectors Secondary	2B	Centre bare	4 hrs	8 cm	8 hrs		*	*	*	
Rural Roads Hard Surface	3	Centre bare	8 hrs	10 cm	24 hrs				*	Hills and intersections
Residential	3	Bare	8 hrs	8 cm	24 hrs		*	*	*	Hills and intersections
Loosetop Rural Roads	3	Snow packed	12 hrs	10 cm	24 hrs					

(1) from commencement (2) from end of storm

Transportation Operations & Maintenance Roadway Maintenance Winter Control		
OPERATIONAL RESPONSE GUIDELINE 2021		
FORECAST	FORECAST	FORECAST
Accumulation: 15 cm or less Duration: Less than 12 hours Wind Speed: Less than 20 km/hr Drifting: None Temperature: Above -15 C	Accumulation: 15 cm to 25 cm Duration: 12 to 24 hours Wind Speed: 20-40 km/hr or variable Drifting: Limited in exposed areas Temperature: -15 C to -40 C	Accumulation: 25 cm plus Duration: Beyond 24 hours Wind Speed: More than 40 km/hr Drifting: Extreme Anything Temperature:
PLAN 'A'	PLAN 'B'	PLAN 'C'
Priority 1 Roads: No reductions Priority 2 Roads: See approved Level of Service Standards Priority 3 Roads:	Priority 1 Roads: Bare to centre bare Priority 2 Roads: Reduced to Priority 3 Priority 3 Roads: Plowing at 15 cm accumulation first pass Final plowing at the end of the storm Duration beyond 24 hours	Priority 1 Roads: Mountain accesses bare/centre bare Priority 2 Roads: Reduced to Priority 3 Priority 3 Roads: Plowing at 15 cm accumulation first pass Final plowing at the end of the storm Duration unknown
GO TO PLAN 'B' IF:	GO TO PLAN 'C' IF:	GO TO PLAN 'B' IF:
Greater accumulation/duration Wind speed increase with drifting Prolonged freezing rain Simultaneous emergencies Temperature falls Major equipment breakdowns Early/late season storm	Greater accumulation/duration Wind speed increase with drifting Variable precipitation Simultaneous emergencies Snow emergency declared/driving ban Major equipment breakdowns Extreme temperature variations ...Go to Plan A if conditions improve	a) Conditions improve



Hamilton

**PW19022(c)
Item #8.1**

Winter Sidewalk Snow Clearing

Public Works Committee
April 19, 2021

WINTER CONTROL PROGRAM

Mission:

To ensure safe public access to municipal transportation infrastructure through planned Winter Control Program activities. Respond to winter events efficiently and effectively in order to service City inventory of:

- 6,478 lane kilometers of roadway including escarpment accesses, parkways and bridges
- 2,300 bus stops
- 397 out of the 2,445 lane kilometers of municipal sidewalk (Ancaster, municipally owned property, along reverse frontages, school frontages (charge back basis))
- \$33.7 M Operating Budget (2021)

Core Activities:

Key program activities include:

- Winter road patrol – condition monitoring
- Road anti-icing and de-icing
- Snow plowing
- Snow removal and disposal
- Sidewalk Snow Clearing
- Snow Storage Site Management



WINTER SIDEWALK SNOW CLEARING

Existing Level of Service

The City maintains Municipal roadways as per Ontario Regulation 239/02 - Minimum Maintenance Standards for Municipal Highways - made under the Municipal Act, 2001 (MMS).

The City currently provides partial snow clearing winter control for sidewalks to clear 397 km of the approximate 2,445 km of sidewalks across Hamilton. Response standard for snow clearing is within 24 hours of the end of a winter event.

By-law No. 03-296 requires that every occupant or owner shall, within 24 hours of the cessation of a winter storm event, or within 24 hours of the cessation of a series of consecutive winter storm events, remove and clear all snow and ice from sidewalks abutting the highways in front of, or alongside, or at the rear of any occupied or unoccupied lot or vacant lot.

Snow Angels Program that is coordinated through the Healthy & Safe Communities Department. This program involves the recruitment of volunteers to clear snow on sidewalks, walkways and driveway entrances left by snow plows for eligible seniors and individuals with disabilities in the Hamilton area.



WINTER SIDEWALK SNOW CLEARING

Level of Service Enhancement Options

- Scenario 1 – Base Case (existing Service) – 397 lane kilometers
- Scenario 2 – Priority 1 and 2A Roadways (includes all transit routes) – Maintaining sidewalks in the base case plus the addition of an estimated 783 km of sidewalk.
- Scenario 3 – City Wide Roadways – Maintaining all sidewalks in the city.

Scenario	Sidewalk (km)	Percent Inventory (%)	Activation Trigger	Service Level A	Previous Estimated Costs (\$ M)	Updated Estimated Costs (\$ M)	Service Level B	Updated Estimated Costs (\$M)
1	397	16.2	Snow covered	Clear and application of salt	\$1.58 (2019 Budget)	\$2.1 (2021 Budget)	Clear and application of salt	\$2.1 (2021 Budget)
2	1,180	48.2	5 cm accumulation on City sidewalks on Priority 1 and 2A roadways plus existing level of service	Snow packed condition with de-icing material application	\$3.06 - \$3.36	\$4.44	Clear and application of salt	\$4.83
3	2,445	100	5 cm accumulation on all City sidewalks	Snow packed condition with de-icing material application	\$5.11 - \$5.36	\$8.07	Clear and application of salt	\$9.07

WINTER SIDEWALK SNOW CLEARING

Next Steps

Sidewalk Clearing Program

As part of the 2021 Operating Budget deliberations – Motion - That the matter respecting the Sidewalk Snow Clearing Program Options, be referred to the Public Works Committee for further discussion.

Key Considerations

- Implementation of any enhanced level of service would require significant lead time to implement.
- Development of turn key tender (outcome based contract - contractor to provide equipment, materials, staging yards) and route development would require consulting services.
- Tender would be released to industry to bid and report back to Council in late Fall of 2021.
- Final tender costs would be incorporated into 2022 Operating Budget.
- Target time frame would be the Winter of 2022 (November). Lead time is required for contractors to obtain equipment, materials, supplies.



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 19, 2021
SUBJECT/REPORT NO:	Sidewalk Snow Clearing Update (PW19022(c)) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Bob Paul (905) 546-2424 Ext. 7641
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

Not applicable.

INFORMATION

Background

At the January 21st, 2019 General Issues Committee meeting, Transportation Operations & Maintenance staff were requested to provide a consolidated summary and financial update regarding previous reports related to winter sidewalk maintenance in the City. At the February 28, 2019 General Issues Committee meeting, Information Report - Winter Sidewalk Maintenance (PW19022) was provided that outlined the requested information and cost estimates based on 2018 expenditures.

At the March 27, 2019 Council Meeting, staff were asked to prepare a report that integrated an Equity, Diversity and Inclusion (EDI) framework into the development of a new service standard related to snow removal from sidewalks during the winter. At the February 13, 2020 General Issues Committee meeting dealing with the 2020 Operating Budget, Report PW19022(a) - Sidewalk Snow Removal was provided and outlined a number of level of service enhancement scenarios for consideration. Council referred the matter back to staff for additional information and consultation with the public.

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SUBJECT: Sidewalk Snow Clearing Update (PW19022(c)) (City Wide) – Page 2 of 7

On November 19, 2020, Report PW19022(b) was presented to the General Issues Committee. Staff were asked to summarize findings regarding additional information about By-Law No. 03-296, challenges associated with universal sidewalk snow removal, engage with Committees about persons with mobility issues, and communicate with other municipalities.

The matter was referred to the 2021 Operating Budget deliberations for consideration. At the February 19, 2021 General Issues Committee, which dealt with the 2021 Operating Budget, the matter respecting the Sidewalk Snow Clearing Program Options was referred to the Public Works Committee.

The purpose of this Information Report PW19022(c) is to provide updated 2021 costs, identify timelines and process for potential implementation, summarize previous data and public consultation, and identify potential level of service enhancements for Council consideration for implementation for the winter season of 2022/2023.

Overview

The City of Hamilton currently clears 397 km of the approximate 2,445 km of sidewalks across Hamilton. This includes sidewalks on municipally owned property, along reverse frontage lots, formerly Ward 12 in its entirety, and sidewalks adjacent to school property owned by either the Public or Private School Board, in conjunction with By-law No. 03-296 on a charge-back basis.

By-law No. 03-296 requires that every occupant or owner shall, within 24 hours of the cessation of a winter storm event, or within 24 hours of the cessation of a series of consecutive winter storm events, remove and clear all snow and ice from sidewalks abutting the highways in front of or alongside, or at the rear of any occupied or unoccupied lot or vacant lot. The City will activate snow clearing equipment if accumulation of snow is 5 cm or greater, or, whenever required to achieve bare pavement. Residents will still be required to follow By-Law No. 03-296.

Levels of Service Enhancement Options

The City of Hamilton currently allocates \$33.7 million each year for winter maintenance, of which \$2.1 million is dedicated to sidewalk winter maintenance.

As per Report PW19022(b), a number of service level enhancement options have been developed to integrate an Equity, Diversity and Inclusion (EDI) lens into the provision of sidewalk snow clearing. These service levels have been further delineated to provide two options, one that provides a snow pack end condition and one that provides a bare pavement end condition.

SUBJECT: Sidewalk Snow Clearing Update (PW19022(c)) (City Wide) – Page 3 of 7

Scenario 1 – Existing Level of Service – Maintaining sidewalks on municipally owned property, along reverse frontage lots, formerly Ward 12 in its entirety, and sidewalks adjacent to school property, owned by either the Public or Separate School Board, in conjunction with By-law No. 03-296 on a charge-back basis.

Scenario 2 – Priority 1 and 2A Roadways – Maintaining sidewalks in the existing level of service plus the addition of an estimated 783 km of sidewalk along transit routes.

Service Level 2A

- Activate when snow accumulation is 5 cm or greater
- Snow packed condition with de-icing material application

Service Level 2B

- Activate when snow accumulation is 5 cm or greater
- Bare concrete with application of salt

Scenario 3 – City Wide Roadways – Maintaining all sidewalks across the City

Service Level 3A

- Activate when snow accumulation is 5 cm or greater
- Snow packed condition with de-icing material application

Service Level 3B

- Activate when snow accumulation is 5 cm or greater
- Bare concrete with application of salt

The estimated costs for Scenario 2 and 3 are based on the approach identified in Report PW19022(b) - Winter Sidewalk Maintenance which used the former Ancaster Ward 12 service delivery model and is based on updated 2021 costs related to contracted service delivery and salt costs.

Financial Impacts

To enhance the existing level of service to Scenario 2 (include priority 1 and 2A roadways plus base) would result in an additional 783 km of sidewalks cleared. Activating at 5 cm or greater under service level Scenario 2A snow packed condition, would result in an estimated cost increase of \$4.44 million, with a residential Impact of 0.3%, or \$12. Activating under service level Scenario 2B, clear and application of salt, would result in an estimated cost increase of \$4.83 million, with a residential Impact of 0.3%, or \$13.

To enhance the existing level of service to Scenario 3 (include all 2,445 km of sidewalks on City roadways), activating at 5 cm or greater under service level Scenario 3A snow packed condition, would result in an estimated cost increase of

SUBJECT: Sidewalk Snow Clearing Update (PW19022(c)) (City Wide) – Page 4 of 7

\$8.07 million, with a residential Impact of 0.6%, or \$26. Activating under service level Scenario 3B, clear and application of salt, would result in an estimated cost increase of \$9.07 million, with a residential Impact of 0.7%, or \$30.

Attached as Appendix “A” to Report PW19022(c) – Sidewalk Snow Clearing Cost Estimate summarizes the scenarios described above. Due to the various implementation scenarios and operational constraints, it is not possible to determine financial impacts Ward by Ward with a high level of accuracy.

Not included in the sidewalk snow clearing cost estimate are the restoration costs to damaged property as a result of the program. These include costs related to items within the road allowance such as parked cars, fences, posts, hedges, plantings, in ground lawn sprinklers, driveway curbs or other obstructions within the right-of-way due to plowing or blowing operations.

Sod damage is a significant source of concern in other municipalities and a budget for sod repair following the winter control season would be required. In conversation with municipalities who provide a similar service, the costs of restoration for a typical winter season may run between \$75,000 to \$100,000 per season.

To provide the level of service in Scenario 2 or 3, the City would need to contract additional services to the private sector based on current in-house staffing levels. Additional supervisory staff would also be required to oversee the program. The enhancements would not be implemented prior to the 2022/2023 winter season as the appropriate sidewalk snow clearing resources are currently not available within the marketplace.

Additionally, approximately \$100,000 in one-time consultant costs will be required to develop a detailed program based upon routing and equipment needs in relation to the existing sidewalk inventory. This detailed review will help create the required tender for services.

Service Requests

If Scenario 2 or Scenario 3 are approved, it is expected that service requests directed at the City and Council would increase. A summary of service requests received based on a typical winter season are shown below, as well as a heavier than average consecutive storm events for comparison, specifically from February 12, 2021 to February 22, 2021. Approximately 25% of all winter service requests are sidewalk related as shown below.

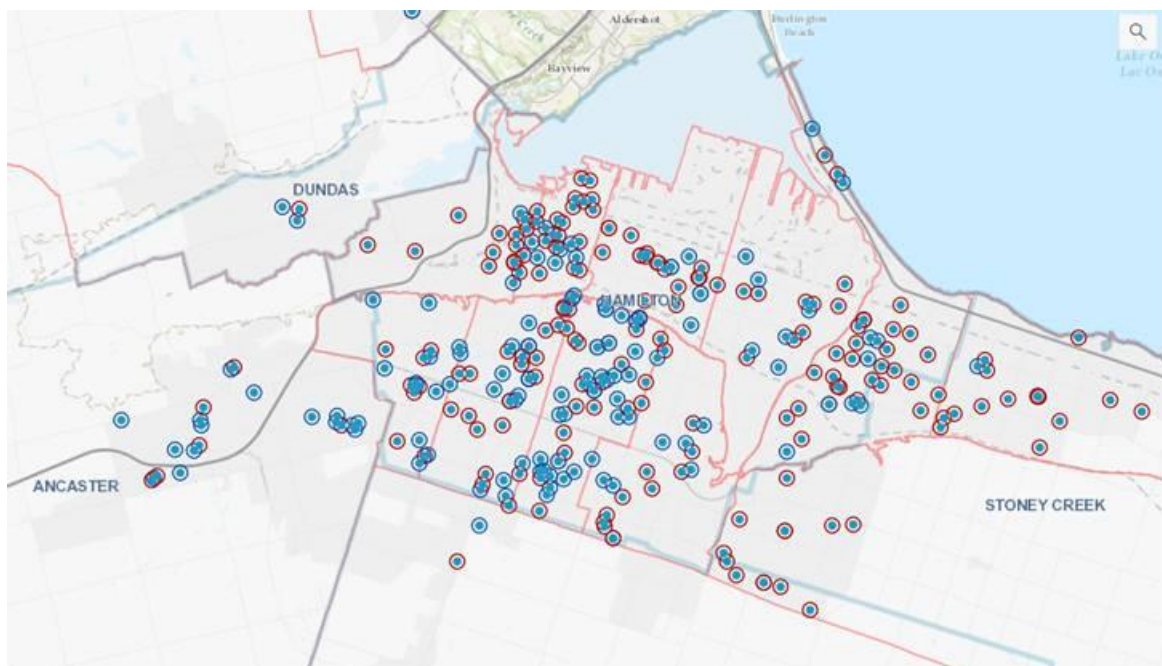
SUBJECT: Sidewalk Snow Clearing Update (PW19022(c)) (City Wide) – Page 5 of 7

Number of Service Requests – 2019/2020 winter season		
Ward	Sidewalk	All Requests
1	0	14
2	3	12
3	1	17
4	3	12
5	38	89
6	54	173
7	73	207
8	63	207
9	11	71
10	7	48
11	12	83
12	16	130
13	7	60
14	31	92
15	5	68
Total	328	1283

Number of service requests – February 12, 2021 to February 22, 2021		
Ward	Sidewalk	All Requests
1	12	63
2	23	75
3	18	76
4	15	81
5	38	153
6	22	129
7	49	143
8	44	134
9	9	64
10	22	79
11	6	55
12	20	48
13	4	33
14	16	65
15	21	46
Total	319	1244

As a visual reference, the winter events from February 12, 2021 to February 22, 2021 are shown below.

Map 1 - Sidewalk Snow Clearing Requests



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SUBJECT: Sidewalk Snow Clearing Update (PW19022(c)) (City Wide) – Page 6 of 7

Environmental Impacts

In 2001, Environment Canada released an assessment report stating road salts are entering the environment in large amounts and are posing a risk to plants, animals, birds, fish, lakes, stream ecosystems, and groundwater. Road salts are used across the City and the rest of Canada as de-icing and anti-icing chemicals for winter road and sidewalk maintenance. The Government of Canada is not banning the use of road salts or proposing any measures that would compromise or reduce road safety.

With the recent concerns being raised on the negative side effects salt has on the environment we are looking for ways to reduce our salt dependency while maintaining user safety. This remains the most important priority within winter maintenance operations. Although there is ongoing research into the use of alternatives to road salt (i.e. sodium chloride) in winter maintenance, it continues to be the most cost-effective de-icing agent across Canada.

Should either Scenario 2 or Scenario 3 be approved, the adverse effects salt has on the environment should be taken into consideration.

It is expected that the increased use of salt used in sidewalk snow clearing would contribute to increased chloride levels in our water network. Hamilton Water monitors and tests for chlorides in the raw drinking water supply from Lake Ontario and there has been an increase in samples over the last number of years since 2017.

Public Engagement

As a part of PW19022(b), the Transportation Operations & Maintenance Division, with support from Corporate Communications, and in partnership with Community Initiatives conducted an online sidewalk snow clearing engagement project to help measure and better understand the needs of residents related to sidewalk snow clearing in winter months.

The engage Hamilton website launched on August 10, 2020 and closed on September 14, 2020. The website featured a survey and provided an opportunity for feedback, questions from residents and comments from advisory groups. A media release and social media campaign was utilized to drive residents to the engage Hamilton website requesting participation in the survey. Advisory groups were contacted directly via email and directed to the website.

Summary of Engagement Results

Some of the survey highlights can be found below (n=1,987):

SUBJECT: Sidewalk Snow Clearing Update (PW19022(c)) (City Wide) – Page 7 of 7

- 31.6% reported they do not feel safe at all using Class 1 or 2A sidewalk routes in winter;
- 58.8% indicated they feel slightly safe using Class 1 or 2A sidewalk routes in winter;
- 74.6% stated improving winter walkability should be a Council priority;
- 81.6% indicated they support a tax increase of less than or equal to \$10;
- 67.0% responded they support a tax increase of \$10-\$25;
- 49.6% indicated they don't support a tax increase of greater than \$50;
- 73.1% believe the City should invest resources (i.e. financial, human, equipment) to sidewalk snow-clearing to provide a more consistent service;
- 41.0% expressed general comments in favour of the City taking over all sidewalk clearing;
- 24.6% had concerns regarding accessibility or safety;
- 15.5% expressed sidewalk snow clearing as an equity issue.

Detailed survey results and analysis of comments can be found attached as Appendix "B" to Report PW19022(c) – Engagement Results.

Municipal Scan

The Transportation Operations & Maintenance Division conducted a municipal scan to understand and gauge the level of service being conducted in other Canadian municipalities as it relates to sidewalk snow removal.

The review came in response to a motion approved by the General Issues Committee (GIC) on February 13, 2020 that directed staff to communicate with other municipalities providing sidewalk snow removal.

Detailed survey results and analysis of comments can be found attached as Appendix "C" to Report PW19022(c) – Municipal Scan.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW19022(c) – Sidewalk Snow Clearing Cost Estimate

Appendix "B" to Report PW19022(c) – Engagement Results

Appendix "C" to Report PW19022(c) – Municipal Scan

Sidewalk Snow Clearing Cost Estimate

Appendix "A" to Report PW19022(c)

Page 1 of 1

Scenario	Sidewalk (km)	Percent Inventory (%)	Activation Trigger	Service Level A	Previous Estimated Costs (Million)	Updated Estimated Costs (Million)	Service Level B	Updated Estimated Costs (Million)
1	397	16.2	Snow covered	Clear and application of salt	\$1.58 (2019 Budget)	\$2.1 (2021 Budget)	Clear and application of salt	\$2.1 (2021 Budget)
2	1,180	48.2	5 cm accumulation on City sidewalks on priority 1 and 2A roadways plus existing level of service	Snow packed condition with de-icing material application	\$3.06 - \$3.36	\$4.44	Clear and application of salt	\$4.83
3	2,445	100	5 cm accumulation on all City sidewalks	Snow packed condition with de-icing material application	\$5.11 - \$5.36	\$8.07	Clear and application of salt	\$9.07



Engagement Results

City of Hamilton Public Works Department
Transportation Operations & Maintenance Division

In partnership with Community Initiatives

November 4, 2020

Stakeholders

Below is a list of stakeholders from various advisory groups who were contacted directly for their input as part of the engagement project.

Name	Affiliation
Alicia Davenport	COH Advisory Committee for Persons with Disabilities
Jessica Bowen	COH Seniors Advisory Committee
Paul DiClemente	COH Advisory Committee for Immigrants & Refugees
Rachel Johnson	COH Cycling Committee
Tina Sousa	DARTS Board of Directors
Sarah Wayland	Hamilton Immigration Partnership Council
Shelagh Kiely	Hamilton Council on Aging
Lisa Maychak	Age Friendly Strategy
Sarah Jama	Hamilton Centre for Civic Inclusion/Disability Justice Network of Ontario
Betsy Bocop	Hamilton Aboriginal Advisory Committee
Lynda Lukasik	Environment Hamilton

Summary of Engagement Results

The Engage Hamilton site had 6, 000 visitors including:

- 2,000 engaged participants (participated in survey, posted on guestbooks or asked questions)
- 3,300 informed participants (visited multiple project pages or contributed to a tool) and
- 5,900 aware participants (5,900 visited a project or tool page).
- 1,987 survey completions
- An overall engagement rate of 33% (engaged visitors/total visitors) compared to an average rate of 11% for other projects.

Some of the highlights in the findings of the survey are below (n=1,987):

- 41.5% rated winter walkability as extremely important
- 41.6% rated winter walkability as very important
- 53.6% reported that they expect to be able to use city sidewalks safely within 12 hours
- 40.0% reported that they expect to be able to use city sidewalks safely within 24 hours
- 27.9% indicated that they sometimes have to use other means to get where they are going safely

- 39.6% responded that they walk in the street if the sidewalk is not cleared
- 31.6% reported that they do not feel safe at all using Class 1 or 2A sidewalk routes in winter
- 58.8% indicated that they feel slightly safe using Class 1 or 2A sidewalk routes in winter
- 73.1% believe that the City should invest resources (financial, human, equipment) into sidewalk snow-clearing to provide a more consistent service
- 74.6% stated that improving winter walkability should be a Council priority
- 81.6% indicated that they definitely support a tax increase of less than or equal to \$10
- 67.0% responded that they definitely support a tax increase of \$10-\$25
- 49.6% indicated that they don't support a tax increase of greater than \$50

A summary of demographic findings is below:

- The three wards with the highest representation in the survey were Ward 1 (13.6%), Ward 3 (12.3%) and Ward 2 (10.3%)
- The age groups with the highest representation were 25-44 (47.9%) and 45-64 (34.8%)
- Females represented 62.5% of the respondents while 33.6% were male
- 14.5% of the respondents identified as Individuals living with a Disability

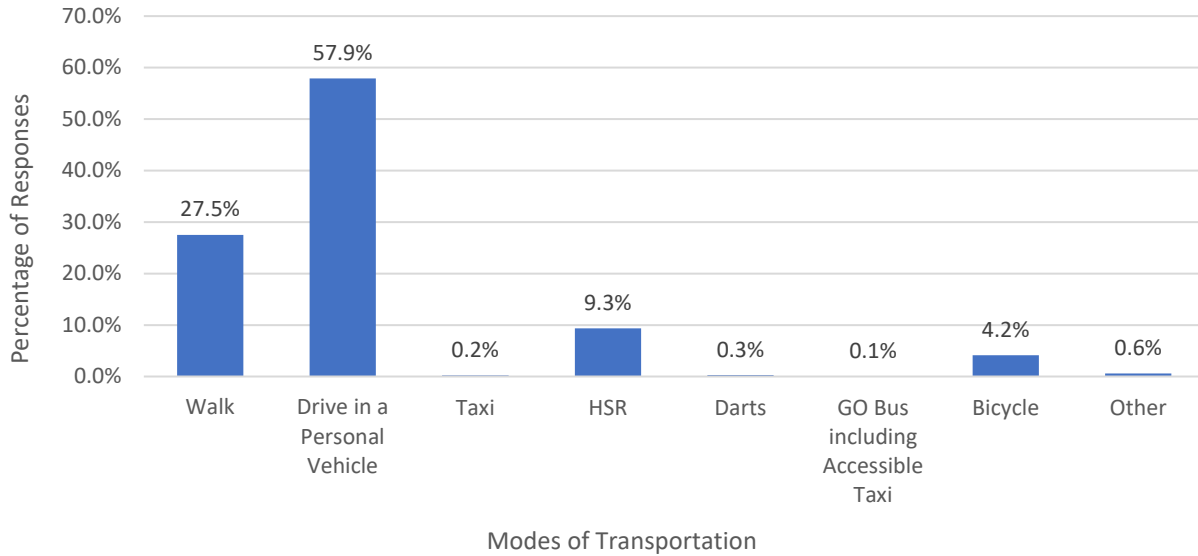
Some of the common themes that were found in the comments section (Q32) and guestbook are below:

- 41.0% expressed general comments in favour of the City taking over all sidewalk clearing
- 24.6% had concerns in regard to accessibility/safety – sidewalks need to clear for safety esp. seniors, individuals with disabilities and or/mobility devices, parents with strollers, etc.
- 15.5% expressed sidewalk snow clearing as an equity issue – e.g. seniors & individuals with disabilities may not be able to clear their sidewalks; unfair for certain areas to be cleared while others are not; low income residents may use sidewalks more often and are therefore disadvantaged disproportionately by poor conditions, etc.
- 15.0% identified poor sidewalk conditions currently/noted specific areas

Detailed survey results and analysis of comments can be found in the following pages.

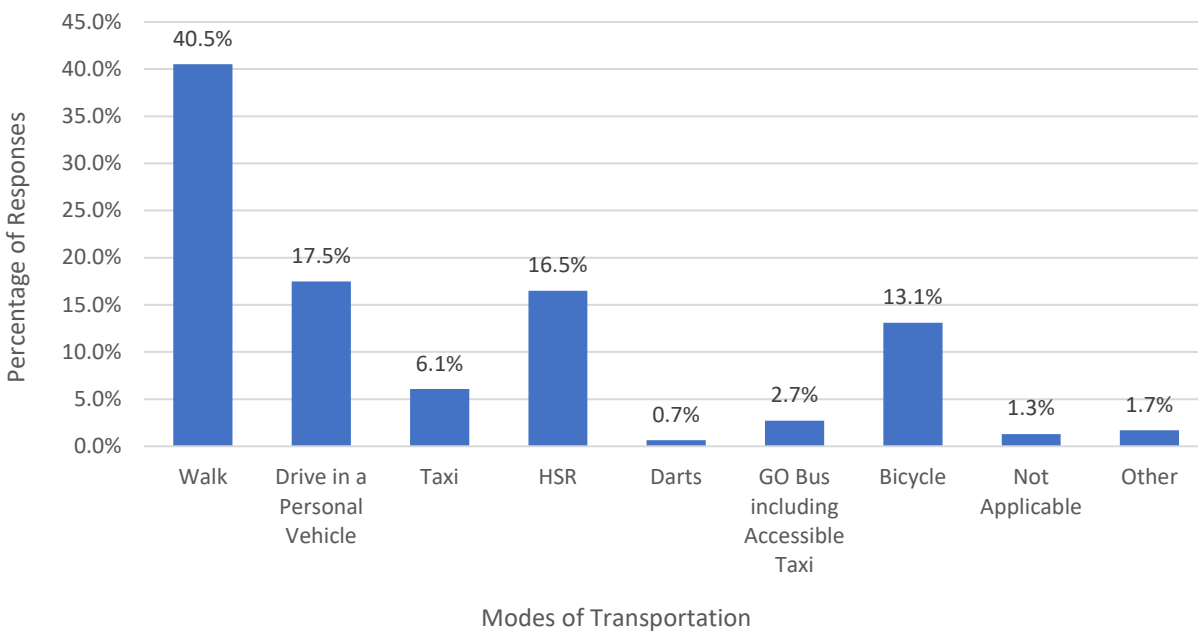
Detailed Survey Results

Q1: When you travel throughout the city, what is your primary transportation mode? Select the mode that you use most often.



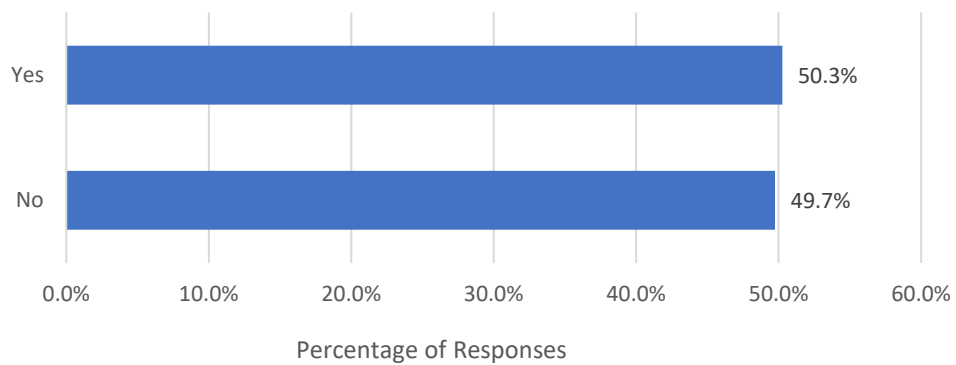
*Number of responses = 1950

Q2: What is your secondary mode of transportation? Check all that apply.



*Number of responses = 1950

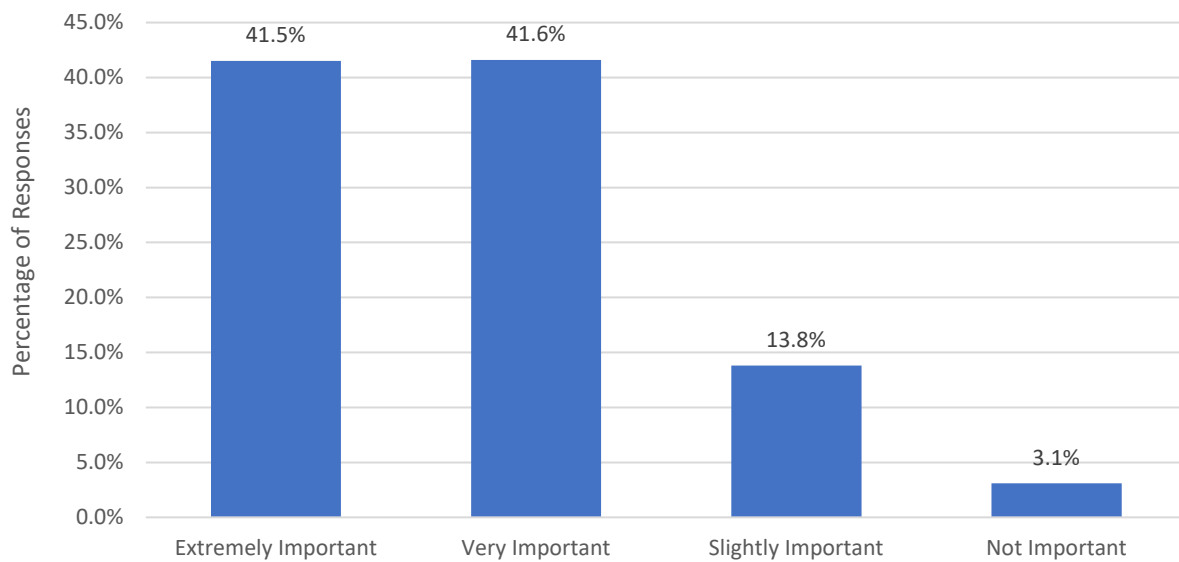
Q3: Do you change your mode of transportation to travel around the city depending on the season?



*Number of responses = 1982

Q4: Optional comment on above – not included in summary.

Q5: How important is winter walkability to your quality of life?



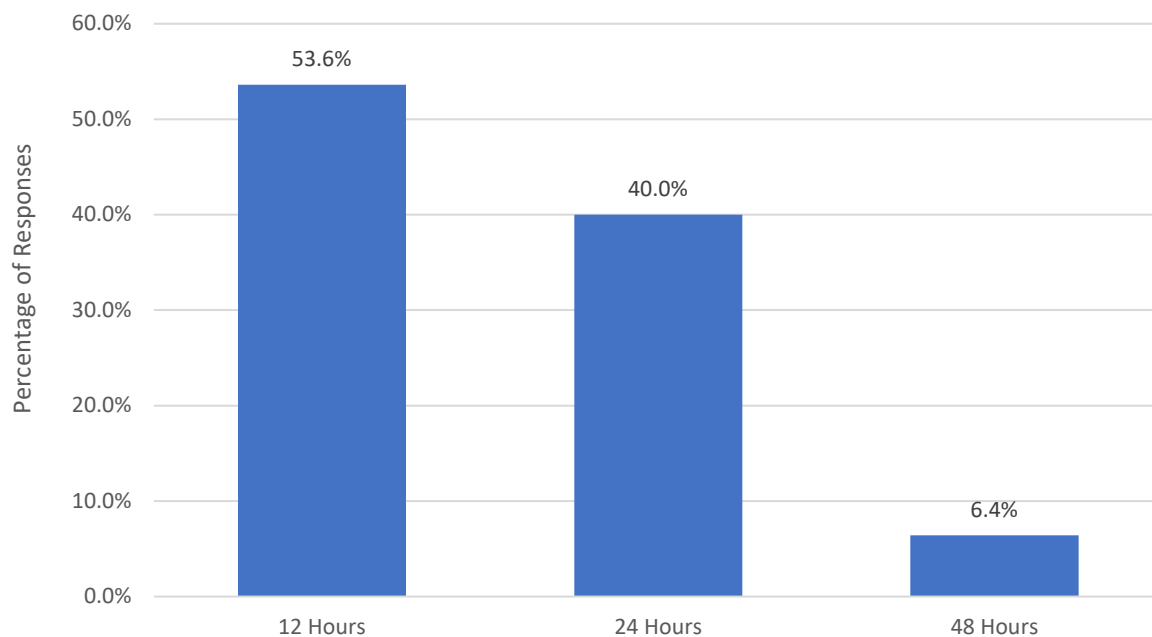
*Number of responses = 1980

Q6: Are you aware that the City of Hamilton Snow and Ice By-Law requires property owners and/or occupants to clear snow and ice within 24 hours after the end of a snow event from sidewalks adjacent to their property?

Response Option	% of Respondents
Yes, I am familiar with the by-law	90.8 %
I know there is a by-law, but I am not aware of the details	8.0 %
No, I am not familiar with the by-law	1.3 %

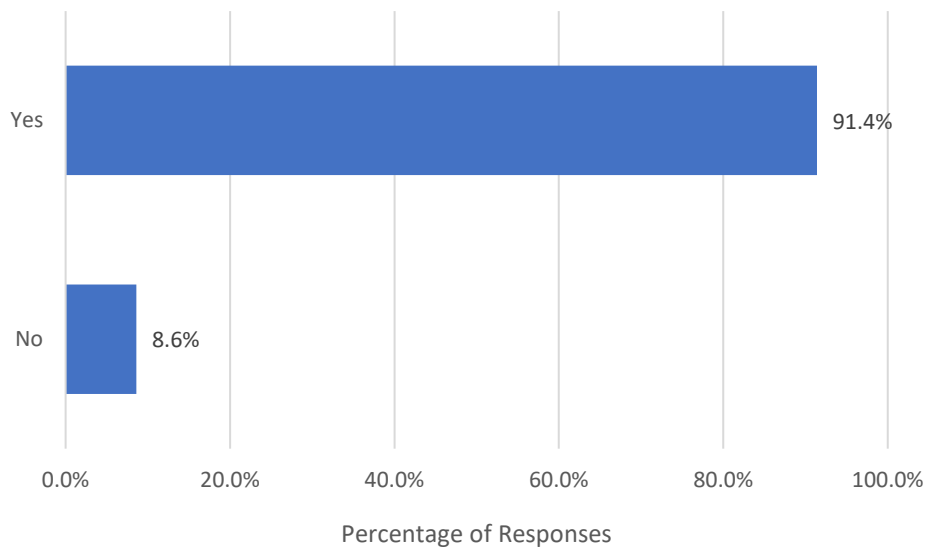
*Number of responses = 1971

Q7: How long after a snow event do you expect to be able to use city sidewalks safely?



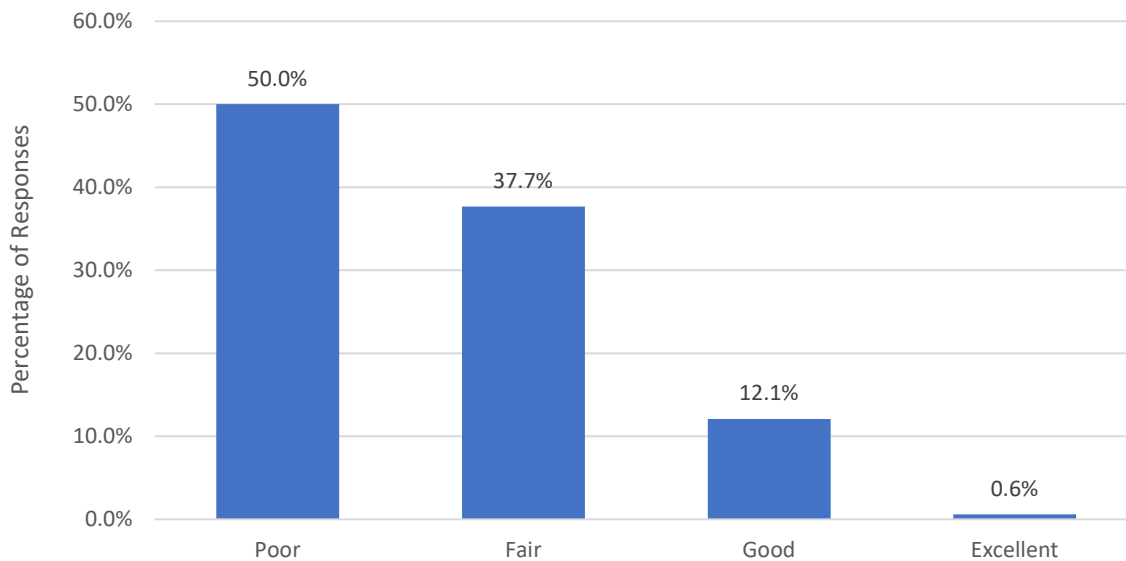
*Number of responses = 1976

Q8: In the past 2 winters, have you used or wanted to use any of these Class 1 or 2A sidewalk routes?



*Number of responses = 1974

Q9: Thinking about your experience walking on the Class 1 or 2A sidewalk routes in winter, how would you describe the overall condition of these sidewalks within 24 hours of a snowfall event?

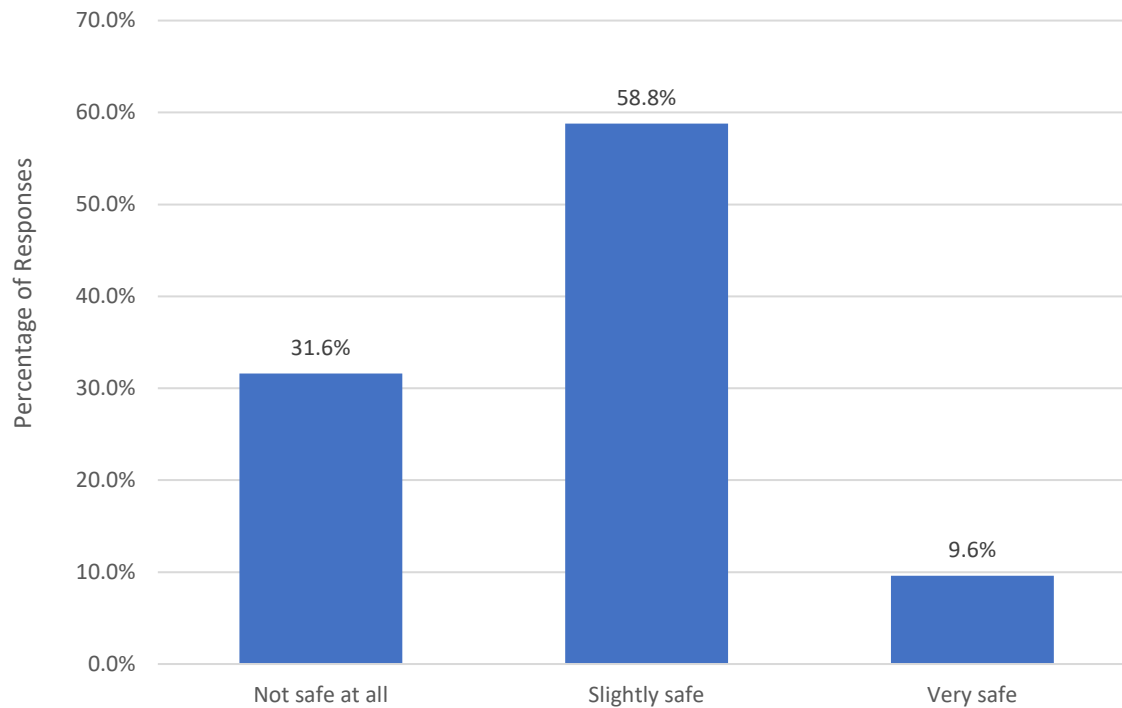


*Number of responses = 1950

Q10: Pick the most appropriate responses based on your experience using these Class 1 or 2A sidewalk routes in winter.

Response Option	% of Respondents
Can use sidewalks to get where I need to go most of the time	16.5 %
Sometimes have to use other means to get where I am going safely	27.9 %
Almost always have to use alternate transportation in winter	8.3 %
Walk in the street if the sidewalk is not cleared	39.6 %
I limit my activity in winter as a result of sidewalk conditions	7.7 %

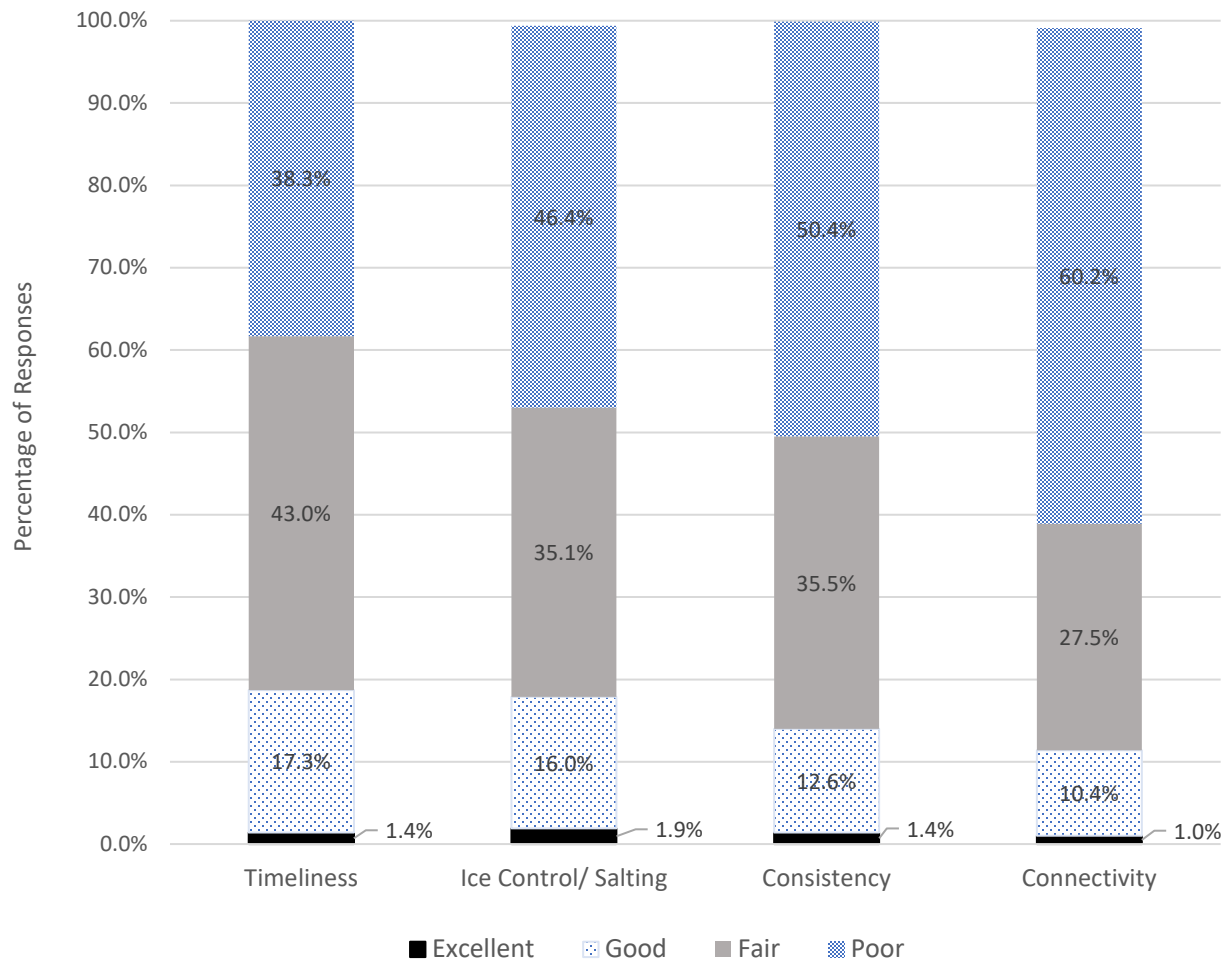
Q11: How safe do you feel using these Class 1 or 2A sidewalk routes in winter?



*Number of responses = 1951

Q12: How would you rate each of the following aspects of how snow is currently cleared from sidewalks in the City of Hamilton?

- Timeliness – How quickly the sidewalk is cleared after a snow event
- Ice Control/ Salting – How well the sidewalk is salted, and ice is controlled
- Consistency – How consistently the sidewalk is cleared (i.e. you can rely on it being cleared and passable)
- Connectivity – How effectively cleared sidewalks connect to each other on your route (i.e. the sidewalks from your departure point to your destination are cleared and passable)

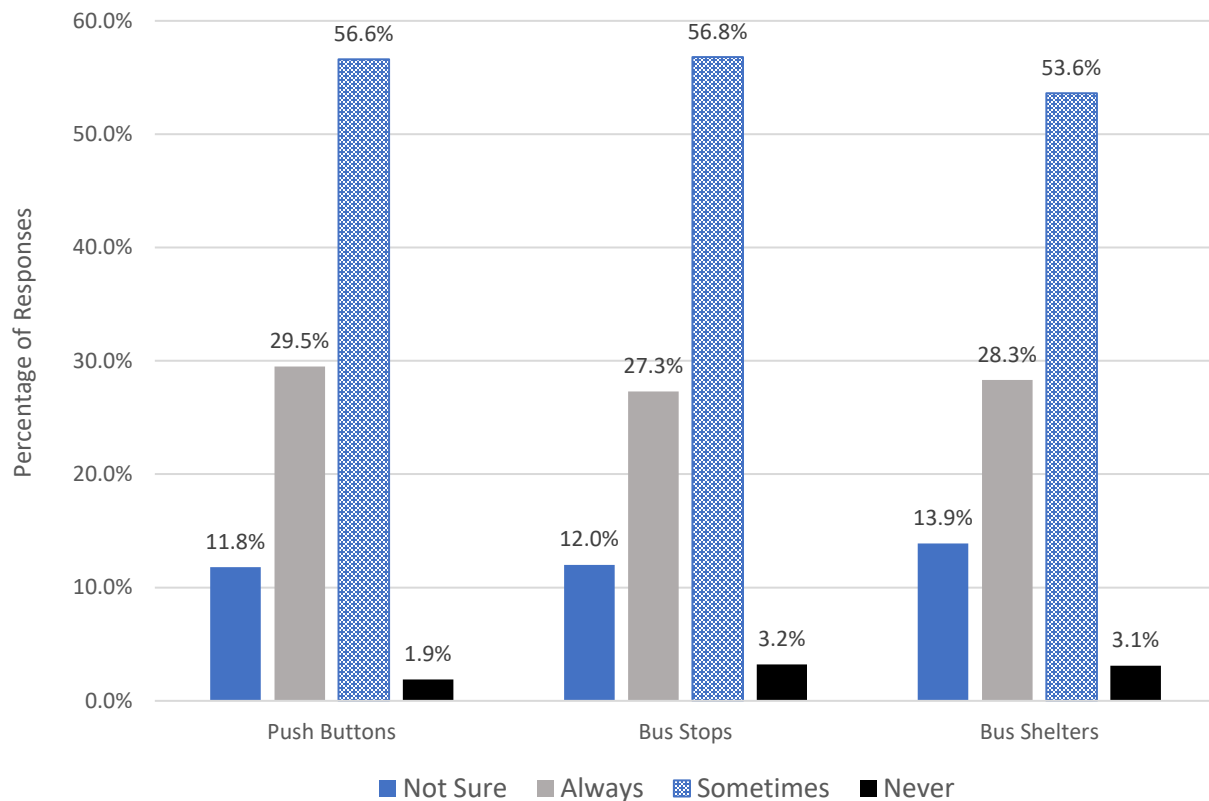


*Number of responses = 1979

Q13: Optional comment on above – not included in summary.

Q14: Based on your experiences walking in winter, how often would you say each of the following are accessible?

- Push Buttons at Crosswalks/ Intersections
- Bus Stops
- Bus Shelters

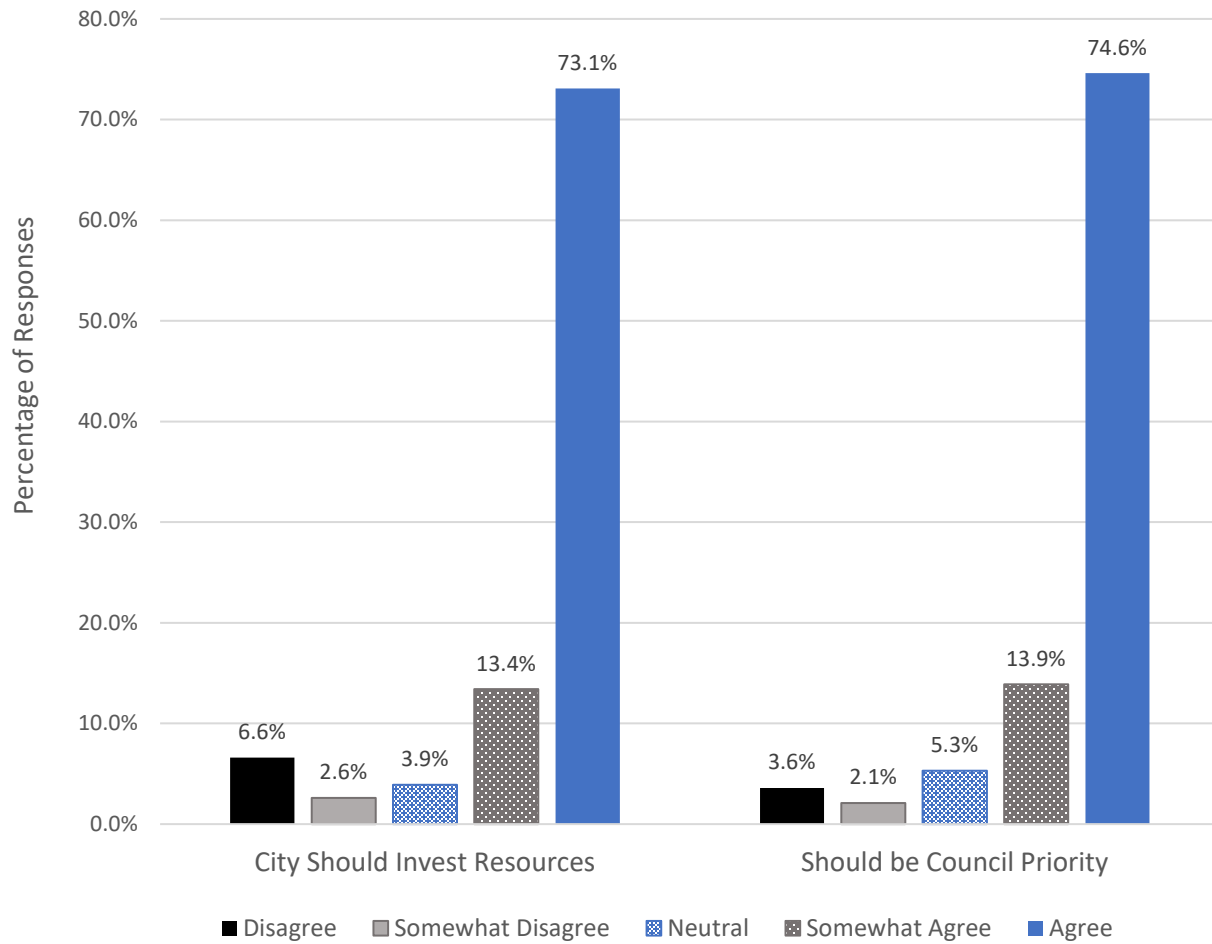


*Number of responses = 1979

Q15: Optional comment on above – not included in summary.

Q16: Indicate your level of agreement with these statements:

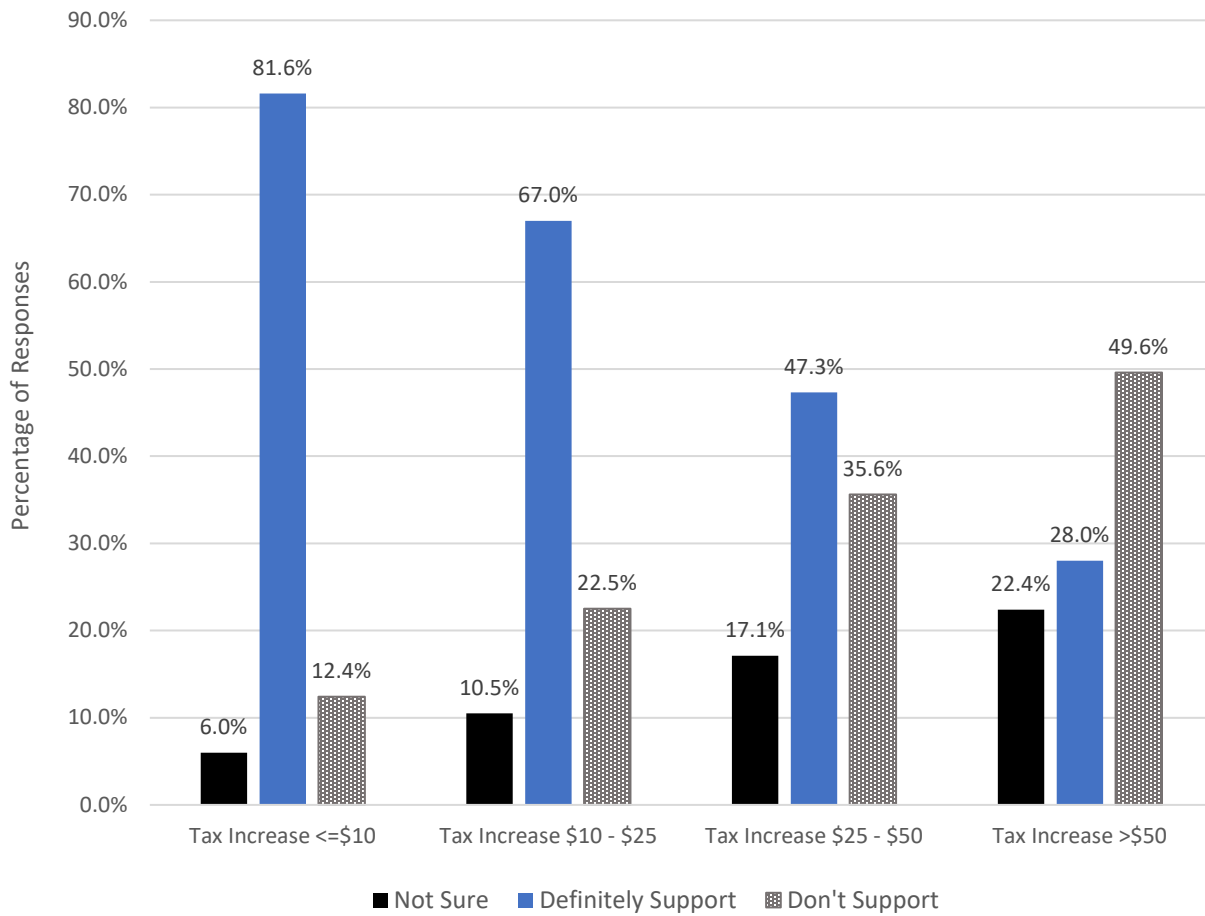
- The City should invest in more resources (financial, human, equipment) into sidewalk snow-clearing to provide a more consistent service.
- Improving winter walkability should be a priority for Council.



*Number of responses = 1987

Q17: If improving the sidewalk snow clearing program required the City to increase property taxes, indicate your level of support for:

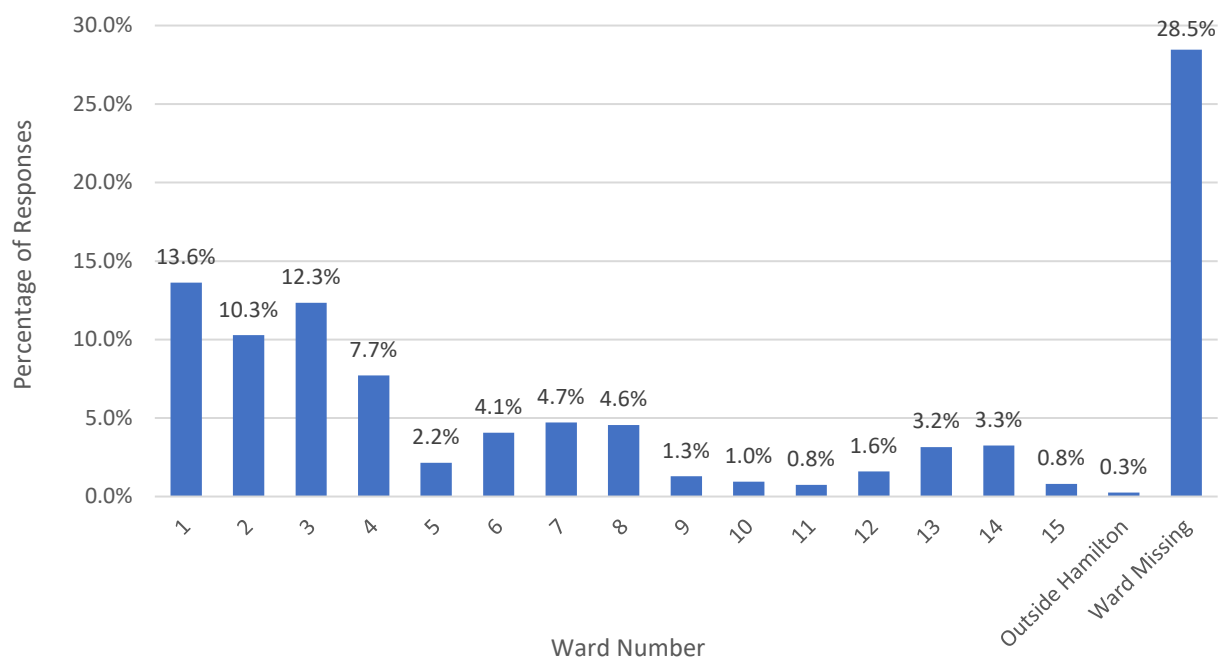
- A tax increase of \$10 or less per property per year
- A tax increase of between \$10 and \$25 per property per year
- A tax increase of between \$25 and \$50 per property per year
- A tax increase of \$50 or more per property per year



Q23: Postal Code - Ward Analysis

Ward	# Respondents	% Respondents
Ward 1	272	13.6 %
Ward 2	205	10.3 %
Ward 3	246	12.3 %
Ward 4	154	7.7 %
Ward 5	43	2.2 %
Ward 6	81	4.1 %
Ward 7	94	4.7 %
Ward 8	91	4.6 %
Ward 9	26	1.3 %
Ward 10	19	1.0 %
Ward 11	15	0.8 %
Ward 12	32	1.6 %
Ward 13	63	3.2 %
Ward 14	65	3.3 %
Ward 15	16	0.8 %
Not a City of Hamilton resident	5	0.3 %
Ward/ location information not provided	568	28.5 %

Ward Representation in Survey Respondents



Q16: by Ward

Question/ Ward	Skipped/ Missing	Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
The City should invest in more resources (financial, human, equipment) into sidewalk snow-clearing to provide a more consistent service.						
Ward 1	0.8%	2.5%	1.1%	2.9%	12.1%	80.5%
Ward 2	0.0%	1.5%	1.0%	2.0%	7.3%	88.3%
Ward 3	0.8%	3.7%	2.0%	2.9%	11.8%	78.9%
Ward 4	0.0%	7.1%	3.3%	3.3%	15.6%	70.8%
Ward 5	0.0%	9.3%	0.0%	9.3%	18.6%	62.8%
Ward 6	0.0%	3.7%	1.2%	3.7%	22.2%	69.1%
Ward 7	0.0%	6.4%	0.0%	7.5%	10.6%	75.5%
Ward 8	0.0%	13.2%	4.4%	4.4%	13.2%	64.8%
Ward 9	0.0%	23.8%	3.9%	3.9%	15.4%	53.9%
Ward 10	0.0%	5.3%	5.3%	0.0%	15.8%	73.7%
Ward 11	0.0%	20.0%	6.7%	13.3%	0.0%	60.0%
Ward 12	3.1%	21.9%	6.3%	9.4%	18.8%	40.7%
Ward 13	0.0%	6.4%	6.4%	4.8%	7.9%	74.6%
Ward 14	0.0%	10.8%	4.6%	7.7%	16.9%	60.0%
Ward 15	0.0%	25.0%	0.0%	6.3%	12.5%	56.3%
Ward Missing	1.6%	7.7%	3.5%	3.7%	15.2%	68.4%
Improving winter walkability should be a priority for Council.						
Ward 1	0.4%	0.4%	0.4%	2.9%	11.0%	84.9%
Ward 2	0.0%	0.5%	0.0%	2.9%	9.3%	87.3%
Ward 3	1.6%	2.0%	0.8%	4.1%	13.8%	77.6%
Ward 4	0.7%	3.9%	2.0%	7.1%	16.9%	69.5%
Ward 5	2.3%	2.3%	7.0%	14.0%	14.0%	60.5%
Ward 6	0.0%	2.5%	3.7%	6.2%	23.5%	64.2%
Ward 7	0.0%	3.2%	1.1%	7.5%	16.0%	72.3%
Ward 8	0.0%	7.7%	2.2%	7.7%	15.4%	67.0%
Ward 9	0.0%	11.5%	3.9%	15.4%	15.4%	53.9%
Ward 10	0.0%	5.3%	10.5%	0.0%	10.5%	73.7%
Ward 11	0.0%	13.3%	6.7%	6.7%	6.7%	66.7%
Ward 12	0.0%	18.8%	0.0%	6.3%	28.1%	46.9%
Ward 13	0.0%	2.0%	3.2%	3.2%	12.7%	79.4%
Ward 14	0.0%	6.2%	1.5%	18.5%	7.7%	66.2%
Ward 15	0.0%	25.0%	0.0%	6.3%	6.3%	62.5%
Ward Missing	1.6%	4.4%	3.5%	4.2%	14.5%	71.9%

*Note: Use caution when interpreting these results. Low numbers of respondents in some wards result in each respondent accounting for a large percentage of the ward's survey population.

Q17: by Ward

Question/ Ward	Skipped/ Missing	Not Sure	Don't Support	Definitely Support
Level of Support for a tax increase of \$10 or less per property per year				
Ward 1	3.3%	6.3%	4.8%	85.7%
Ward 2	2.9%	2.4%	4.9%	89.8%
Ward 3	2.4%	7.3%	9.4%	80.9%
Ward 4	2.0%	3.3%	11.7%	83.1%
Ward 5	2.3%	4.7%	11.6%	81.4%
Ward 6	4.9%	4.9%	16.1%	74.1%
Ward 7	4.3%	4.3%	13.8%	77.7%
Ward 8	3.3%	4.4%	16.5%	75.8%
Ward 9	3.9%	3.9%	30.8%	61.5%
Ward 10	10.5%	0.0%	5.3%	84.2%
Ward 11	0.0%	6.7%	20.0%	73.3%
Ward 12	6.3%	12.5%	31.3%	50.0%
Ward 13	4.8%	7.9%	9.5%	77.8%
Ward 14	4.6%	7.7%	16.9%	70.8%
Ward 15	0.0%	6.3%	37.5%	56.3%
Ward Missing	6.6%	6.6%	14.3%	72.4%
Level of Support for a tax increase of between \$10 and \$25 per property per year				
Ward 1	4.0%	8.5%	13.2%	74.3%
Ward 2	2.9%	12.7%	8.8%	75.6%
Ward 3	3.7%	11.4%	14.6%	70.3%
Ward 4	2.6%	10.4%	20.8%	66.2%
Ward 5	2.3%	4.7%	23.3%	69.8%
Ward 6	6.2%	8.7%	29.6%	55.6%
Ward 7	3.2%	11.7%	20.2%	64.9%
Ward 8	3.3%	8.8%	33.0%	55.0%
Ward 9	3.9%	7.7%	34.6%	53.9%
Ward 10	10.5%	5.3%	10.5%	73.7%
Ward 11	6.7%	6.7%	33.3%	53.3%
Ward 12	0.0%	12.5%	43.8%	43.8%
Ward 13	4.8%	12.7%	20.6%	61.9%
Ward 14	3.1%	10.8%	27.7%	58.5%
Ward 15	0.0%	0.0%	43.8%	56.3%
Ward Missing	6.6%	9.9%	27.2%	56.2%

*Note: Use caution when interpreting these results. Low numbers of respondents in some wards result in each respondent accounting for a large percentage of the ward's survey population.

Question/ Ward	Skipped/ Missing	Not Sure	Don't Support	Definitely Support
Level of Support for a tax increase of between \$25 and \$50 per property per year				
Ward 1	2.2%	16.5%	25.7%	55.5%
Ward 2	2.9%	15.6%	20.0%	61.5%
Ward 3	2.4%	19.5%	25.6%	52.4%
Ward 4	0.7%	13.6%	34.4%	51.3%
Ward 5	0.0%	14.0%	34.9%	51.2%
Ward 6	1.2%	22.2%	40.7%	35.8%
Ward 7	4.3%	12.8%	34.0%	48.9%
Ward 8	5.5%	8.8%	47.3%	38.5%
Ward 9	3.9%	11.5%	57.7%	26.9%
Ward 10	5.3%	5.3%	36.8%	52.6%
Ward 11	0.0%	20.0%	53.3%	26.7%
Ward 12	6.3%	9.4%	62.5%	21.9%
Ward 13	3.2%	22.2%	28.6%	46.0%
Ward 14	3.1%	20.0%	38.5%	38.5%
Ward 15	0.0%	6.3%	50.0%	43.8%
Ward Missing	7.5%	17.3%	40.3%	34.9%
Level of Support for a tax increase of \$50 or more per property per year				
Ward 1	2.6%	22.8%	38.2%	36.4%
Ward 2	3.4%	23.9%	31.7%	41.0%
Ward 3	4.9%	26.0%	39.0%	30.1%
Ward 4	0.6%	23.4%	48.7%	27.3%
Ward 5	2.3%	18.6%	53.5%	25.6%
Ward 6	3.7%	19.8%	64.2%	12.4%
Ward 7	3.2%	19.2%	42.6%	35.1%
Ward 8	5.5%	12.1%	57.1%	25.3%
Ward 9	0.0%	15.4%	69.2%	15.4%
Ward 10	5.3%	10.5%	47.4%	36.8%
Ward 11	0.0%	20.0%	60.0%	20.0%
Ward 12	3.1%	12.5%	75.0%	9.4%
Ward 13	4.8%	19.1%	44.4%	31.8%
Ward 14	6.2%	26.2%	53.9%	13.9%
Ward 15	0.0%	18.8%	50.0%	31.3%
Ward Missing	8.3%	20.4%	53.1%	18.2%

*Note: Use caution when interpreting these results. Low numbers of respondents in some wards result in each respondent accounting for a large percentage of the ward's survey population.

Q18 - 31: Demographics

Demographic Question/ Response Options	# Respondents	% Respondents
Hamilton Resident		
Yes	1962	98.7 %
No	26	1.3 %
Attend Work/ School in the City of Hamilton		
Yes	1264	63.5 %
No	725	36.5 %
Own Property in Hamilton		
Yes	1495	76.1 %
No	470	23.9 %
Age		
Under 18 years	9	0.5 %
18 – 24 years	81	4.1 %
25 – 44 years	942	47.9 %
45 – 64 years	684	34.8 %
65 years and older	241	12.3 %
Prefer Not to Answer	9	0.5 %
Gender		
Male	661	33.6 %
Female	1232	62.5 %
Non-binary/ third gender	54	2.7 %
Prefer to self-describe	23	1.2 %
Marital Status		
Married, or in a domestic partnership	1247	66.2 %
Single	636	33.8 %
Employment Status		
Employed full time	1098	56.4 %
Employed part time	250	12.8 %
Unemployed and currently looking for work	85	4.4 %
Unemployed and not currently looking for work	94	4.8 %
Student	56	2.9 %
Retired	289	14.9 %
Unable to work	74	3.8 %
Household Income		
Less than \$20,000	139	7.6 %
\$20,000 - \$34,999	173	9.4 %
\$35,000 - \$49,999	220	12.0 %
\$50,000 - \$74,999	473	25.8 %
\$75,000 - \$99,999	200	10.9 %
Over \$100,000	630	34.3 %

Demographic Question/ Response Options	# Respondents	% Respondents
Education – Highest level completing/ completed		
Less than a high school diploma	27	1.4 %
High school degree or equivalent	134	7.1 %
Some college, no degree	329	17.3 %
Associate degree	405	21.3 %
Bachelor's degree	562	29.6 %
Master's degree	259	13.7 %
Professional degree	117	6.2 %
Doctorate	64	3.4 %
Self-Identification		
Visible Minority	122	5.6 %
Individual living with a Disability	314	14.5 %
New Resident – relocated to Hamilton in the last five	289	13.3 %
LGBTQ2s+	205	9.5 %
Indigenous	25	1.2 %
Prefer Not to Answer	257	11.9 %
None of the Above	955	44.1 %
Visible Minority: Sub-Groups Identified		
Mixed Origin	25	18.4 %
South Asian	19	14.0 %
Chinese	18	13.2 %
Black	16	11.8 %
Latin American	14	10.3 %
Arab	12	8.8 %
Filipino	10	7.4 %
South East Asian	8	5.9 %
Japanese	6	4.4 %
West Asian	2	1.5 %
Korean	2	1.5 %
Other	4	2.9 %

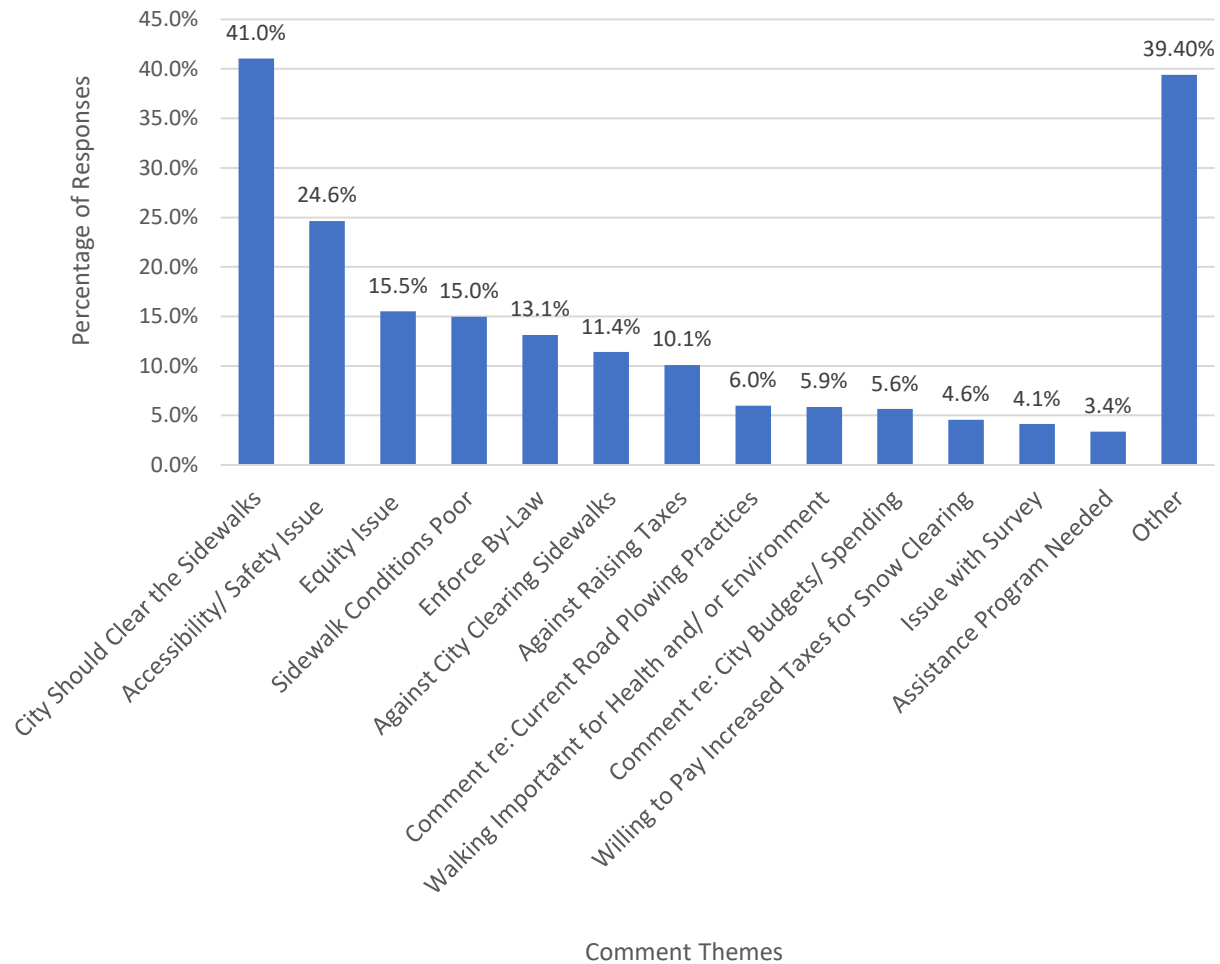
Comment Analysis

A summary of comment analysis from question 32 in the survey and the guestbook is included below:

Comment Theme	# Respondents	% Respondents
The City should clear the sidewalks – general comments in favour of the City taking over all sidewalk clearing	378	41.0 %
Accessibility/ Safety issue – sidewalks need to be clear for safety, esp. seniors, individuals with disabilities and/ or mobility devices, parents with strollers, etc.	227	24.6 %
Equity Issue – e.g. seniors & individuals with disabilities may not be able to clear their sidewalks; unfair for certain areas to be cleared while others are not; low income residents may use sidewalks more often and are therefore disadvantaged disproportionately by poor conditions, etc.	143	15.5 %
Poor sidewalk conditions currently/ specific areas	138	15.0 %
Enforce/ promote the By-law; fine offenders	121	13.1 %
Against City clearing the sidewalks/ should be homeowners' responsibility	105	11.4 %
Against raising taxes for sidewalk clearing	93	10.1 %
Comment re: current road plowing practices – e.g. plows push snow back onto sidewalks; intersections left inaccessible after plows clear roads; etc.	55	6.0 %
Walking/ Walkability is important for health, environment, etc. Requires clear sidewalks	54	5.9 %
Comment re: City spending/ budgets – e.g. City cannot afford another service; find money for sidewalks by changing budgetary priorities; concerns re: COVID deficits, etc.	52	5.6 %
Willing to pay increase in property tax for sidewalk	42	4.6 %
Issue with survey – e.g. demographic questions;	38	4.1 %
Create/ promote assistance program for property owners who cannot shovel (esp. seniors, disabled individuals)	31	3.4 %
Other – includes general comments that did not fall into any of the above theme categories.	363	39.4 %

*Notes: (a) Percentages represent the number of comments as a percentage of the total number of respondents that provided comment (n=921). (b) Respondents may be counted in multiple comment themes; thus, percentages add to more than 100%. (c) Comment themes were created if similar comments were stated by at least 30 people.

Summary of Comments

**Representative Comments in Favour of City Snow Clearing**

- “My thoughts regarding sidewalk safety is not only for myself but for those who identify as having a disability or are elderly, for kids walking to school for families walking their pets or visiting local shops. I walk daily for exercise and it is extremely challenging to this in the winter as it can be a safety concern. Expecting people to clear their own sidewalk within 24 hours in some cases is unfair because we don't know what their home situations is - whether it is due to a physical barrier, work, don't have proper equipment to do so or can't afford to pay someone to clear for them.”
- “Sidewalk clearing is an issue of accessibility. Those most impacted by sidewalk accessibility are those who are renters, low-income, and disabled who may not have the privilege of owning a vehicle. This is also an issue of climate change--as Hamilton as declared a climate emergency, encouraging residents to use the sidewalks will divert traffic from the roads and to public transit.”

- "Walking everywhere is something that keeps me physically and mentally healthy. Trying to get around in winter is very challenging. A fall on ice puts me at risk for significant health complications and would put more financial burden on an already over taxed health care system. This year especially with all the COVID risks, the ability to be outside is even more important. We need snow removal on our sidewalks!"
- "All sidewalks should be cleared of snow for safety reasons and also for accessibility for everyone. Seniors, disabled persons and parents with very young children in strollers have a very hard time navigating the city in winter. I would be delighted to pay higher taxes to make Hamilton safer and more livable for all."

Representative Comments Against City Snow Clearing/ Raising Property Taxes

- "I think the responsibility should fall more to the individual property owners to ensure snow and ice is cleared from their respective sidewalks, rather than using tax money. I would rather see the money go to more bylaw officers to enforce the snow removal bylaw. It is part of the responsibility of property ownership to maintain their sidewalks. Issuing more fines would not only add money into the city but reduce those who shirk their responsibilities."
- "Please do not unilaterally raise property taxes to pay for snow clearing. The tools to keep sidewalks clear are already in place. We just need to use them more effectively."
- "Many people are on fixed incomes and cannot afford Hamilton's always increasing tax levies. I would prefer to clear my own snow as well as my neighbors that struggle to do their own. If snow removal is a problem for some, there is assistance already in place. For others, it's just plain laziness and enforcement may be the only option. The city does a good job on clearing roads but city owned walks are not always done in a timely manner. This will only add to more grief for our councilors."
- "I do not have confidence in the City's ability to deliver on this program due to the dramatic increase in operational scope. My property taxes are already quite high, and the cost of snow removal will continue to grow over time, for something that does not drive value for my family. Thanks for seeking input on this!"

Municipal Scan

Appendix "C" to Report PW19022(c)
Page 1 of 10



Municipal Scan

City of Hamilton Public Works Department
Transportation, Operations & Maintenance Division

November 4, 2020

Municipal Scan

Municipality/Scan Category	Findings
Brampton	
Overview	<p>City-cleared sidewalks include those:</p> <ul style="list-style-type: none"> ▪ On roads like Main Street and Bramalea Road (arterial roads) ▪ In front of City parks and recreation facilities ▪ Curb-faced (example: no grass boulevard) ▪ Behind a property (reverse frontage) ▪ On a road with Brampton Transit/Züm bus stop locations with permanent transit service
Amount to Initiate Plowing	N/A
Completion Time	N/A
Finish Surface Condition	N/A
Seniors/ People with Disabilities	<ul style="list-style-type: none"> ▪ The City provides a Snow Removal Financial Assistance Program to assist senior citizens and physically challenged homeowners with costs incurred from hiring a contractor to remove snow from
Comments	N/A
Links	https://www.brampton.ca/en/residents/Roads/snow-removal/Pages/snow-removal-faqs.aspx
Burlington	
Overview	<ul style="list-style-type: none"> ▪ Provides snow removal services throughout the City ▪ Maintain 850 km of sidewalks
Amount to Initiate Plowing	Begins after snow accumulates in excess of 5 cm
Completion Time	<ul style="list-style-type: none"> ▪ After roads are cleared ▪ Generally, within 48 hours after the snow has stopped falling ▪ Sidewalks on primary and secondary roads are
Finish Surface Condition	Plowed to a snow packed service level
Seniors/ People with Disabilities	N/A
Comments	Windrow clearing program for persons with disabilities (for snow left at the bottom of driveways by roadway)
Links	https://www.burlington.ca/en/services-for-you/snow-removal.asp
Calgary	
Overview	<ul style="list-style-type: none"> ▪ The City is required to clear sidewalks bordering and on City property ▪ Property owners/occupants responsible for clearing snow and ice from the sidewalks bordering their
Amount to Initiate Plowing	N/A
Completion Time	Within 24 hours of a snowfall ending

Finish Surface Condition	N/A
Seniors/ People with	N/A
Comments	N/A
Links	https://www.calgary.ca/CSPS/ABS/Pages/Bylaws-by-topic/Snow-Shovelling.aspx
Guelph	
Overview	<ul style="list-style-type: none"> ▪ Clear snow from 701 km of sidewalk, 180 crosswalks, crossings, steps, walkways, and 590 bus stops throughout the city ▪ Sidewalks are prioritized based on pedestrian traffic volume and proximity to high use facilities, such as schools, hospitals, and public buildings.
Amount to Initiate Plowing	<ul style="list-style-type: none"> ▪ In Guelph, there are eleven zones for snow plowing and sanding, including multi-use pathways, which are prioritized into two classifications: <ul style="list-style-type: none"> ○ High priority sidewalks: serviced first after 4 cm of snow accumulates. ○ Residential sidewalks: serviced after 8 cm of snow accumulates.
Completion Time	Within 24 hours of a snowfall ending
Finish Surface Condition	N/A
Seniors/ People with	N/A
Comments	N/A
Links	https://guelph.ca/living/getting-around/snow-removal/sidewalk-snow-removal/
Kitchener	
Overview	Clears snow on sidewalks around City-owned facilities, walkways and parks
Amount to Initiate Plowing	N/A
Completion Time	N/A
Finish Surface Condition	N/A
Seniors/ People with	Snow Angel program
Comments	<ul style="list-style-type: none"> ▪ New winter 2019/2020 pilot projects: <ul style="list-style-type: none"> ○ Snow event pilot (40 km by contractor) ○ Full-service pilot (40 km by City staff) ○ Proactive bylaw pilot ○ Assisted sidewalk and windrow clearing services to eligible seniors and persons with a disability
Links	https://www.kitchener.ca/en/in-your-neighbourhood/snow-removal.aspx http://www.tritag.ca/static/uploads/TriTAG-Winter-sidewalk-report.pdf

London	
Overview	<ul style="list-style-type: none"> ▪ Provides a sidewalk snow removal service (arterials, collectors and residential roads?) ▪ 1,500 km of sidewalk
Amount to Initiate Plowing	Plowing starts at 8 cm accumulation
Completion Time	Cleared within 48 hours
Finish Surface Condition	Plowed to a snow packed service level
Seniors/ People with	Snow Angels
Comments	Downtown merchants and/or property owners are required to clear the sidewalk front their businesses.
Links	http://www.london.ca/residents/Roads-Transportation/Road-Maintenance/Pages/WinterFAQs.aspx
Mississauga	
Overview	<ul style="list-style-type: none"> ▪ Priority sidewalks on major priority roads, bus stops, pedestrian crossings, multi-use trails ▪ The City clears about 1,600 km of priority sidewalks which represents approximately 55% of the total length of sidewalks in the City
Amount to Initiate Plowing	(a) Less than 8 cm: salting only (b) 8 to 15 cm: plowing and salting (c) 15 to 30 cm: plowing and salting (d) 30 cm or back to back storms: plowing and salting
Completion Time	(a) Within 12 hours after the end of a snowfall (b) Cleared within 12 hours after the end of a snowfall (c) Cleared within 24 hours after the end of a snowfall (d) More than 24 hours after the end of a snowfall
Finish Surface Condition	N/A
Seniors/ People with	N/A
Comments	N/A
Links	http://www.mississauga.ca/portal/residents/levelsofservice
Montreal	
Overview	N/A
Amount to Initiate Plowing	<ul style="list-style-type: none"> ▪ Salt and gravel spreading as soon as the roads and sidewalks become slippery ▪ Plowing as soon as there is 2.5 cm on the ground ▪ Loading as soon as there is 10 to 15 cm of snow on
Completion Time	Operations carried out continuously until the streets and sidewalks are cleared and safe
Finish Surface Condition	N/A
Seniors/ People with	N/A
Comments	Operations carried out continuously until the streets and sidewalks are cleared and safe

Links	https://montreal.ca/en/topics/snow-removal-sidewalks-and-streets
Newmarket	
Overview	<ul style="list-style-type: none"> ▪ Newmarket Council approved a phased-in sidewalk snow-clearing program that will clear 100 per cent of all sidewalks, walkways and paved trails in Newmarket (pending budget approval each year) ▪ Sidewalks constructed after 2013 are considered growth and will be added to the sidewalks snow-clearing list separately. This is because most sidewalks within new subdivisions have not been assumed by the Town
Amount to Initiate Plowing	After accumulation of 5 cm
Completion Time	Arterial Roads, Primary and Minor Collectors as well as Local roads will be cleared of snow within 24 hours after any new fallen or windblown snow has accumulated
Finish Surface Condition	N/A
Seniors/ People with	N/A
Comments	Property owners are encouraged to edge their sod and ensure that all landscape features are not hanging over the sidewalk. Doing so will help prevent damage to their lawn/boulevard/landscape feature in the winter, when sidewalk snowplowing operations are in effect.
Links	https://www.newmarket.ca/sidewalksnowclearing
Oakville	
Overview	Sidewalks on primary and secondary roads
Amount to Initiate Plowing	<ul style="list-style-type: none"> ▪ Primary and secondary roads: After snow accumulates 5cm and only after roads are cleared ▪ Residential: cleared after 8 cm of snow accumulates ▪ Sidewalk salting and sanding is done only on primary and secondary sidewalks when slippery conditions
Completion Time	N/A
Finish Surface Condition	N/A
Seniors/ People with	N/A
Comments	N/A
Links	https://www.oakville.ca/residents/snow-clearing.html
Ottawa	
Overview	Most sidewalks

Amount to Initiate Plowing	Minimum depth of snow before deployment: <ul style="list-style-type: none"> Level 1: 2.5 cm in downtown business district, Byward Market, large employment centres, special tourism areas Level 2: 5 cm in downtown/urban residential neighbourhoods where sidewalks are the only safe place to work, sidewalks in Villages, sidewalks along roads with transit service, emergency facilities, public facilities or retail/commercial frontages
Completion Time	End of snowfall time needed to clear snow: <ul style="list-style-type: none"> Level 1 within 4 hours (bare surface) Level 2: within 12 hours (bare surface where directly adjacent to arterial roads) Level 3: within 16 hours (bare surface where directly adjacent to arterial roads)
Finish Surface Condition	N/A
Seniors/ People with Disabilities	N/A
Comments	Some initiatives are underway to keep sidewalks clear: <ul style="list-style-type: none"> A pilot project that uses a "crosshatch blade" on some sidewalk-clearing vehicles to break up ice more easily More ice-breaking machines Pre-treating certain sidewalks with a calcium solution Changing the snow clearing work schedule to city crews can tackle sidewalks 24 hours a day, seven days a week
Links	<p>Initiatives</p> <ul style="list-style-type: none"> https://ottawacitizen.com/news/local-news/city-to-make-clearing-sidewalks-a-priority-this-winter <p>Maintenance Quality Standards</p> <ul style="list-style-type: none"> https://app06.ottawa.ca/calendar/ottawa/citycouncil/tt/c/2003/05-21/Annex%20B(TUP-SOP-0004)%20-%20Roads%20and%20Sidewalks.htm <p>Overview</p> <ul style="list-style-type: none"> https://ottawa.ca/en/parking-roads-and-travel/road-and-sidewalk-maintenance/winter-maintenance
St. Catharines	
Overview	Private property owners are responsible for clearing the full width of sidewalks in front of, beside of and/or at the rear of their property.
Amount to Initiate Plowing	N/A
Completion Time	Bare concrete within 24 hours
Finish Surface Condition	N/A
Seniors/ People with Disabilities	The City offers snow removal services for qualified seniors and individuals with physical disabilities to assist with the removal of snow/ice from City sidewalks.

Comments	N/A
Links	https://www.stcatharines.ca/en/livein/Snow-Removal-Sidewalks.asp
Toronto	
Overview	<ul style="list-style-type: none"> ▪ Sidewalk plows clear about 6,400 km of Toronto's 7,900 km of sidewalk ▪ In older parts of Toronto, narrow sidewalks, obstructions and obstacles prevent plows from working safely ▪ Approximately 1,400 km (17.7%), are not
Amount to Initiate Plowing	<ul style="list-style-type: none"> ▪ Plowing starts at 2 cm accumulation on high volume sidewalks i.e. arterials, bus routes ▪ 8 cm on low volume sidewalks
Completion Time	<ul style="list-style-type: none"> ▪ Approximately 13 hours to clear high and low pedestrian volume sidewalks after a snowfall ▪ The service can take up to 72 hours after the snow has stopped
Finish Surface Condition	N/A
Seniors/ People with Disabilities	The City offers a sidewalk clearing service for seniors and people with a disability who live in any area where sidewalks cannot be plowed.
Comments	The City is conducting a trial program on 250 km of sidewalks that aren't being cleared right now, using new technology and smaller plows, to test the feasibility and effectiveness of using new equipment to clear narrower sidewalks.
Links	https://www.toronto.ca/services-payments/streets-parking-transportation/road-maintenance/winter-maintenance/clearing-snow-and-ice-from-your-property/
Windsor	
Overview	<ul style="list-style-type: none"> ▪ Owners and tenants are required to remove snow or ice in front of their property within 12 hours ▪ Owners or tenants of commercial properties have 4 hours following the snowfall or formation of ice ▪ The abutting property owner is responsible to clean the wheelchair ramp up to the edge of the pavement ▪ Presently there is no formal policy to clear bus stops, in snowfall events in excess of 15 cm accumulation, Transit Windsor priority 1 & 2 bus stops will be cleared
Amount to Initiate Plowing	N/A
Completion Time	N/A
Finish Surface Condition	N/A

Seniors/ People with Disabilities	The City coordinates a Snow Angels program for seniors and persons with disabilities.
Comments	N/A
Links	https://www.citywindsor.ca/residents/maintenanceandfieldservices/Snow-Removal/Pages/Snow-Removal.aspx
St. John's*	
Overview	<ul style="list-style-type: none"> ▪ Sidewalk snow clearing begins at 4 a.m. each morning ▪ School areas are completed first then staff move to the priority 1 sidewalks ▪ The City has designated 161 km of sidewalk to be cleared on a regular basis during the winter season
Amount to Initiate Plowing	Plowing initiated at 3 cm
Completion Time	Clearing time estimated at 4-7 days
Finish Surface Condition	Bare
Seniors/ People with Disabilities	N/A
Comments	N/A
Links	http://www.stjohns.ca/living-st-johns/city-services/snow-clearing/service-and-priority
Quebec City*	
Overview	N/A
Amount to Initiate Plowing	<ul style="list-style-type: none"> ▪ High traffic and gradients >8%: 5cm ▪ School zones, gradients>5%, or presence of either old age home, blind individual, or person with reduced mobility: 5cm
Completion Time	Total snowfall dependent: <ul style="list-style-type: none"> ▪ Class 1 and 2 sidewalks must be done on a priority
Finish Surface Condition	<ul style="list-style-type: none"> ▪ High traffic and gradients >8%: Bare ▪ School zones, gradients>5%, or presence of either old age home, blind individual, or person with reduced mobility: Bare or with sand/salt for traction ▪ Other: Abrasives for traction and salt on iced surfaces as needed
Seniors/ People with Disabilities	N/A
Comments	N/A
Links	N/A
Winnipeg*	
Overview	N/A

Amount to Initiate Plowing	<p>Plowing shall commence when an inspection, following a 5 cm snowfall accumulation or equivalent local drifting conditions, indicates a necessity for a clearing operation</p> <ul style="list-style-type: none"> ▪ Priority 3 streets: 8 cm ▪ Near Senior Citizen Complexes: 5 cm
Completion Time	<ul style="list-style-type: none"> ▪ The snow clearing operations shall be completed within thirty-six hours following the end of an average storm ▪ Priority 3 streets: within 5 working days (sidewalks in the immediate vicinity of elementary schools shall be prioritized) ▪ Near Senior Citizen Complexes: within thirty-six hours
Finish Surface Condition	<ul style="list-style-type: none"> ▪ Sidewalks on Priority 1 and 2 streets shall normally be maintained to a compacted snow surface ▪ Sidewalks on Priority 1 and 2 streets within the downtown shall generally be plowed to a paved surface whenever conditions allow ▪ Priority 3: compacted snow surface ▪ Near Senior Citizen Complexes: compacted snow surface
Seniors/ People with	N/A
Comments	N/A
Links	https://winnipeg.ca/publicworks/snow/snow-clearing-policy.stm#Sidewalks
Halifax*	
Overview	<ul style="list-style-type: none"> ▪ City crews clear about 1,000 km of sidewalks and approximately 2,300 bus stops across the Halifax region ▪ The municipal service standards identify priority
Amount to Initiate Plowing	<ul style="list-style-type: none"> ▪ Capital Districts: 5 cm ▪ Main Arterials: 15 cm ▪ Transit Routes: 15 cm ▪ School Routes: 15 cm ▪ Residential Streets: after end of snowfall
Completion Time	<ul style="list-style-type: none"> ▪ Capital Districts: 12 hours ▪ Main Arterials: 12 hours ▪ Transit Routes: 18 hours ▪ School Routes: 18 hours ▪ Residential Streets: 36 hours

Finish Surface Condition	<ul style="list-style-type: none"> ▪ Capital Districts: Bare ▪ Main Arterials: Bare or with sand/salt for traction ▪ Transit Routes: Bare or with sand/salt for traction ▪ School Routes: Bare or with sand/salt for traction ▪ Residential Streets: Bare or with sand/salt for traction
Seniors/ People with	N/A
Comments	N/A
Links	https://www.halifax.ca/transportation/winter-operations/service-updates#SidewalkTimelines
Vancouver	
Overview	<ul style="list-style-type: none"> ▪ All property owners must clear snow and ice from sidewalks around their property by 10:00am every day.
Amount to Initiate Plowing	N/A
Completion Time	N/A
Finish Surface Condition	N/A
Seniors/ People with	Snow Angel program
Comments	N/A
Links	https://vancouver.ca/streets-transportation/snow-removal-from-city-streets.aspx
Regina	
Overview	<ul style="list-style-type: none"> ▪ Snow and ice on residential sidewalks is the responsibility of the property owner/resident. ▪ All properties in Regina's downtown must clear ice and snow from the sidewalk adjacent to their property with 24 hours of a storm ▪ Businesses, apartments and vacant lots outside of downtown must clear ice and snow from sidewalks within 48 hours.
Amount to Initiate Plowing	N/A
Completion Time	N/A
Finish Surface Condition	N/A
Seniors/ People with	N/A
Comments	N/A
Links	https://www.regina.ca/transportation-roads-parking/seasonal-maintenance/snow-ice-control/

*Information taken from KPMG Study – Winter Maintenance Leading Practice Survey

2021 Operating Season of Wild Waterworks during COVID-19 Pandemic



Lisa Burnside, CAO

Neil McDougall, Secretary-Treasurer



Confederation Beach Park

- The Hamilton Conservation Authority operates Confederation Beach Park under a management agreement with the City
- Confederation Beach Park is made up of several components
 - Wild Waterworks waterpark
 - Tenants (Hutch's, Barangas, Adventure Village, Lakeland Kartway go carts, Ball hockey, Lakeland banquet hall)
 - Lakeland pool
 - Passive green space with picnic tables, pavilions, and beach area
 - Breezeway trail used by 500,000+ walkers, joggers, cyclists
- The City of Hamilton has also officially begun transforming sections of Confederation Beach Park to a new multi-use sports and recreation facility at the east end of the park

City of Hamilton and Hamilton Conservation Authority (HCA) Management Agreement

- HCA and the City of Hamilton have a long history of collaboration and partnership in regard to Confederation Beach Park, dating back to 1983
- An operating agreement have been in existence since 1990 to manage Confederation Beach Park
- City of Hamilton is responsible for the overall direction and HCA is responsible to operate and prepare annual budget
- Agreement requires that HCA advise the City as soon as it becomes aware that the Park faces a risk of running an operating deficit and jointly and promptly identify the reasons for and implement measures to mitigate the deficit
- Prior to the pandemic, the City, through the department of Public works, had been providing \$670,000 to cover the costs of maintaining the park property while the combination of commercial tenant lease income and operation of the waterpark was sufficient to break even and in fact in most of the recent years, generated a surplus
- Generally, if weather conditions co-operated and attendance at the waterpark met or exceeded 100,000 patrons, it would break even or a surplus would result

2020 Operating Season for Wild Waterworks

- With the declaration of the pandemic in 2020, extensive consultation took place with the City Project Management Review Team
- Assuming that Provincial regulations would even permit waterparks to open in some modified capacity in 2020, for safety reasons and financial deficit implications, a recommendation to leave Wild Waterworks closed for the 2020 season was presented to and was endorsed by City council
- Any operating option considered exceeded the deficit of leaving the facility closed
- Closure provided the opportunity to undertake required Hamilton Public Health painting and resurfacing requirements of Little Squirt works and the Lazy River
- Provincial regulations ultimately did not permit the reopening of water or amusement parks in 2020

2021 Operation of Wild Waterworks

- Given the ongoing COVID pandemic in 2021, a decision once again needs to be made in regard to the operation of the WWW facility as it is not foreseeable that waterparks will be permitted to open to a return of regular operations and full capacity
- Currently, Provincial regulations do not permit the opening of water parks and there is no indication of when their reopening may be considered
- It is anticipated that flat water pools will be permitted to reopen and the City of Hamilton is planning on opening its outdoor pools in 2021 similar to 2020 with limited capacity
- It is possible waterparks will be permitted to open for the summer with coinciding capacity and/or other restrictions
- It is possible to operate the WWW facility as a flat water pool as an operational consideration
- These two scenarios carry with them significant revenue/expense implications and not to be forgotten, prior to the pandemic, weather was the single largest variable in meeting attendance targets to cover expenses
- Also, public confidence to return to such a facility will also impact attendance

Usual Wild Waterworks Operations

- In a normal year, Wild Waterworks operates from mid-June until Labour Day; approximate 80 day operating season
- Requires over 100,000 patrons during that time to generate enough revenue, combined with tenants from Confederation Beach Park, to cover costs
- Weather is the single biggest impact with past attendance varying from 88,000 to a high of over 140,000 visitors
- In 2019, revenue of \$2.5M and attendance of 103,223
- There is pre-summer attendance between two to six thousand driven by school programs and public attendance on June weekends
- Facility requires minimum six to eight weeks of preparation to open to the public for staff training, inspecting and maintaining all the attractions, scheduling and passing all required inspections from Technical Standards & Safety Association and Public Health prior to opening
- To open on any given day the facility must be staffed, regardless of the number of patrons that come; the costs are essentially fixed and do not vary with attendance

2021 Operating of Wild Waterworks

- Do not foresee schools returning to class trips for this academic year and no pre-summer activity
- In a normal year, the robust recruitment for the 125 staff is already well underway beginning in February so that training can begin in May; with closure of the facility in 2020, there will likely be less returning staff from 2019
- Consequently at this point, with no Provincial indication of when/if re-opening may be permitted, coupled with no pre-summer activity and taking into consideration recruitment, training and all inspection and approvals required, the new opening target would be July 1 for a 73 day operating season
- Reasonable to further reduce operating days to 66 days when a 10% factor incorporated for poor weather days (historical average)

Options to Consider

Option #1

Assume Provincial regulations permit waterparks to reopen and operate based on average 25% in-water capacity

Deficit of \$865,000

Option #2

Operate the facility as a flat water pool based on average 25% in-water capacity that the City of Hamilton uses for its pools

Deficit of \$1,458 M

Option #3

Leave Wild Waterworks closed for the 2021 Operating season

Deficit of \$294,000

Option #1 – Waterpark at Reduced Capacity

- An approved operating plan will be required through Hamilton Public Health that will require additional costs for screening, line spacing, sanitation etc. so there is no projected decrease in expenses and in fact, higher expenses
- Physical distancing in the wave pool where wave action pushes people together and on slide towers will be challenging
- Both the Lifesaving Society and World Waterpark Association recommend waterparks operate with reduced in water capacity based on challenges to maintain physical distancing and recognizing size and design challenges to keep surfaces disinfected
- 25% average in-water capacity equates to 1,000 patrons; assuming full daily attendance, this equates to 66,000 visitors
- Staff have reviewed operations to project 2021 deficit of \$865,000 for Confederation Beach Park

Option #2 – Operate as Flat Water Pool

- As a flat water pool, wave action and water slides are not available and are the usual attractions of the waterpark; flat water attraction consist of the pool, lazy river and little squirt works
- No dry land attractions exist within the facility; therefore no justification for full price admission
- Consequently, admission rates need to be reduced by 50%
- Affordability for a flat water attraction may also impact attendance as a family of 4 will cost \$54.99 compared to Lakeland at \$24.86 and family rate for City of Hamilton pools is \$10.61
- City of Hamilton operates outdoor pools at average 25% in-water capacity which is how Lakeland was also operated
- 25% average in-water capacity equates to 1,000 patrons; assuming full daily attendance this equates to 66,000 patrons
- An approved operating plan will be required through Hamilton Public Health that will require additional costs for screening, line spacing, sanitation etc. so only small projected decrease in expenses
- Staff have reviewed operations to project 2021 deficit of \$1.458 million for Confederation Beach Park

Key Points on Operating Options

- Revenue assumptions are based on meeting full daily attendance of 1,000 patrons and opening by July 1
 - In the past two operating years, over 25% of days had fewer than 1,000 patrons and in cool summer weather of 2017, there were 47 days out of the operating season with fewer than 1,000 patrons
 - City pools did not meet their operating capacities in 2020 even with their reduced numbers
 - Outdoor beaches are what the public flocked to in 2020
 - And now, given current stay at home decree until at least May 6, the target opening date of July 1 may need to be pushed out another week for the required 6 to 8 weeks of opening preparations
- A 4-hour reservation time slot was considered to increase daily attendance, however given logistical constraints with the front entrance layout to process a high volume of patrons in a timely manner and a lower admission fee that would be required for a time limited experience, it was not feasible
- Additionally, if Hamilton Public Health considers the 25% in-water capacity of Wild Waterworks of 1,000 visitors to be an organized gathering or event, lower maximum daily numbers may apply based on maximum gathering numbers for outdoor events
- Even with optimistic mass vaccination rollout, the age group coming to WWW (children and teenagers) will not likely be vaccinated until end of summer

Option #3 – Closure for 2021 season

- With minimal operational and maintenance requirements along with security and upkeep of physical grounds staff project a deficit of \$294,000 for Confederation Beach Park
- The closure of Wild Waterworks for the 2021 operating season does impact the operating results for HCA as it would result in a decrease in management fees and an anticipated loss of approximately \$300,000
- This potential impact was noted to our Board of Directors during the approval of the 2021 operating budget and also noted during January budget presentation to the City of Hamilton

Deficit Mitigation

- The only scenario under which Confederation Beach Park can approach break even is if the Province permits waterparks to reopen by July 1 with full attractions and capacity, along with full public confidence to return to the facility
- This also requires a sunny and warm operating season and must also absorb some additional expenses for enhanced cleaning/disinfection and other public health protocols
- Unless the City wishes HCA to operate the Wild Waterworks facility as a public service to be funded, the costs of suspending the Wild Waterworks facility for the season will be less than if it were opened in the two options that were reviewed

HCA + PMRT Recommendation

- Given the proceeding analysis, from a financial perspective, the HCA Staff recommendation was presented to the Park Management Review Team on March 4, 2021 for Wild Waterworks to remain closed for the 2021 operating season
- Under our shared duty in the management agreement to implement measures to mitigate operating deficits, the 4 voting city staff members and 3 voting HCA members endorsed that recommendation
- Outdoor waterparks have a short operating season and any further loss of operating days and/or reduced capacity limits, coupled with increased expenses related to COVID safety measures has a substantial impact
- We recognize there may be other issues that affect this decision and HCA staff are prepared to operate at the direction of the City of Hamilton

Opportunities during Closure


- Resurfacing and painting the faded tube slides visible from the QEW



- Additional maintenance enhancements and projects have been identified including:
 - Overseeing replacement of worn pool tiles down the length of the wave pool with rubber rock for visual impact similar to the shallow entry
 - Upgrading point of sale system for 2022 as the current system is over a decade old and is in need of modern hardware and a software system to integrate online transactions and efficient payment processing for visitors



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Environmental Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 19, 2021
SUBJECT/REPORT NO:	Confederation Beach Park - Wild Waterworks 2021 Season (PW21020) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Adriana Byrne (905) 546-2424 Ext. 2156
SUBMITTED BY:	Craig Murdoch Director, Environmental Services Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the City of Hamilton accept the recommendation from the Hamilton Conservation Authority, operator of Wild Waterworks at Confederation Beach Park, for Wild Waterworks, which was endorsed by the Park Management Review Team, to remain closed for the 2021 Operating Season due to the COVID-19 pandemic;
- (b) That the City of Hamilton provide an estimated \$300,000 in financial support for the Wild Waterworks closure in 2021 due to the COVID-19 pandemic, and that it be charged to the Public Works Environmental Services budget and be funded through any federal/provincial COVID-19 amounts received; and,
- (c) That the General Manager of Public Works be granted the authority to execute, on behalf of the City of Hamilton, any revisions to the Management Agreement with the HCA and any related or ancillary documents necessary to implement Recommendation (a) each in a form satisfactory to the City Solicitor.

EXECUTIVE SUMMARY

The Hamilton Conservation Authority (HCA) operates Confederation Beach Park which includes Wild Waterworks under a Management Agreement with the City of Hamilton

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(City). Under this agreement the HCA is responsible for operating and maintaining the park including Wild Waterworks (WWW) and to prepare an annual operating plan and budget. The Agreement requires HCA to advise the City, as soon as it becomes aware, that the park faces a risk of running an operating deficit and to jointly, with the City, identify the reason and implement measures to mitigate the deficit.

In 2020, the COVID-19 pandemic was identified as a major impact to the operations at WWW and the HCA made a formal recommendation that the waterpark remain closed for the 2020 operating season; a recommendation that was approved by the HCA's Board of Director's Chairman and Chief Administrative Officer (CAO), the Park Management Review Team, a joint City/HCA group that oversees the Management Agreement between the two parties and ultimately, Committee of the Whole on May 13th, 2020. Provincial regulations ultimately did not permit the reopening of water or amusement parks in 2020.

Given the ongoing COVID-19 pandemic in 2021 it is not foreseeable that waterparks will be permitted to return to regular operations and full capacity. Two scenarios for an open waterpark have been considered:

- i) operate as a full attraction with 25% capacity with an overall park deficit estimated at \$865K or,
- ii) operate as a flat pool at 25% capacity with an overall park deficit estimated at \$1.459M.

A major concern with these scenarios is that public confidence could have a significant impact on attendance and could result in higher deficits than estimated. This is in addition to the attendance risk due to poor weather.

The recommendation to close WWW for the 2021 season would result in an estimated operating loss for Confederation Beach Park, including the waterpark of \$294K. This measure would mitigate the potential operating deficits that would be realized if the waterpark was to open. Closure of the waterpark does not impact the remaining aspects of Confederation Beach Park, including the opening of Lakeland pool. Other areas of Confederation Beach Park would remain open and operating subject to provincial and public health guidelines.

Alternatives for Consideration – See Page 7

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The closed waterpark will generate no revenue and will run a deficit for Confederation Beach Park estimated at \$294K. Although the waterpark would be closed, certain expenses will still be incurred related to minimal

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staff, equipment maintenance, grass cutting, security and basic essential preventative maintenance. It is estimated that City support of \$300K is required to mitigate a deficit for Confederation Beach Park. The operation of the rest of Confederation Beach Park could offset some or all of this deficit, it is not clear the extent of the impact of the COVID-19 pandemic will have in 2021 on other Confederation Beach Park operations. The required financial support to mitigate a deficit would be charged to the Public Works Environmental Services budget and then be funded through any federal/provincial COVID-19 amounts received.

Staffing: There is no impact to City staff. Staffing impacts would be experienced by the HCA and would result in 120-150 seasonal staff not being hired. Work will still be required at Wild Waterworks, which will be completed by 3 full-time staff and 3 contract staff who will be completing preventative maintenance. Additional maintenance projects can be undertaken, such as: overseeing of pool tile replacements, resurfacing and painting of the faded body slides visible from the QEW, and maintaining gardens. These staff can also be redeployed to Confederation Beach Park to assist in ongoing operations and maintenance. This decision will result in no layoffs.

Legal: Legal Services has been consulted to confirm the City's obligations under the Management Agreement. As the agreement does not contemplate a shut-down of all or part of the Park including the WWW portion, Legal Services has provided compliance advice primarily related to having the Park Management Review Team review the HCA recommendation and bringing this recommendation to Council.

HISTORICAL BACKGROUND

Beginning in March 2020, the Government of Ontario and Hamilton Public Health Services have issued a variety of measures in an effort to stop the spread of COVID-19. With the uncertainty of what would be permitted in 2020, extensive consultation took place between the HCA and City staff during the months of April and May 2020. Assuming at that time that Provincial regulations may permit waterparks to open in some modified capacity in 2020, for safety reasons and to mitigate financial deficit implications, a recommendation to leave WWW closed for the 2020 season was presented to, and was endorsed by, the General Issues Committee in May 2020. Any operating option considered, exceeded the deficit reflective of leaving the facility closed.

Closure provided the opportunity to undertake the required Hamilton Public Health Services painting and resurfacing requirements of Little Squirt works and the Lazy River.

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Ultimately, Provincial regulations did not permit the reopening of water or amusement parks in 2020.

For the 2020 season, WWW remained closed and the HCA received the approved amount of \$425,000 in additional funding from the Tax Stabilization Reserve to support the estimated operating shortfall. After all 2020 financials for the overall park operations were considered, the HCA was successful in reducing their funding deficit to \$225,000 and therefore, they are returning approximately \$200,000 to the City that will go back into the Tax Stabilization Reserve. The City has applied COVID-19 Relief Funding under the Safe Restart Agreement to the eligible additional costs and lost revenues of the park closure in 2020.

Given the ongoing COVID pandemic in 2021, a decision once again needs to be made in regard to the operation of the WWW facility as it is not foreseeable that waterparks will be permitted to open to a full return of regular operations and capacity. Currently, Provincial regulations do not permit the opening of water and amusement parks and there is no indication of when their reopening may be considered or with what restrictions. Outdoor waterparks have a short operating season and any further loss of operating days and/or reduced capacity limits, coupled with increased expenses related to COVID safety measures has a substantial impact.

On March 4, 2021, a Park Management Review Team meeting was held between the HCA and City staff to review and vote on the recommendation put forward by the HCA as is required under the Confederation Park Management Agreement which governs the relationship between the City and the HCA. The Park Management Review Team voted in support of the HCA's recommendation and moves these recommendations to Council for approval as required by the Management Agreement given its ramifications for the objectives and budgets set by the City

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Not Applicable

RELEVANT CONSULTATION

The following groups are were consulted and are represented on the Park Management Review Team.

Parks and Cemeteries Section, Environmental Services Division, Public Works Department
Energy, Fleet and Facilities Division, Public Works Department
Recreation Division, Healthy and Safe Communities Department
Financial Planning Administration & Policy Division, Corporate Services Department

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Corporate Services Department, Legal and Risk Management Services Division, has provided direction related to the Management Agreement.

Formally, the Park Management Review Team Committee and HCA Board each separately met on March 4, 2021 and voted in support of HCA's recommendation to remain closed for the 2021 operating season in order to mitigate the operating deficit.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

The City and the HCA has a shared duty under the Management Agreement to implement measures to mitigate operating deficits.

Pre-COVID 19 Normal Operating Season:

In a normal year, WWW operates from mid-June until Labour Day; approximately an 80-day operating season and requires over 100,000 patrons during that time to generate enough revenue, combined with tenants and concession stands, to cover costs. Weather is the single biggest impact with past attendance varying from 88,000 to over 140,000 visitors. There is pre-summer attendance between 2,000-6,000 driven by school programs and public attendance on June weekends. The facility requires six weeks of preparation to open to the public for staff training, inspecting and maintaining all the attractions, scheduling and passing all required inspections from Technical Standards & Safety Association and Public Health Services prior to opening. To open on any given day the facility must be staffed, regardless of the number of patrons that come; the costs are essentially fixed and do not vary with attendance. In 2019, revenue of \$2.5M and attendance of 103,223 was reached.

Park Opening Scenarios:

HCA could prepare Wild Waterworks to open. At this point in time, it would likely be that the best opening date achieved would be July 1, 2021, providing a 73-day season and as historically 10% of the days are lost to poor weather, 66 days would be most likely number of day operated. Given the reduced operating season, two scenarios for how an open waterpark may operate in a 2021 pandemic season have been considered, namely, operation at 25% capacity either as a full attraction or as a flat pool only. Both scenarios would require changes to the normal operations. An approved operating plan would be required through Hamilton Public Health Services to allow for screening, line spacing, sanitation, distancing, etc. The reduced capacity would cap attendance at 1000 patrons per day; assuming full daily attendance, it would equate to a total of 66,000 visitors for the season. As a flat-water pool, wave action and water slides are not available and are the usual attractions of the waterpark. As a flat-water attraction WWW would consist of the pool, lazy river and little squirt works.

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Even at a reduced capacity, physical distancing in the wave pool and on slide towers would be a challenge as would keeping surfaces disinfected. Both the Lifesaving Society and World Waterpark Association recommend waterparks operate with reduced in-water capacity based on challenges to maintain physical distancing and recognize size and design challenges to keep surfaces disinfected.

Increased operating costs would be incurred in either scenario in order to maintain distancing and cleaning protocols. If operating as a flat pool only, admission rates should be reduced to 50% given the number of attractions that would no longer be available for use. Affordability for a flat-water attraction may also impact attendance as a family of 4 will cost \$54.99 compared to Lakeland pool at \$24.86 and family rate for City pools is \$10.61. Therefore, the financial implications of operating a waterpark under these two scenarios would result in an estimated operating loss for Confederation Beach Park of \$865K if operated as a full waterpark and \$1.459M if operated as a flat pool.

Outdoor waterparks have a short operating season and any further loss of operating days and/or reduced capacity limits, coupled with increased expenses related to COVID safety measures has a substantial impact. Therefore, from both a public health and financial perspective, it is the recommendation of both the HCA and the Park Management Review Team that WWW not be opened to the public in 2021. As in 2020, closure of WWW offers the single option to mitigate the operating deficit for Confederation Beach Park the most, estimated at \$294K.

The following table outlines historical financials and the operating scenarios reviewed:

	<u>2019</u>	<u>2020</u>	<u>2021 #1</u>	<u>2021 #2</u>	<u>2021 #3</u>
<u>Wild WaterWorks</u>					
<i>Wild WaterWorks Attendance</i>	103,223	<u>CLOSED</u>	25% Capacity 66,000	Flat Pool 66,000	<u>CLOSED</u>
Revenues	\$ 2,507,235	\$ (297)	\$ 1,694,550	\$ 979,100	\$ -
Expenses	<u>2,799,859</u>	<u>720,999</u>	<u>2,984,693</u>	<u>2,862,526</u>	<u>718,750</u>
Wild WaterWork Surplus/(Deficit)	(292,624)	(721,296)	(1,290,143)	(1,883,426)	(718,750)
<u>Balance of Confederation Beach Park</u>					
City support - Municipal Levy	\$ 670,000	\$ 670,000	\$ 670,000	\$ 670,000	\$ 670,000
City Support - COVID-19 Related		425,000			
Revenues	616,400	484,792	587,870	587,870	587,870
Expenses	<u>681,402</u>	<u>658,398</u>	<u>832,991</u>	<u>832,991</u>	<u>832,991</u>
Total CBP Operations Surplus/(Deficit) (Including Wild WaterWorks)	<u>\$ 312,374</u>	<u>\$ 200,098</u>	<u>\$ (865,264)</u>	<u>\$ (1,458,547)</u>	<u>\$ (293,871)</u>

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ALTERNATIVES FOR CONSIDERATION

Direct HCA to prepare WWW to open during the 2021 Operating Season as soon as a Provincial directive would permit its opening and submit reopening plans to Hamilton Public Health for approval.

Financial: Depending on the Provincial and Public Health restrictions imposed on waterpark operations, along with the variables of weather and public confidence in attending a waterpark, the financial implications of operating the waterpark would result in an estimated operating loss for Confederation Beach Park, at a minimum, of \$865K if operated as a full waterpark and at a minimum, of \$1.459M if operated as a flat pool. The required financial support to mitigate a deficit would be charged to the Public Works Environmental Services budget and then be funded through federal/provincial COVID-19 amounts received, if any.

Staffing: The HCA would need to hire all temporary staff in addition to their permanent staff and would need additional staff estimated at 15-20 to ensure sanitization and support for physical distancing. The HCA will hire a minimum of 150 seasonal staff to ensure the waterpark is staffed appropriately. To be open for July 1, hiring would need to be done immediately in early May, potentially prior to notification from the Province and before Hamilton Public Health approval of the opening plan which will result in increased costs if the facility is not permitted to reopen.

Legal: N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Economic Prosperity and Growth

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

Healthy and Safe Communities

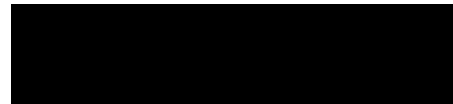
Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

APPENDICES AND SCHEDULES ATTACHED

Not Applicable

Snow Removal in City owned alleyways

Krista Jamieson



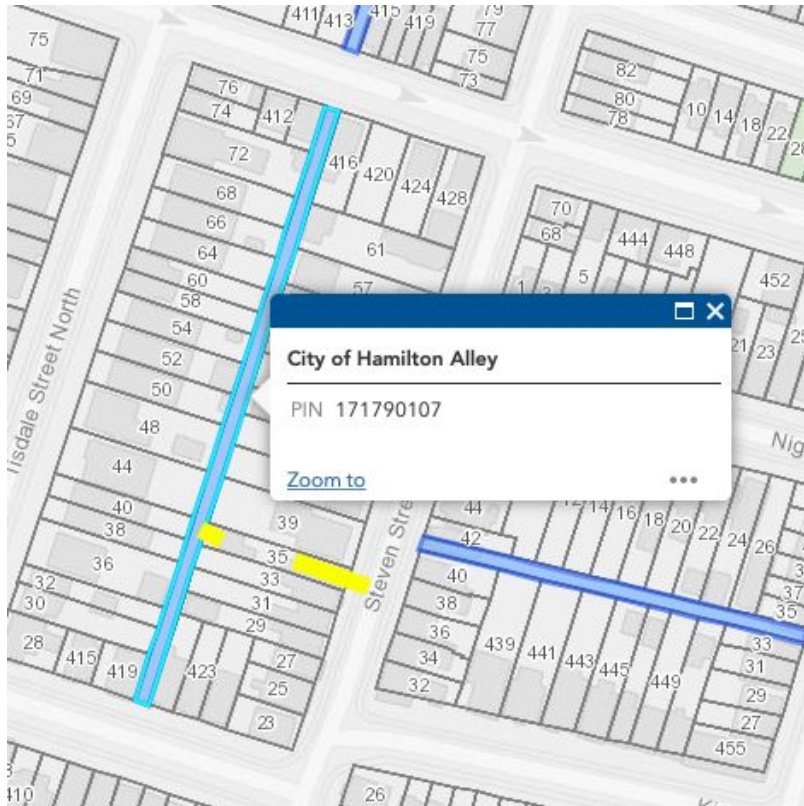
Hamilton


April 19, 2021

Accumulated snowfall, mid February 2021

- Snow taller than car bumper
- Could not drive over it
- “Long” way out of alley pictured, 375 feet. “Short” way is 175 feet.








Alleys of Hamilton

The data on this web map shows the alleys that are owned by the City of Hamilton and Private ownership. The City of Hamilton does not share property details and title, but you can use the Property Information Number (PIN) provided when you click the Alley property and request details via a title search from the **Provincial Registry Office website**. The information on this web application is bound by the Access and Use Constraints found here: **Hamilton Use Agreement**

[Close](#)

Alleys of Hamilton


53m or 175ft to King William
114m or 375ft to Wilson

PW Roads North <roadsnorth@hamilton.ca>

to City, me ▾

Good Afternoon-

Thank you for your question. Unfortunately, The City of Hamilton does not **remove snow** from alley ways.

Dawn Miller

OSR, Roads North

Transportation Operations & Maintenance, Public Works

(905) 546-2424 Ext.1551



dawnmiller@hamilton.ca

www.hamilton.ca

COUNCIL

Don't park cars on streets during snowstorms: Hamilton councillors to residents



By **Teviah Moro** Spectator Reporter

Thu., Feb. 25, 2021 |  2 min. read

To review:

City owns the alleyway

City does not plow alleyways

City asks residents not to park on street during snow storms

Getting my car out

“Short” way out of alley (175 feet)

Taller cars drove over it, not an option for me

After being trapped for 3 days, my partner needed the car to get to work!

So we shovelled out the alleyway by hand



4 hours later...

Finally clear!

(with a strained elbow)



My proposal


When the snow in City owned alleyways is impassible (such as when snow accumulation is greater than 8 inches) the City plow the alleyways they own during tertiary snow clearing

Why?

- Accessibility issue
- Health & Safety issue
- Legal concern?
- Keeps cars off street parking
- Infrequent requirement



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 19, 2021
SUBJECT/REPORT NO:	Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alleyway Abutting 63 New Street, Hamilton (PW21021) (Ward 1)
WARD(S) AFFECTED:	Ward 1
PREPARED BY:	Marilyn Preston (905) 546-2424 Ext. 4298
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works Department
SIGNATURE:	

RECOMMENDATION

That the application of the owner of 63 New Street, Hamilton, to permanently close and purchase a portion of the public unassumed alleyway, abutting the south side of 63 New Street, Hamilton, running east/west from the westerly limit of the alleyway to the east property limit of 63 New Street, Hamilton ("Subject Lands"), as shown on Appendix "A", attached to Report PW21021, be approved, subject to the following conditions:

- (a) That the applicant makes an application to the Ontario Superior Court of Justice, under Section 88 of the Registry Act, for an order to permanently close the Subject Lands, if required by the City, subject to:
 - (i) The General Manager of Public Works, or designate, signing the appropriate documentation to obtain any required court order; and
 - (ii) The documentation regarding any required application to the Ontario Superior Court of Justice being prepared by the applicant, to the satisfaction of the City Solicitor;

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- (b) That the applicant be fully responsible for the deposit of a reference plan in the proper land registry office, and that said plan be prepared by an Ontario Land Surveyor, to the satisfaction of the Manager, Geomatics and Corridor Management Section, and that the applicant also deposit a reproducible copy of said plan with the Manager, Geomatics and Corridor Management Section;
- (c) That, subject to any required application to the Ontario Superior Court of Justice to permanently close the Subject Lands being approved:
 - (i) The City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close and sell the alleyway, for enactment by Council;
 - (ii) That the City Solicitor be authorized to amend and waive such terms as the City Solicitor considers reasonable to give effect to this authorization and direction;
 - (iii) The Real Estate Section of the Planning and Economic Development Department be authorized and directed to enter into any requisite easement agreements, right of way agreements, and/or other agreements deemed necessary to affect the orderly disposition of the Subject Lands and to proceed to sell the Subject Lands to the owner of 63 New Street, Hamilton, as described in Report PW21021, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;
 - (iv) The City Solicitor be authorized to complete the transfer of the Subject Lands to the owner of 63 New Street, Hamilton, pursuant to an Agreement of Purchase and Sale or Offer to Purchase as negotiated by the Real Estate Section of the Planning and Economic Development Department;
 - (v) The City Solicitor be authorized and directed to register a certified copy of the by-law permanently closing and selling the alleyway in the proper land registry office;
 - (vi) The Public Works Department publish any required notice of the City's intention to pass the by-law and/or permanently sell the closed alleyway pursuant to City of Hamilton Sale of Land Policy By-law 14-204.

EXECUTIVE SUMMARY

The owner of 63 New Street, Hamilton has applied to permanently close and purchase a portion of the public unassumed alleyway running east/west at the south side of the property, between 63 New Street and 428 Main Street West, located in the block

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bounded by Henry Street, Main Street West, Strathcona Avenue South and New Street, Hamilton. The Subject Lands extend from the entrance of the alleyway from New Street to the rear property limits of 63 New Street, Hamilton. There was a business located at 428 Main Street West which has now been demolished and the applicant is proposing to erect a fence between the properties to provide a buffer between 63 New Street and the now vacant lot at 428 Main Street West.

Alternatives for Consideration – N/A

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The applicant has paid the Council approved user fee of \$4,543.00. The Subject Lands will be sold to the owner of 63 New Street, Hamilton, for an amount determined by the Real Estate Section of the Planning and Economic Development Department, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204.

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

Legal: Subject to any required application to the Ontario Superior Court of Justice to permanently close the Subject Lands being approved, the City Solicitor will prepare all necessary by-laws to permanently close and sell the Subject Lands and will register such by-laws in the Land Registry Office once Council has approved the applicable by-laws. Any by-laws do not take effect until the certified copies of the by-laws are registered in the proper land registry office. The City Solicitor will complete the transfer of the Subject Lands to the owner of 63 New Street, Hamilton, pursuant to an agreement negotiated by the Real Estate Section of the Planning and Economic Development Department.

HISTORICAL BACKGROUND

The owner of 63 New Street, Hamilton had previously applied to permanently close the east/west alleyway abutting the south side of the property as well as the north/south alleyway which provides access to the east/west alleyway at the rear of properties fronting on Henry Street. After discussions with abutting property owners who did not wish to incur any costs, the applicant decided to alter the application and apply to permanently close and purchase only that portion of east/west alleyway abutting the south side of the property at 63 New Street, Hamilton.

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POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

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

Alleyway Management Strategy - Classification System (Report PW17008(a)):

The Subject Lands are classified as Hierarchy Class "D": Alleyway is unassumed and could be used for any of the following:

- commercial parking;
- public/private waste collection;
- special consideration; and
- access to rear yards or overland flow routes

RELEVANT CONSULTATION

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

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

The Building Division has provided the following comments:

"Building Division records indicate that the alley abutting the residential properties has been continuously used for access purposes. This acquisition by the property owner would require that the alley be merged with the property located at 63 New Street. The portion of alley abutting 63 New Street is zoned "D" District along the northerly side of the alley and is zoned C5, Exception 300 under Zoning By-law 05-200 for the southerly side of the alley." If the property is sold to the owner of 63 New Street, "future access may be restricted to other users including 428 Main Street West. All development shall comply to the requirements of Hamilton Zoning By-law No. 6593 and Zoning By-law No. 05-200. All future fencing shall be developed in accordance with City of Hamilton Fence By-law 10-142."

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Bell has advised that they will require easement protection.

There were no objections received from any public utilities, City departments and divisions. The Ward Councillor is in support of the application.

Notice of the proposed closure and sale was sent to all property owners abutting the Subject Lands, as shown on Appendix "B", attached to Report PW21021 for comment. In this instance, there were 11 notices delivered, and the results are as follows:

In favour: 2

Opposed:2

No comment: 7

Those opposed were responding to an earlier, more extensive proposal, which would have closed two sections of the alleyway. The following comments were received from property owners abutting the alleyway on Henry Street regarding the original proposal: "For those using rear of property for extra parking, dual access allows access if one leg is blocked and it will be too challenging to get in and out of alleyway if closed off". However, the current proposal is to only close and sell the portion of alley directly abutting 63 New Street and access will remain from the alleyway abutting the properties on Henry Street.

The solicitor representing the owners of the property at 428 Main Street West, Hamilton, abutting the subject lands, has submitted the following comments on their behalf:

"We advise that we are opposed to the application. Notwithstanding, we are willing to consider closure with sale of 50% to each abutting owner. This would require further discussion"; and

"428 has initiated a Consultation Application (File No. FC - 18 - 107) with the City of Hamilton for redevelopment of its property ("428's Development"). Closure and sale to 63 would limit the development potential of 428's property."

The following policy concerns were stated in the correspondence:

The application is not supportive of numerous planning policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Urban Hamilton Official Plan and the Strathcona Secondary Plan, all of which promote intensification on 428's property.

- The application will limit the development potential of 428's property for a mixed-use, mid-rise form of intensification as envisioned by the applicable planning framework. The existing alley provides vehicular access in the rear of 428's property, which allows for a consistent street wall and desirable

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pedestrian experience to be established along Main Street West, consistent with the UHOP and Secondary Plan policies.

- The existing alley provides separation distance and acts as a buffer between the intensification corridor along Main Street West and the stable residential neighbourhood to the north, achieving an appropriate a transition from higher density forms to lower ones, in accordance with applicable urban design and built form policies.”
- The existing alley is connected to other alleys, which provide vehicular access to neighbouring properties. The permanent closure of the subject alley would result in a single access point for the other existing alley to the north and could potentially create a safety risk as there would be no alternative exits.
- The proposed redevelopment of 428's property has a functional need for the alley, as it provides both vehicular access and a buffer to the adjacent low-rise residential properties. The permanent closure of the alley may create traffic conflicts, given its proximity to the intersection of Main Street West, that could potentially result in undesirable vehicular access points along Main Street West.
- Rear alleys along intensification corridors provide an integral component in facilitating gradual redevelopment of these corridors consistent with the midrise built form, envisioned by the UHOP and Secondary Plan.

There were no further comments received regarding the proposal.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

As there were no objections from any City department, divisions, or public utilities, and as any objections received from abutting land owners have been addressed, except for those of the owner of 428 Main Street West, staff are supportive of the closure and sale of the Subject Lands to the owner of 63 New Street, Hamilton.

ALTERNATIVES FOR CONSIDERATION

None

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

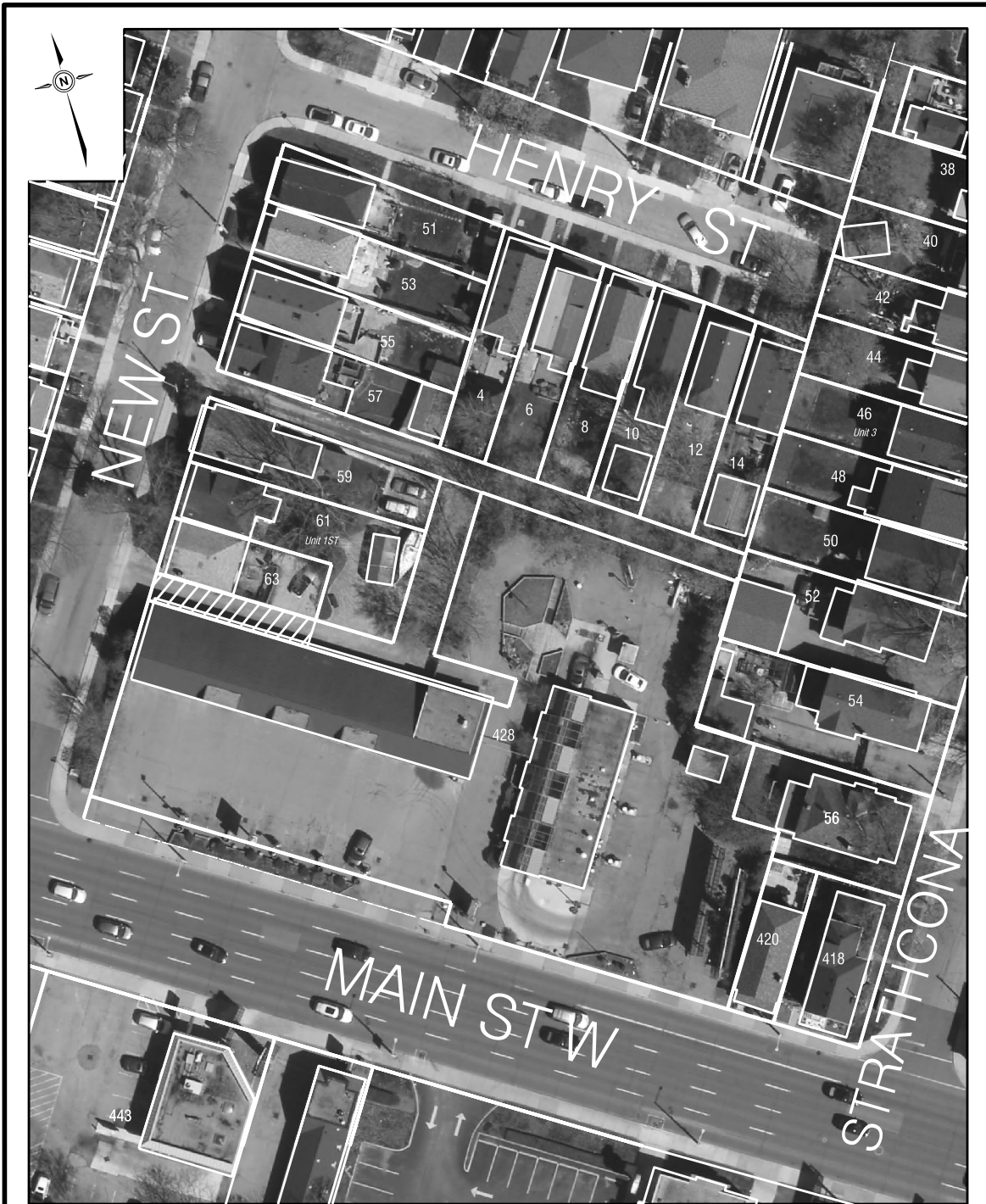
Built Environment and Infrastructure

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

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW21021 - Aerial Drawing

Appendix “B” to Report PW21021 - Location Plan



Hamilton

PROPOSED CLOSURE OF PORTION OF UNASSUMED ALLEY AT 63 NEW STREET

Geomatics & Corridor Management Section
Public Works Department

LEGEND

 Lands to be Closed

NTS | 01/19/2021 Sketch by: CF



LOCATION PLAN

PROPOSED CLOSURE OF
 UNASSUMED ALLEY AT
63 NEW STREET

CITY OF HAMILTON
 PUBLIC WORKS DEPARTMENT

LEGEND



SUBJECT LANDS


DATE: JANUARY 19, 2021

Not to Scale

REFERENCE FILE NO : PW17_



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 19, 2021
SUBJECT/REPORT NO:	Valley Inn Bridge Municipal Class Environmental Assessment (PW21022) (Ward 1)
WARD(S) AFFECTED:	Ward 1
PREPARED BY:	Dipankar Sharma (905) 546-2424 Ext. 3016
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the General Manager, Public Works, be authorized and directed to file the Valley Inn Bridge Schedule B Municipal Class Environmental Assessment Project File Report (PFR) with the Municipal Clerk for a minimum thirty (30) day public review period;
- (b) That upon completion of the minimum thirty (30) day public review period, the General Manager, Public Works, be authorized and directed to proceed with the implementation of the preferred alternative, to be funded through Unallocated Capital Levy Reserve (108020) and to be repaid once the donation is received from the McNally Foundation with construction scheduled for 2021;
- (c) The name of the bridge to be changed from Valley Inn Road Bridge to Valley Inn Bridge. This recommendation is to reflect existing active transportation use of the bridge.

EXECUTIVE SUMMARY

The City of Hamilton has completed a study following the Municipal Class Environmental Assessment (MCEA) process for Schedule B projects, to address

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

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

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

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improvements needed for the Valley Inn Bridge. The study area is shown in Appendix “A” attached to Report PW21022.

The Valley Inn Bridge carries an active transportation trail over Carroll’s Bay Marsh and is located east of York Boulevard, between Hamilton and Burlington. This structure has not carried vehicular traffic since 2009. The Valley Inn Bridge is owned by the City of Hamilton but is located on the municipal boundary between Hamilton and Burlington.

In late 2019, the Valley Inn Bridge was closed to active transportation access due to structural and safety considerations. In 2020, the Patrick J. McNally Charitable Foundation generously offered a donation for repairs to the bridge. Due to the age (>40 years) and recognized heritage value of the existing structure, the City of Hamilton, with the support of the City of Burlington, initiated a required Schedule B Municipal Class Environmental Assessment (EA) to review alternative solutions for improvements to the Valley Inn Bridge.

The Project File Report (PFR) is complete and ready to be filed on the public record for the minimum thirty (30) day public review period. Upon Council approval of this EA and subject to comments received during the review, staff will proceed with the detailed design and implementation of the preferred alternative as shown in Appendix “B” to Report PW21022.

Alternatives for Consideration – Not applicable**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: The source of the project is being funded Unallocated Capital Levy Reserve (108020) and to be repaid once the donation is received from the McNally Foundation with construction scheduled for 2021.

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

In 1964 the original Valley Inn Road bridge collapsed after a tractor trailer passed over it and was replaced with a temporary Bailey bridge from the Province. Although the bridge was intended to be temporary, the City of Hamilton purchased the Bailey bridge from the province due to downloading, 32 years after its installation, in the amount of \$1. The single lane Bailey bridge underwent various repairs since the collapse of the original bridge.

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In 2003, the City of Hamilton completed emergency repair work as a short-term solution to secure the bridge structure. In the spring of 2005, a Municipal Class Environmental Assessment was initiated to address the structural deficiencies of the bridge. The EA, completed in 2006, identified that the preferred alternative was to remove vehicular traffic from the bridge and allow only pedestrian access (PW06030). This alternative was preferred for factors including lower cost, low to moderate natural environmental impacts, maintenance and enhancement of pedestrian and recreational opportunities, and retention of the existing character of the single lane crossing.

In April 2009, a by-law was enacted to close the Valley Inn Bridge to vehicular traffic (By-Law No. 09-089). Active transportation access was permitted to continue.

In December 2019, the Valley Inn Bridge was closed to active transportation access due to structural and safety considerations. In 2020, the Patrick J. McNally Charitable Foundation generously offered a donation for repairs to the bridge.

The design of the new bridge will be completed in the next phase of the project. Generally, the existing abutments will be left in place and new abutments will be built behind the structure. The new bridge will be constructed in sections off-site and a crane will be used to lift the bridge pieces into position. No in-water work is required, and the project footprint will be limited to the existing right-of-way.

Due to the age (>40 years) and recognized heritage value of the existing structure, the City of Hamilton, with the support of the City of Burlington, initiated a required Schedule B Municipal Class Environmental Assessment (MCEA) in January 2021 to review alternative solutions for improvements to the Valley Inn Bridge. Alternative solutions that were considered include: do nothing, remove the bridge, rehabilitate the bridge, or replace the bridge.

As part of this project, the following studies were completed:

- Stage 1 Archaeological Assessment
- Cultural Heritage Impact Assessment
- Natural Heritage Assessment
- Documentation and Salvage Report

The EA and the associated Project File Report has been completed. As part of the Municipal Class EA process, the City is required to place the Project File Report on the public record for a minimum 30-day review period. Subject to comments received during the review period, the City will proceed with the preferred alternative for the bridge.

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POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Recommendations from this study are consistent with the Urban Hamilton Official Plan, Transportation Master Plan, and all other corporate policies.

- **Legislated Requirements**
The Municipal Class Environmental Assessment (EA) study follows the planning and design process of the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment, October 2000, as amended in 2007, 2011, and 2015. The City is completing this study in accordance with the planning process applicable to Schedule B projects under the Municipal Class EA. These projects are approved under the Environmental Assessment Act (EA Act), as long as they are planned, designed and constructed according to the requirements of the Municipal Class EA document. If the City does not follow the process outlined in the MEA Municipal Class EA document, the City would be in violation of the document and as a result would have contravened the EA Act. The Minister of the Environment, Conservation and Parks could revisit the approval of a project or take away the City's right to use the Municipal Class EA document.

By following the legislated process, this has fulfilled the Class EA requirements for Phases 1 and 2 to determine the preferred planning solution. Results will be documented in a Project File Report. This study will therefore fulfil all legal requirements of the planning process pertaining to Schedule B.

Following Council approval and completion of the study, the City will place the Project File Report on the public record for a minimum 30-day review for the public, agencies, and Indigenous communities to provide any final comments that they may have with respect to this planning process. This will also be the opportunity for a Part II Order (appeal).

RELEVANT CONSULTATION

- **Members of Council**
The study area is located within Ward 1. Information about the project has been shared with the Ward Councillor.
- **Indigenous Communities**
The following Indigenous communities have been engaged during the EA process: Mississaugas of the Credit First Nation, Haudenosaunee Confederacy Council, Six Nations, Huron-Wendat, and Métis.

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- **Public and Agencies**
Public consultation was carried out in the form of a Notice of Study Commencement, which was issued on January 14 and 21, 2021 in the Hamilton Spectator, and on January 21 and 28, 2021 in the Burlington Post. A mailout including the Notice was sent to pertinent agencies, staff from the City of Hamilton, staff from the City of Burlington, and staff from Halton Region, as well as 10 property owners near the study area. Information about the project is being shared on the City of Hamilton project website (www.hamilton.ca/ValleyInnEA) as well as the City of Burlington project website (www.burlington.ca/ValleyInnRoadBridge).

A technical agency meeting was held on February 10, 2021. Attendees included representatives from the City of Burlington, Halton Region, Royal Botanical Gardens, Conservation Halton, Ministry of Heritage, Sport, Tourism and Culture Industries, and the Ministry of the Environment, Conservation and Parks.

Feedback received to date has been generally supportive of the recommended solution.

- **City of Hamilton Staff**
The following internal stakeholders were contact for this study:
 - ❖ Public Works - Asset Management, Design, Transportation Operations and Maintenance, Forestry and Horticulture, Parks and Cemeteries, Landscape Architectural Services;
 - ❖ Planning and Economic Development - Transportation Planning, Development Planning (Natural Heritage and Cultural Heritage); and,
 - ❖ Healthy and Safe Communities - Hamilton Paramedic Service, Hamilton Fire.
- **City of Burlington**
Additional consultation is being undertaken with the City of Burlington due to the location of the bridge. City of Hamilton and City of Burlington staff are in regular communication about the project and have been collaborating on the project communications including the Notice of Study Commencement and the project website.

Ongoing consultation continues with the McNally foundation as this project proceeds.

Following Council approval and completion of the study, a Notice of Study Completion will be placed in the Hamilton Spectator and Burlington Post for two (2) consecutive weeks. A mail out will also be sent out again to pertinent agencies, staff from the City of Hamilton, staff from the City of Burlington, staff from Halton Region, as well as property owners near the study area. This Notice will include information about the 30-day review

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period including how and where to access the Project File Report, and how to submit questions, comments, and concerns.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Four (4) alternative solutions were identified and evaluated as part of this study:

- (i) Do Nothing – Maintain the bridge in its existing condition and do not proceed with any modifications. The bridge will not support pedestrians or cyclists and will remain closed. This option does not mitigate risk of the bridge experiencing complete structural failure, collapsing into the water and blocking the watercourse. In this event, emergency removal would be required at the time of discovery, regardless of the preferred timing of works respecting the natural environment.
- (ii) Remove the Existing Bridge – Remove the existing bridge and do not have a crossing in this location. Cyclists and pedestrians would be directed to Plains Road.
- (iii) Rehabilitation of the Existing Bridge – Rehabilitate the existing bridge and related infrastructure to accommodate pedestrians and cyclists.
- (iv) Replace the Existing Bridge – Replace the existing bridge with a new bridge to accommodate pedestrians and cyclists.

Additional details about the alternatives are provided in Appendix “B” to Report PW21022. The alternative solutions were evaluated against the following evaluation criteria:

- Impacts to the natural environment
- Impacts to the social and cultural environment
- Technical considerations
- Cost

The alternative that had the best overall balance of advantages and disadvantages was recommended was the preferred alternative.

Input received during the course of the study was collected throughout the process and contributed to the determination of the preferred alternative.

- Recommended Solution
Based on the evaluation of alternative solutions and feedback received during the study, Option 4, Replace the Existing Bridge with a new bridge to accommodate active transportation, was selected as the preferred solution due to avoidance of any in-water works and disturbance of the historical existing abutments, and cost and time savings to expedite the completion of the bridge works.

A plaque and/or sign commemorating heritage of the existing bridge is planned to be designed and constructed next to the new bridge.

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A copy of the Project File Report is available upon request.

The recommendation to rename the bridge from Valley Inn Road Bridge to Valley Inn Bridge is to reflect existing active transportation use of the bridge.

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

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

Economic Prosperity and Growth

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

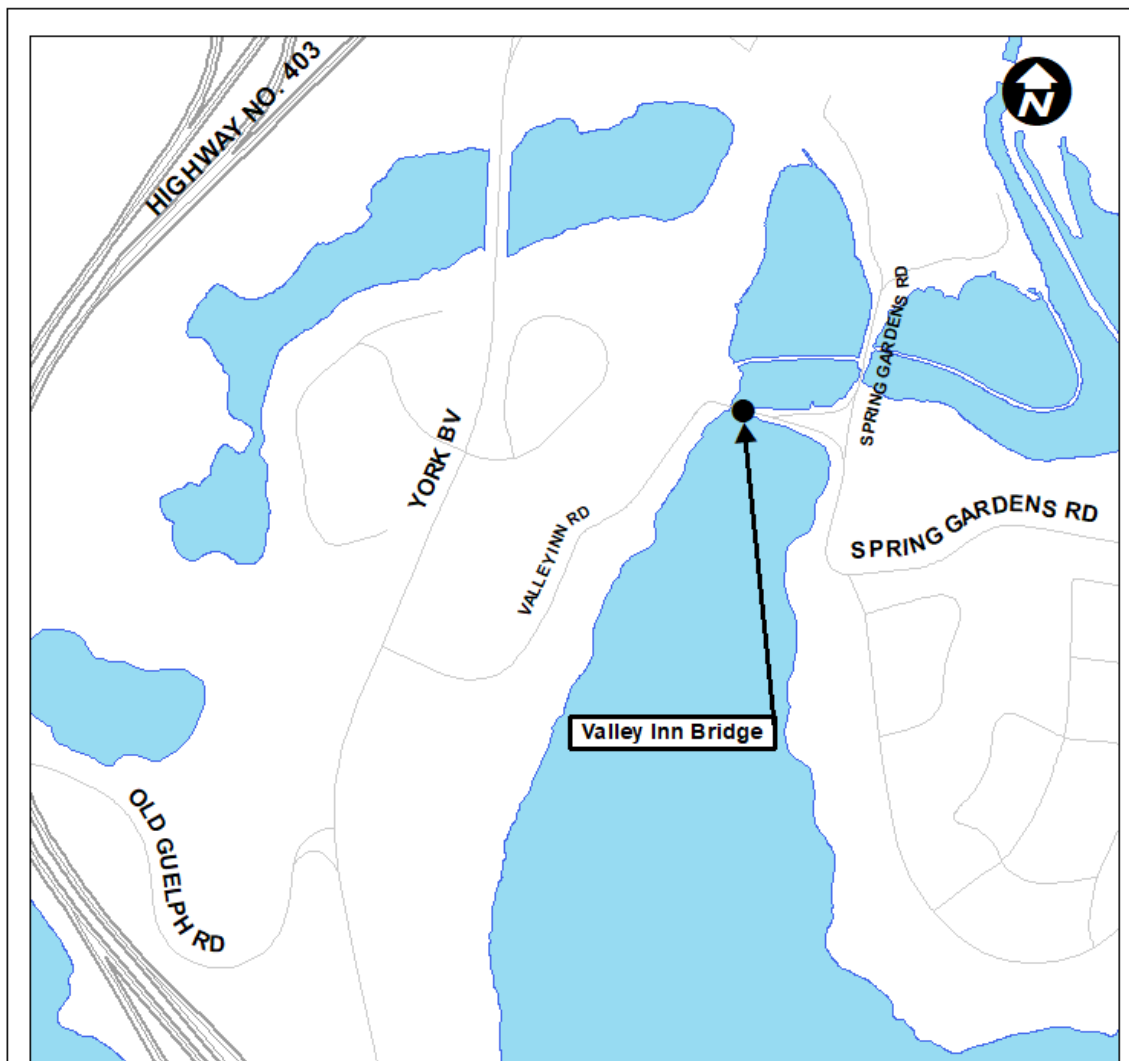
Built Environment and Infrastructure


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

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW21022 - Study Area Map

Appendix “B” to Report PW21022 - Evaluation of Alternative Solutions



 Hamilton Public Works	Valley Inn Bridge MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY	
	Legend ● Valley Inn Bridge	February 2021 0 0.1 0.2 Kilometers

Evaluation of Alternative Solutions

Evaluation Criteria Components	Do Nothing – Maintain the Bridge in its current condition	Remove Bridge	Rehabilitation of the Existing Bridge	Replace the Existing Bridge
Natural Environment	The bridge condition would remain as is. No impacts to the natural environment are anticipated.	<p>Potential impacts and disruption to species at risk (SAR), wildlife habitat and fish habitat during bridge removal/demolition. Environmental mitigation measures are available to address potential impacts to the natural environment during removal/demolition.</p> <p>Potential for long-term improvements to wildlife and fish habitat, as removal presents potential for the natural habitat to be restored.</p>	<p>Potential impacts to SAR, wildlife habitat and fish habitat during bridge rehabilitation. Environmental mitigation measures are available to address potential impacts to the natural environment.</p> <p>Potential for continued long-term impacts to wildlife and fish habitat due to ongoing maintenance to the existing bridge.</p> <p>Construction, including potential in-water works, would be completed in accordance with applicable environmental approvals/ permits.</p>	<p>Potential impacts to SAR, wildlife habitat and fish habitat during bridge replacement. Environmental mitigation measures are available to address potential impacts to the natural environment.</p> <p>Potential for long-term improvements to wildlife and fish habitats. A new bridge will require less maintenance to the structure.</p> <p>Construction, including potential in-water works, would be completed in accordance with applicable environmental approvals or permits,</p>

Evaluation Criteria Components	Do Nothing – Maintain the Bridge in its current condition	Remove Bridge	Rehabilitation of the Existing Bridge	Replace the Existing Bridge
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social/Cultural Environment	<p>No change to the identified cultural heritage value or interest (CHVI) of the structure.</p> <p>The existing bridge is closed to all modes of transportation and travelers would be required to continue with current, inefficient routes.</p>	<p>The existing bridge has identified CHVI, which would be impacted as a result of removal of the structure. Mitigation options are recommended to incorporate salvaged bridge components into new structures, future conservation work, or displays to commemorate the existing bridge prior to demolition.</p> <p>No crossing provided to all modes of transportation and travelers would be required to continue with current, inefficient routes.</p>	<p>Rehabilitation of the existing bridge with safety modifications has the highest potential to maintain the CHVI of the structure.</p> <p>Rehabilitation of the bridge would provide a safe and efficient pedestrian and cyclist path. Anticipated ongoing maintenance of the structure may require additional closures of the bridge to pedestrians and cyclists.</p>	<p>The existing bridge has identified CHVI, which would be impacted as a result of removal of the structure. Mitigation options are recommended to replace the structure using sympathetic bridge design features in recognition of the bridge’s heritage value, and/or construct a new bridge with replication of the appearance. Bridge components from the existing structure may be salvaged for incorporation into the new structure, future conservation, or displays.</p>

Evaluation Criteria Components	Do Nothing – Maintain the Bridge in its current condition	Remove Bridge	Rehabilitation of the Existing Bridge	Replace the Existing Bridge
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Technical Environment	The bridge would remain as is, and structural problems would not be addressed.	Removal of the structure does not address the problem/opportunity to provide a safe and efficient trail crossing.	Rehabilitation of the existing structure would temporarily address structural concerns. The bridge would require ongoing maintenance, and would lead to the eventual replacement of the structure once it reaches its end-of-life.	Replacement of the existing structure with a new bridge addresses all structural needs, and would ensure a safe and reliable structure over the long-term.
Cost	Ongoing costs would be required for maintenance and may not preclude structural failure.	Demolition costs would be required to remove the existing bridge and safely restore the area.	Ongoing maintenance costs would be required and would be higher than if the bridge remained closed. Rehabilitation does not provide a long-term cost-effective solution for the crossing.	Replacement of the existing bridge with a new structure would present the most significant upfront costs. Long-term maintenance costs are reduced by using current bridge design standards.

Evaluation Criteria Components	Do Nothing – Maintain the Bridge in its current condition	Remove Bridge	Rehabilitation of the Existing Bridge	Replace the Existing Bridge
				Funding for replacement of the structure has been secured.
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Overall	Do Nothing does not address the problem/ opportunity to provide a safe and efficient bridge crossing for pedestrians and cyclists. This alternative is not recommended to be carried forward.	Removal of the existing structure would eliminate a CHVI structure, and does not address the problem/ opportunity to provide a safe and efficient bridge crossing for pedestrians and cyclists. This alternative is not recommended to be carried forward.	Rehabilitation of the existing bridge crossing maintains CHVI, and provides a short-term solution for use of the structure. Long-term operating costs and continued maintenance become cost prohibitive, and inevitably leads to the eventual replacement of the structure. This alternative is not recommended to be carried forward.	Replacement of the bridge crossing will incorporate design elements of the existing bridge CHVI into a new structure. This alternative addresses the problem/ opportunity to provide a safe and efficient bridge crossing for pedestrians and cyclists, and provides the most feasible and cost-effective short-term and long-term solution.

Evaluation Criteria Components	Do Nothing – Maintain the Bridge in its current condition	Remove Bridge	Rehabilitation of the Existing Bridge	Replace the Existing Bridge
				This alternative is carried forward as the preferred solution.
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

11.1

CITY OF HAMILTON

MOTION

Public Works Committee: April 19, 2021

MOVED BY COUNCILLOR T. JACKSON.....

SECONDED BY COUNCILLOR

Installation of Speed Cushions on Cranbrook Drive, Hamilton (Ward 14)

WHEREAS, residents in the Gilkson neighbourhood have reported an extensive amount of speeding complaints regarding Cranbrook Dr to the Ward 14 office; and,

WHEREAS the residents who live on Cranbrook Drive are requesting the installation of traffic calming measures along Cranbrook Drive to address roadway safety concerns related to school children of R.A. Riddell School;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to install two speed cushions on Cranbrook Drive, between Greendale Drive and Gemini Drive, at a cost not to exceed \$14,400, to be funded from the Ward 14 Capital Reinvestment Discretionary Account; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

11.2

CITY OF HAMILTON

MOTION

Public Works Committee: April 19, 2021

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

SECONDED BY COUNCILLOR

Ward 1 Contribution to the Trees Please Program of Environment Hamilton and the Hamilton Naturalists' Club

WHEREAS, Trees Please is a project of Environment Hamilton and the Hamilton Naturalists' Club created in the hopes of improving Hamilton's overall air quality; and,

WHEREAS, the program offers free native tree giveaways to Hamilton residents across the City to help increase the urban tree canopy;

THEREFORE, BE IT RESOLVED:

- (a) That \$4,300 be allocated from the Ward 1 Capital Reinvestment Discretionary Account towards the Trees Please program of Environment Hamilton and the Hamilton Naturalists' Club; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

11.3

CITY OF HAMILTON

MOTION

Public Works Committee: April 19, 2021

MOVED BY COUNCILLOR J. FARR.....

SECONDED BY COUNCILLOR

Installation of Traffic Calming Measures at Various Locations throughout Ward 2

WHEREAS, residents are requesting the installation of speed cushions on various roadways throughout Ward 2 to address roadway safety concerns as a result of speeding and cut-through traffic;

THEREFORE, BE IT RESOLVED:

- (a) That Transportation Operations and Maintenance staff be authorized and directed to install traffic calming measures on the following roadways as part of the 2021 Traffic Calming program:
 - (i) Liberty Street from Hunter Street East to Grove Street, Hamilton (1 speed cushion);
 - (ii) Grove Street from Wellington Street South to Liberty Street, Hamilton (1 speed cushion);
 - (iii) Ferguson Street South from Liberty Street to Hunter Street East, Hamilton (2 speed cushions);
 - (iv) Duke Street from Bay Street South to Caroline Street South, Hamilton (1 speed cushion);
 - (v) MacNab Street North from Mulberry Street to Colbourne Street, Hamilton (2 speed cushions);
 - (vi) West Avenue South from Stinson Street to Hunter Street East, Hamilton (1 speed cushion);
 - (vii) John Street North from Burlington Street East to Guise Street East, Hamilton (2 speed cushions);

**Motion respecting Installation of Traffic Calming
Measures at Various Locations throughout Ward 2
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- (viii) Bold Street from Caroline St Street to Bay Street South, Hamilton (1 speed cushion);
- (b) That all costs associated with the installation of traffic calming measures at the identified locations throughout Ward 2 be funded from the Ward 2 Special Capital Re-Investment Reserve Account (108052) at a total cost not to exceed \$79,500 (including contingency); 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.

11.4

CITY OF HAMILTON

MOTION

Public Works Committee: April 19, 2021

MOVED BY COUNCILLOR J. FARR.....

SECONDED BY COUNCILLOR

Private Tree Giveaway (Ward 2)

WHEREAS, the City of Hamilton has declared a climate emergency;

WHEREAS, increasing the urban tree canopy by providing trees for planting on private property has many environmental benefits to the residents of Ward 2 and the wider City; and,

WHEREAS, private tree giveaways are not currently funded under existing tree planting programs;

THEREFORE, BE IT RESOLVED:

- (a) That the supply and distribution of approximately 200 small native trees, at a cost of \$2,715, be funded from the Ward 2 Capital Reinvestment Discretionary Account; 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.

CITY OF HAMILTON

MOTION

Public Works Committee: April 19, 2021

MOVED BY COUNCILLOR J. FARR.....

SECONDED BY COUNCILLOR

Beasley Neighbourhood Safety Audit (Ward 2)

WHEREAS, Vision Zero and Complete Streets principles are used in the City of Hamilton to provide a safer environment for all road users;

WHEREAS, the Ward 2 office has requested a review of the Beasley neighbourhood with a focus on Vision Zero principles at problem locations and to provide a guideline for safety enhancements given the road width, classification, surrounding land use, proximity to schools/playgrounds, access roads from arterials, on-street parking and other considerations; and,

WHEREAS, staff do not have the internal resources to provide a comprehensive audit of the entire Beasley neighbourhood;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to retain a consultant to undertake a safety audit of the Beasley neighbourhood with the intent of providing a Complete Streets report identifying areas of concerns and recommendations to provide a safer environment for all road users based on Vision Zero and Complete Streets principles, to be funded from the Ward 2 Special Capital Re-Investment Reserve (108052) to an upset limit of \$149,999, as per the Purchasing Policy for Roster Assignments; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

11.6

CITY OF HAMILTON

MOTION

Public Works Committee: April 19, 2021

MOVED BY COUNCILLOR T. JACKSON.....

SECONDED BY COUNCILLOR

**New Stop Controls at the Intersection of Rexford Drive and Ashcroft Drive,
Hamilton (Ward 6)**

WHEREAS, the City of Hamilton is committed to creating safe neighborhoods and vibrant communities;

WHEREAS, ensuring the safety of both pedestrians and motorists is a priority; and,

WHEREAS, this request was driven and initiated by resident concerns to the Ward 6 Councillor's Office;

THEREFORE, BE IT RESOLVED:

That staff be authorized and directed to take the required steps to add new stop controls on Rexford Drive at Ashcroft Drive to convert the intersection to an all-way stop.

Added Item 12.1

CITY OF HAMILTON

NOTICE OF MOTION

Public Works Committee: April 19, 2021

MOVED BY COUNCILLOR J. FARR.....

Sidewalk Widening on the North Side of Cannon Street East, between Elgin Street and Ferguson Avenue North, Hamilton (Ward 2)

- (a) That sidewalk widening on the north side of Cannon Street East, between Elgin Street and Ferguson Avenue North, Hamilton, fronting the Depave Community Greening project, at a cost of \$30,000, be funded from the Ward 2 Capital Reinvestment Discretionary Account; 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.