City of Hamilton
PUBLIC WORKS COMMITTEE
AGENDA

Meeting #:	21-013
Date:	September 20, 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

Pages

1. CEREMONIAL ACTIVITIES

2. APPROVAL OF AGENDA

   (Added Items, if applicable, will be noted with *)

3. DECLARATIONS OF INTEREST

4. APPROVAL OF MINUTES OF PREVIOUS MEETING

   4.1. September 10, 2021 — 5

5. COMMUNICATIONS

13.1.a.b. Mountain Climber Phase Three Expansion

Addressed as Item 7.2 on today's agenda - Report PW17026(c)
Item on OBL: AAB

13.1.b. Items Requiring a New Due Date:

13.1.b.a. COVID-19 Recovery Phase Mobility Plan

Item on OBL: ABE
Current Due Date: September 20, 2021
Proposed New Due Date: October 18, 2021

13.1.b.b. Gypsy Moth Control Program

Item on OBL: ABX
Current Due Date: October 18, 2021
Proposed New Due Date: Q1 2022

14. PRIVATE AND CONFIDENTIAL

15. ADJOURNMENT

4.1

PUBLIC WORKS COMMITTEE
MINUTES 21-012

1:30 p.m.
Friday, September 10, 2021
Council Chambers
Hamilton City Hall
71 Main Street West

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

Absent with Regrets: Councillor T. Whitehead – Leave of Absence
Councillors N. Nann (Vice-Chair) and C. Collins – Personal

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. 2020 Annual Energy Report (PW21049) (City Wide) (Item 7.1)

(Danko/Jackson)
That Report PW21049, respecting the 2020 Annual Energy Report, be received.

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

YES - Ward 2 Councillor Jason Farr
NOT PRESENT - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
NOT PRESENT - 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

2. Intersection Control List (PW21001(d)) (City Wide) (Item 7.2)

(Ferguson/Farr)
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 "A" Ancaster							
(a)	Sawmill Road	Carluke Road West	NB	EB	C	Addition of yield control on slip off	12
(b)	Briar Hill Crescent (north intersection)	Broad Leaf Crescent	WB	WB	A	Housekeeping – replacing Yield with Stop	12
(c)	Stonegate Drive	Briar Hill Crescent	SB	SB	A	Housekeeping – replacing Yield with Stop	12
(d)	Deervalley Road	Green Ravine Drive	WB	WB	A	Housekeeping – replacing Yield with Stop	12
(e)	Briar Hill Crescent (south intersection)	Broad Leaf Crescent	NB/SB	NB/SB	A	Housekeeping – replacing Yield with Stop	12
(f)	Cottonwood Court	Highvalley Road	SB	SB	A	Housekeeping – replacing Yield with Stop	12
(g)	Longfield Crescent	Broad Leaf Crescent	NB	NB	A	Housekeeping – replacing Yield with Stop	12
(h)	Marigold Court	Longfield Crescent	WB	WB	A	Housekeeping – replacing Yield with	12

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
						Stop	
(i)	Briar Hill Crescent	Longfield Crescent	SB	SB	A	Housekeeping – replacing Yield with Stop	12
(j)	Bailey Ave	Haig Road	EB	NB	A	Housekeeping – replacing Yield with Stop	12
(k)	Haig Road	Massey Drive	WB	WB	A	Housekeeping – replacing Yield with Stop	12
(l)	Alexander Road	Massey Drive	WB	WB	A	Housekeeping – replacing Yield with Stop	12
(m)	Mewburn Road	Alexander Road	NB	NB	A	Housekeeping – replacing Yield with Stop	12
(n)	Hatton Drive	Enmore Avenue	NC	NB	A	Missing stop control	12
Section “B” Dundas							
(o)	Knollwood Court	Ridgewood Boulevard	NC	NB	A	Housekeeping – no stop control	13
(p)	Zeldin Place	Ridgewood Boulevard	NC	SB	A	Housekeeping – no stop control	13
(q)	Elizabeth Court	Highland Park Drive	NC	SB	A	Housekeeping – no stop control	13
(r)	Ivy Court	Ann Street	NC	SB	A	Housekeeping – no stop control	13
(s)	Queen Street	Victoria Street	NC	SB	A	Housekeeping – no stop control	13

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
(t)	Vilma Avenue	Shirley Street	NC	EB	A	Housekeeping – no stop control	13
(u)	Vilma Avenue	David Street	NC	WB	A	Housekeeping – no stop control	13
(v)	Rita Street	Vilma Avenue	NC	SB	A	Housekeeping – no stop control	13
(w)	Rita Street	Bertram Drive	NC	NB	A	Housekeeping – no stop control	13
(x)	Shirley Street	Bertram Drive	NC	NB	A	Housekeeping – no stop control	13
(y)	Bertram Drive	David Street	NC	WB	A	Housekeeping – no stop control	13
(z)	Barrie Street	Bertram Drive	NC	NB	A	Housekeeping – no stop control	13
(aa)	Adelaide Avenue	Desjardin Avenue	NC	WB	A	Housekeeping – no stop control	13
(ab)	Normandy Place	Bertram Drive	NC	SB	A	Housekeeping – no stop control	13
(ac)	Hilltop Place	Edenbridge Court	NC	EB	A	Housekeeping – no stop control	13
(ad)	Glen Court	Pleasant Avenue	NC	SB	A	Housekeeping – no stop control	13
(ae)	Valleyview Court	Pleasant Avenue	NC	SB	A	Housekeeping – no stop control	13
(af)	Applewood Court	Pleasant Avenue	NC	SB	A	Housekeeping – no stop control	13
(ag)	Monarch Court	Kings Gate	NC	EB	A	Housekeeping – no stop control	13
(ah)	Rhodes Court	Turnbull Road	NC	NB	A	Housekeeping – no	13

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
						stop control	
(ai)	Whitfield Court	Turnbull Road	NC	SB	A	Housekeeping – no stop control	13
(aj)	Four Winds Place	Autumn Leaf Road	NC	SB	A	Housekeeping – no stop control	13
(ak)	Crystal Court	Autumn Leaf Road	NC	SB	A	Housekeeping – no stop control	13
(al)	Moonglow Place	Sunrise Crescent	NC	WB	A	Housekeeping – no stop control	13
(am)	Maid Marion Street	Sherwood Rise	NC	NB	A	Housekeeping – no stop control	13
(an)	Maid Marion Street	Robinhood Drive	NC	SB	A	Housekeeping – no stop control	13
(ao)	Ancaster Street East	East Street South	NC	EB	A	Housekeeping – no stop control	13
(ap)	Soble Place	Golfview Crescent	NC	SB	A	Housekeeping – no stop control	13
(aq)	Linda Court	Marion Crescent	NC	SB	A	Housekeeping – no stop control	13
(ar)	Janis Court	Marion Crescent	NC	SB	A	Housekeeping – no stop control	13
(as)	Yorkview Place	Cammay Avenue	NC	SB	A	Housekeeping – no stop control	13
Section “C” Flamborough							
(at)	Agro Street	Skinner Road	NC	NB	B	Plan of New Subdivision	15
(au)	Mountain Heights Place	Agro Street	NC	WB	A	Plan of New Subdivision	15
(av)	Great Falls	Agro Street	NC	WB	B	Plan of New	15

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
	Boulevard					Subdivision	
(aw)	Great Falls Boulevard	Skinner Road	NC	NB	C	Plan of New Subdivision	15
(ax)	McDonough Gardens	Agro Street	NC	EB	A	Plan of New Subdivision	15
(ay)	Westfield Crescent (north intersection)	Agro Street	NC	WB	A	Plan of New Subdivision	15
(az)	Westfield Crescent (south intersection)	Agro Street	NC	WB	A	Plan of New Subdivision	15
(ba)	Avanti Crescent	Agro Street	NC	EB	A	Plan of New Subdivision	15
(bb)	Kenesky Drive	Agro Street	NC	WB	A	Plan of New Subdivision	15
(bc)	Kenesky Drive	Burke Street	NC	EB/WB	A	Plan of New Subdivision	15
(bd)	Kenesky Drive	Ebenezer Drive	NC	EB	A	Plan of New Subdivision	15
(be)	Granite Ridge Trail	Kenesky Drive	NC	NB	A	Plan of New Subdivision	15
(bf)	Granite Ridge Trail	Ebenezer Drive	NC	EB/WB	A	Plan of New Subdivision	15
(bg)	Granite Ridge Trail	Great Falls Boulevard	NC	NB/SB	A	Plan of New Subdivision	15
(bh)	Ebenezer Drive	Great Falls Boulevard	NC	SB	A	Plan of New Subdivision	15
(bi)	Ebenezer Drive	Skinner Road	NC	NB	B	Plan of New Subdivision	15

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
(bj)	Sealey Avenue	Granite Ridge Trail	NC	NB	A	Plan of New Subdivision	15
(bk)	Sealey Avenue	Great Falls Boulevard	NC	NB/SB	B	Plan of New Subdivision	15
(bl)	Sealey Avenue	Elstone Place	NC	SB	A	Plan of New Subdivision	15
(bm)	Frontier Trail	Great Falls Boulevard	NC	NB	B	Plan of New Subdivision	15
(bn)	Edworthy Gardens	Great Falls Boulevard	NC	NB	B	Plan of New Subdivision	15
(bo)	Edworthy Gardens	Elstone Place	NC	SB	A	Plan of New Subdivision	15
(bp)	Elstone Place	Frontier Trail	NC	WB	A	Plan of New Subdivision	15
(bq)	Zimmerman Gardens	Great Falls Boulevard	NC	NB	B	Plan of New Subdivision	15
(br)	Zimmerman Gardens	Elstone Place	NC	SB	A	Plan of New Subdivision	15
(bs)	Trailbank Gardens	Skinner Road	NC	NB	B	Plan of New Subdivision	15
(bt)	Trailbank Gardens	Great Falls Boulevard	NC	SB	B	Plan of New Subdivision	15
(bu)	Hager Creek Terrace	Trailbank Gardens	NC	WB	A	Plan of New Subdivision	15
(bv)	Hager Creek Terrace	Great Falls Boulevard	NC	EB	B	Plan of New Subdivision	15
(bw)	Silver Meadow Gardens	Trailbank Gardens	NC	WB	A	Plan of New Subdivision	15
(bx)	Silver Meadow	Hager Creek Terrace	NC	NB	A	Plan of New	15

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
	Gardens					Subdivision	
(by)	Cattail Crescent (west intersection)	Great Falls Boulevard	NC	NB	B	Plan of New Subdivision	15
(bz)	Cattail Crescent (east intersection)	Great Falls Boulevard	NC	NB	B	Plan of New Subdivision	15
(ca)	Valley Trail Place	Mallard Trail	NC	WB	A	Plan of New Subdivision	15
(cb)	Humphrey Street	Mallard Trail	NC	WB	A	Plan of New Subdivision	15
(cc)	Humphrey Street	Skinner Road	NC	SB	B	Plan of New Subdivision	15
(cd)	Grierson Trail	Humphrey Street	NC	NB	A	Plan of New Subdivision	15
(ce)	Grierson Trail	Skinner Road	NC	SB	B	Plan of New Subdivision	15
(cf)	Holcomb Terrace	Humphrey Street	NC	WB	A	Plan of New Subdivision	15
(cg)	Holcomb Terrace	Skinner Road	NC	SB	B	Plan of New Subdivision	15
(ch)	Pond View Gate	Skinner Road	NC	NB	B	Plan of New Subdivision	15
(ci)	Pond View Gate	Smokey Hollow Place	NC	WB	A	Plan of New Subdivision	15
(cj)	Smokey Hollow Place	Pond View Gate	NC	EB	A	Plan of New Subdivision	15
(ck)	Gardenbrook Trail	Pond View Gate	NC	WB	A	Plan of New Subdivision	15

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
(cl)	Gardenbrook Trail	Skinner Road	NC	NB	B	Plan of New Subdivision	15
Section "E" Hamilton							
(cm)	Aylett Street	Mapes Avenue	NC	NB	A	Housekeeping – no stop control	1
(cn)	Bartlett Avenue	Allison Crescent	NC	NB	A	Housekeeping – no stop control	8
(co)	Angelina Place	Regent Avenue	NC	NB	A	Housekeeping – no stop control	14
(cp)	Ottaviano Drive	McIntosh Avenue	NC	EB	A	Housekeeping – no stop control	14
(cq)	Vista Court	Horizon Crescent	NC	EB	A	Housekeeping – no stop control	14
(cr)	Harvard Place	Falkirk Drive	NC	EB	A	Housekeeping – no stop control	14
(cs)	Bordeaux Court	Republic Avenue	NC	EB	A	Housekeeping – no stop control	7
(ct)	Montebello Court	Bastille Street	NC	NB	A	Housekeeping – no stop control	7
(cu)	Anita Court	Acadia Drive	NC	EB	A	Housekeeping – no stop control	7
(cv)	Osgoode Court	Presidio Drive	SB	SB	A	Housekeeping – replacing Yield with Stop	6
(cw)	Nina Court	Ironwood Crescent	NC	SB	A	Housekeeping – no stop control	6
(cx)	Villa Court	Anna Capri Drive	NC	NB	A	Housekeeping – no stop control	6
(cy)	Tuna Court	Tunbridge Crescent	NC	EB	A	Housekeeping – no	6

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
						stop control	
(cz)	Elodia Court	Susan Drive	NC	NB	A	Housekeeping – no stop control	14
(da)	Glebe Court	Gillard Street	NC	EB	A	Housekeeping – no stop control	14
(db)	Gillard Street	Gardiner Drive	NC	SB	A	Housekeeping – no stop control	14
(dc)	Elsa Court	Greendale Drive	NC	NB	A	Housekeeping – no stop control	14
(dd)	Piper Place	Fiona Crescent	NC	NB	A	Housekeeping – no stop control	8
(de)	Fontana Court	Springvalley Crescent	NC	EB	A	Housekeeping – no stop control	8
(df)	Saint Anthony Place	Springvalley Crescent	NC	NB	A	Housekeeping – no stop control	8
(dg)	Eric Burke Court	Theodore Drive	NC	WB	A	Housekeeping – no stop control	8
(dh)	Northstar Court	Milky Way Drive	NC	SB	A	Housekeeping – no stop control	6
(di)	Morningstar Court	Milky Way Drive	NC	SB	A	Housekeeping – no stop control	6
(dj)	Hugo Court	Darlington Drive	NC	SB	A	Housekeeping – no stop control	14
(dk)	Valery Court	Bonaventure Drive	NC	EB	A	Housekeeping – no stop control	14
(dl)	Waldorf Court	Parkwood Crescent	NC	SB	A	Housekeeping – no stop control	7
(dm)	Fontainbleu Court	Parkwood Crescent	NC	SB	A	Housekeeping – no stop control	7

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
(dn)	Bogart Court	Billington Crescent	NC	EB	A	Housekeeping – no stop control	6
(do)	Boon Court	Billington Crescent	NC	EB	A	Housekeeping – no stop control	6
(dp)	Rapallo Drive	Anson Avenue	NC	SB	A	Housekeeping – no stop control	6
(dq)	Rapallo Drive	Gatineau Drive	NC	NB	A	Housekeeping – no stop control	6
(dr)	Weston Court	Anson Avenue	NC	SB	A	Housekeeping – no stop control	6
(ds)	Lamb Court	Larch Street	NC	NB	A	Housekeeping – no stop control	6
(dt)	Mansion Court	Locheed Drive	NC	SB	A	Housekeeping – no stop control	6
(du)	Ranko Court	Artistic Boulevard	NC	EB	A	Housekeeping – no stop control	6
(dv)	Bosna Court	Summerlea Drive	NC	SB	A	Housekeeping – no stop control	6
(dw)	Bethany Court	Balfour Drive	NC	WB	A	Housekeeping – no stop control	14
(dx)	Gleneagles Drive	Auchmar Road	NC	NB	A	Housekeeping – no stop control	8
(dy)	Gleneagles Drive	Braemar Place	NC	SB	A	Housekeeping – no stop control	8
(dz)	Andrew Court	Hoover Crescent	NC	WB	A	Housekeeping – no stop control	8
(ea)	Wingate Place	Warren Avenue	NC	WB	A	Housekeeping – no stop control	8
(eb)	Camille Court	Grenadier Drive	NC	WB	A	Housekeeping – no	6

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
						stop control	
(ec)	Marvin Court	Grenadier Drive	NC	WB	A	Housekeeping – no stop control	6
(ed)	Barnett Court	Grenadier Drive	NC	WB	A	Housekeeping – no stop control	6
(ef)	Symon Place	Hardale Crescent	NC	EB	A	Housekeeping – no stop control	6
(eg)	Ferrara Street	Wise Crescent	NC	SB	A	Housekeeping – no stop control	6
(eh)	Elva Court	King's Forest Drive	NC	EB	A	Housekeeping – no stop control	6
(ei)	Sandra Court	King's Forest Drive	NC	EB	A	Housekeeping – no stop control	6
(ej)	Tilbury Court	King's Forest Drive	NC	EB	A	Housekeeping – no stop control	6
(ek)	Filer Court	King's Forest Drive	NC	EB	A	Housekeeping – no stop control	6
(el)	Cecilia Court	King's Forest Drive	NC	EB	A	Housekeeping – no stop control	6
(em)	Burns Place	East 38th Street	NC	EB	A	Housekeeping – no stop control	7
(en)	Patricia Place	East 38th Street	NC	EB	A	Housekeeping – no stop control	7
(eo)	Donlea Drive	Valecrest Avenue	NC	SB	A	Housekeeping – no stop control	6
(ep)	Valecrest Avenue	Elmhurst Drive	NC	EB	A	Housekeeping – no stop control	6
(eq)	Henry Street	New Street	NC	WB	A	Housekeeping – no stop control	1

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
(er)	Edison Street	New Street	NC	WB	A	Housekeeping – no stop control	1
(es)	Roseland Avenue	Blake Street	NC	WB	A	Housekeeping – no stop control	3
(et)	Troy Avenue	Tate Avenue	NC	WB	A	Housekeeping – no stop control	4
(eu)	Troy Avenue	Dunn Avenue	NC	EB	A	Housekeeping – no stop control	4
(ev)	Admiral Place	MacLaren Avenue	NC	WB	A	Housekeeping – no stop control	4
(ew)	Keats Road	Gainsborough Road	NC	NB	A	Housekeeping – no stop control	5
(ex)	Keats Road	Old Orchard Drive	NC	SB	A	Housekeeping – no stop control	5
(ey)	Kelvin Court	Old Orchard Drive	NC	NB	A	Housekeeping – no stop control	5
(ez)	Scott Street	Gainsborough Road	NC	NB	A	Housekeeping – no stop control	5
(fa)	Blueberry Drive	Strawberry Drive	NC	EB	A	Housekeeping – no stop control	5
(fb)	Fairholme Court	Highridge Avenue	NC	NB	A	Housekeeping – no stop control	5
(fc)	Talia Court	Janet Court	NC	NB	A	Housekeeping – no stop control	5
(fd)	Duchess Court	Oakland Drive	NC	WB	A	Housekeeping – no stop control	5
(fe)	Kings Court	Oakland Drive	NC	WB	A	Housekeeping – no stop control	5
(ff)	Queens Court	Oakland Drive	NC	WB	A	Housekeeping – no	5

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
						stop control	
(fg)	Lady Court	Kenora Avenue	NC	EB	A	Housekeeping – no stop control	5
(fh)	Lord Court	Kenora Avenue	NC	EB	A	Housekeeping – no stop control	5
(fi)	Hart Place	Crawford Drive	NC	EB	A	Housekeeping – no stop control	5
(fj)	Redwood Court	Woodman Drive North	NC	EB	A	Housekeeping – no stop control	5
(fk)	Sandlyn Court	Nugent Drive	NC	EB	A	Housekeeping – no stop control	5
(fl)	Capilano Drive	Country Club Drive	NC	WB	A	Housekeeping – no stop control	5
(fm)	Alto Drive	Country Club Drive	NC	SB	A	Housekeeping – no stop control	5
(fn)	Rio Court	Alto Drive	NC	EB	A	Housekeeping – no stop control	5
(fo)	Renis Court	Sherry Lane Drive	NC	NB	A	Housekeeping – no stop control	5
(fp)	Zell Court	Sherry Lane Drive	NC	NB	A	Housekeeping – no stop control	5
(fq)	Sherry Lane Drive	Hildegard Drive	NC	EB	A	Housekeeping – no stop control	5
(fr)	Venus Court	Hildegard Drive	NC	WB	A	Housekeeping – no stop control	5
(fs)	Monte Court	Monte Drive	NC	EB	A	Housekeeping – no stop control	5
(ft)	Tracey Place	Blanche Court	NC	EB	A	Housekeeping – no stop control	5

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
(fu)	Burbank Place	Carene Avenue	NC	NB	A	Housekeeping – no stop control	5
(fv)	Bryant Court	Robroy Avenue	NC	SB	A	Housekeeping – no stop control	5
(fw)	Laura Court	Woodman Drive South	NC	EB	A	Housekeeping – no stop control	5
(fx)	Colonial Court	Rainbow Drive	NC	NB	A	Housekeeping – no stop control	5
(fy)	Isaac Court	Rainbow Drive	NC	NB	A	Housekeeping – no stop control	5
(fz)	Birkdale Place	Montmorency Drive	NC	EB	A	Housekeeping – no stop control	5
(ga)	Marantha Place	Montmorency Drive	NC	SB	A	Housekeeping – no stop control	5
(gb)	Renner Court	Brookstream Court	NC	NB	A	Housekeeping – no stop control	5
(gc)	Forest Hill Crescent	Glen Vista Drive	NC	EB	A	Housekeeping – no stop control	5
(gd)	Peace Court	Forest Hill Crescent	NC	WB	A	Housekeeping – no stop control	5
(ge)	Glen Castle Drive	Forest Hill Crescent	NC	NB	A	Housekeeping – no stop control	5
(gf)	Glenmurray Court	Glen Castle Drive	NC	WB	A	Housekeeping – no stop control	5
(gg)	Glencannon Drive	Glen Castle Drive	NC	WB	A	Housekeeping – no stop control	5
(gh)	Glendora Court	Glen Forest Drive	NC	EB	A	Housekeeping – no stop control	5
(gi)	Palmerston Place	St. Andrews Drive	NC	NB	A	Housekeeping – no	5

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
						stop control	
(gj)	Sunbrite Court	Glen Park Court	NC	EB	A	Housekeeping – no stop control	5
(gk)	Jennifer Court	St. Andrews Drive	NC	WB	A	Housekeeping – no stop control	5
(gl)	Chardonnay Street	Webster Road	NC	SB	A	Housekeeping – no stop control	5
(gm)	Cherryridge Close	Cherryridge Close	NC	NB	A	Housekeeping – no stop control	5
(gn)	Calvert Avenue	Garland Place	NC	WB	A	Housekeeping – no stop control	5
(go)	Cavalier Court	Nugent Drive	NC	SB	A	Housekeeping – no stop control	5
(gp)	Hounslow Court	Kentley Drive	NC	SB	A	Housekeeping – no stop control	5
(gq)	Ilford Court	Kentley Drive	NC	SB	A	Housekeeping – no stop control	5
(gr)	Jason Court	Prins Avenue	NC	EB	A	Housekeeping – no stop control	5
(gs)	Dorset Place	Edgevale Road	NC	NB	A	Housekeeping – no stop control	1
(gt)	Dunganno n Place	Monteagle Court	NC	NB	A	Housekeeping – no stop control	14
(gu)	Windstar Place	Gilcrest Street	NC	WB	A	Housekeeping – no stop control	14
(gv)	Argon Court	Glenhaven Drive	NC	WB	A	Housekeeping – no stop control	14
(gw)	Lantana Court	Cranbrook Drive	NC	SB	A	Housekeeping – no stop control	14

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
(gx)	Sonesto Court	Trevi Road	NC	NB	A	Housekeeping – no stop control	14
(gy)	Mirella Court	Christopher Drive	NC	WB	A	Housekeeping – no stop control	8
(gz)	Seagram Place	Nova Drive	NC	SB	A	Housekeeping – no stop control	6
(ha)	Lambert Street	Lesterwood Street	NC	SB	A	Housekeeping – no stop control	7
(hb)	Lambert Street	Bellingham Drive	NC	NB	A	Housekeeping – no stop control	7
(hc)	Lisa Court	Lawnhurst Drive	NC	EB	A	Housekeeping – no stop control	7
(hd)	Irving Place	Mulock Avenue	NC	SB	A	Housekeeping – no stop control	6
(he)	Irving Place	Sunning Hill Avenue	NC	NB	A	Housekeeping – no stop control	6
(hf)	Mulock Avenue	Rendell Boulevard	NC	WB	A	Housekeeping – no stop control	6
(hg)	Green Meadow Road	Sunning Hill Avenue	NC	NB	A	Housekeeping – no stop control	6
(hh)	Nancy Street	Sunning Hill Avenue	NC	NB	A	Housekeeping – no stop control	6
(hi)	Quinlan Court	Quaker Crescent	NC	SB	A	Housekeeping – no stop control	6
(hj)	Raleigh Court	Raleigh Street	NC	NB	A	Housekeeping – no stop control	6
(hk)	Galloway Court	Golden Orchard Drive	NC	WB	A	Housekeeping – no stop control	8
(hl)	Granby Court	Golden Orchard	NC	NB	A	Housekeeping – no	8

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
		Drive				stop control	
(hm)	Starling Drive	Bobolink Road	NC	NB	A	New developme nt	7
(hn)	Starling Drive	Hummingbird Lane	NC	WB	A	New developme nt	7
(ho)	Beach Road	Birmingham Street	SB	All	A	Converting to all-way stop – Clr approved	3
(hp)	Bixby Crescent	Bowden Street	NC	WB	A	Missing stop control	8
(hq)	Dalewood Avenue	Arnold Street	EB/WB	All	A	Conversion to AWS, Westdale TMP	1
(hr)	Longwood Road North	Franklin Avenue	EB/WB	All	B	Conversion to AWS, Westdale TMP	1
(hs)	Longwood Road North	Glen Road	EB/WB	All	B	Conversion to AWS, Westdale TMP	1
(ht)	Paradise Road North	Glen Road	EB/WB	All	A	Conversion to AWS, Westdale TMP	1
(hu)	Rexford Drive	Rosewell Street	NB	All	A	Conversion to AWS, Clr motioned	6
(hv)	Sanders Boulevard	Cottrill Street/Binkle y Crescent	NB/SB	All	A	Conversion to AWS, Ainslie Wood TMP	1
(hw)	Sanders Boulevard	Hollywood Street North/Binkley Crescent	NB/SB	All	A	Conversion to AWS, Ainslie Wood TMP	1
(hx)	Eric Burke Court	Theodore Drive	NC	WB	A	Missing stop control	8
(hy)	Wellingto n Street	Hunter Street East	EB/WB	All	C	Converting to AWS–	2

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
	South					Clr supported	
Section “F” Stoney Creek							
(hz)	Calvert Avenue	Alpine Avenue	NC	EB	A	Housekeeping – no stop control	5
(ia)	Kingswood Drive	Ashwood Court	NC	NB	A	Housekeeping – no stop control	10
(ib)	Vivian Street	Glenview Drive	NC	SB	A	Housekeeping – no stop control	5
(ic)	Burwell Avenue	Canterbury Avenue	NC	EB	A	Housekeeping – no stop control	5
(id)	Canterbury Avenue	Dale Avenue	NC	NB	A	Housekeeping – no stop control	5
(ie)	Wyngate Court	Wyngate Avenue	NC	EB	A	Housekeeping – no stop control	5
(if)	Wyngate Avenue	Alba Street	NC	SB	A	Housekeeping – no stop control	5
(ig)	Battlefield Drive	Alba Street	NC	SB	A	Housekeeping – no stop control	5
(ih)	Lakeside Drive	Jones Road	NC	EB	A	Housekeeping – no stop control	10
(ii)	James Place	James Avenue	NC	NB	A	Housekeeping – no stop control	5
(ij)	Faircourt Place	Faircourt Drive	NC	SB	A	Housekeeping – no stop control	5
(ik)	Ada Court	Ainsworth Street	WB	WB	A	Housekeeping – replacing Yield with Stop	9
(il)	Lyngate Court	Gerald Crescent	NB	NB	A	Housekeeping – replacing	9

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
						Yield with Stop	
(im)	Dolman Street	Isidore Place	NB	NB	A	Housekeeping – replacing Yield with Stop	9
(in)	Slinger Crescent	Slinger Avenue	NB	NB	A	Housekeeping – replacing Yield with Stop	9
(io)	Byron Avenue	Aubrey Avenue	EB	EB	A	Housekeeping – replacing Yield with Stop	9
(ip)	Redwood Court	Teak Street	NC	SB	A	Housekeeping – no stop control	10
(iq)	Vanderwood Court	Teak Street	SB	SB	A	Housekeeping – replacing Yield with Stop	10
(ir)	Lindsay Court	Oakridge Drive	NB	NB	A	Housekeeping – replacing Yield with Stop	10
(is)	Southmeadow Crescent	Pine Drive	SB	SB	A	Housekeeping – replacing Yield with Stop	10
(it)	Southmeadow Court	Maple Drive	SB	SB	A	Housekeeping – replacing Yield with Stop	10
(iu)	Pecan Court	Salina Place	SB	SB	A	Housekeeping – replacing Yield with	10

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
						Stop	
(iv)	Seville Court	Midway Street	NB	NB	A	Housekeeping – replacing Yield with Stop	10
(iw)	Vega Crescent	Morello Place	EB	EB	A	Housekeeping – replacing Yield with Stop	10
(ix)	Greening Avenue	Juniper Drive	EB	EB	A	Housekeeping – replacing Yield with Stop	10
(iy)	Eastbury Drive (east intersection)	Basswood Court	NB	NB	A	Housekeeping – replacing Yield with Stop	10
(iz)	Glenholme Avenue	Bel-Air Avenue	WB	WB	A	Housekeeping – replacing Yield with Stop	10
(ja)	Helena Avenue	Rosepark Avenue	NC	WB	A	Housekeeping – no stop control	10
(jb)	Cherrywood Drive	Piott Court	EB	EB	A	Housekeeping – replacing Yield with Stop	5
(jc)	Berkley Place	Terrace Drive	NB	NB	A	Housekeeping – replacing Yield with Stop	5
(jd)	Gemma Court	Mountain Avenue North	WB	WB	A	Housekeeping – replacing Yield with Stop	5

Intersection			Stop Control Direction		Class	Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
(je)	First Street North	Galbraith Drive	NB	NB	A	Housekeeping – replacing Yield with Stop	5
(jf)	Galbraith Drive	Avalon Avenue	NB/SB	NB/SB	A	Housekeeping – replacing Yield with Stop	5
(jg)	Brandow Court	Second Street North	WB	WB	A	Housekeeping – replacing Yield with Stop	5
(jh)	Grande Avenue	Pleasant Avenue	NB	NB	A	Housekeeping – replacing Yield with Stop	5
(ji)	Grande Avenue	Orlanda Road	SB	SB	A	Housekeeping – replacing Yield with Stop	5
(jj)	Alpine Avenue	Orlanda Road	SB	SB	A	Housekeeping – replacing Yield with Stop	5
(jk)	Bayonne Drive	Picardy Drive	NC	WB	B	New subdivision, Clr approved	9
(jl)	Talence Drive	Picardy Drive	NC	WB	B	New subdivision, Clr approved	9
(jm)	Chaumont Drive	Lormont Boulevard	NC	NB	A	New subdivision, Clr approved	9

Legend
No Control Existing (New Subdivision) - **NC**
Intersection Class: **A** - Local/Local **B** - Local/Collector **C** - Collector/Collector

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

YES - Ward 2 Councillor Jason Farr
NOT PRESENT - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
NOT PRESENT - 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

3. Roxborough Avenue Planters (Ward 4) (Item 11.1)

(Merulla/Farr)
WHEREAS, the Roxborough Avenue ball hockey rink is an asset to the Crown Point East neighborhood;

WHEREAS, the installation of floral planters to replace the existing knock-down bollards will provide attractive and effective control from vehicles from entering the ball hockey area and illegally parking; and,

WHEREAS, there is currently no funding in the Horticulture Section for the proposed enhancement;

THEREFORE, BE IT RESOLVED:

(a) That staff be directed to purchase and install 12 floral planters at a capital cost of $7,200 to be funded from the Ward 4 Special Capital Re-Investment Discretionary Fund (3301909400);

(b) That $3,300 for the annual planting and maintenance of the planters be added to the Environmental Services Division's 2022 annual base operating budget; and,

(c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents for the purchase, installation and maintenance of the planters on Roxborough Avenue with such terms and conditions in a form satisfactory to the City Solicitor.

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

YES - Ward 2 Councillor Jason Farr

NOT PRESENT - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
NOT PRESENT - 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

4. Ward 8 Park Pathway Improvements (Item 11.2)

(Danko/Merulla)
WHEREAS, Allison Park is located at 51 Piano Drive, Hamilton;

WHEREAS, Bruce Park is located at 145 Brucedale Avenue East, Hamilton;

WHEREAS, Captain Cornelius Park is located at 150 Mountbatten Drive, Hamilton;

WHEREAS, the park pathways offer a valuable active transportation link to pedestrians and bike users in Ward 8 and beyond; and,

WHEREAS, portions of the asphalt pathways at Allison Park, Bruce Park and Captain Cornelius Park, Hamilton have degraded and require repairs;

THEREFORE, BE IT RESOLVED:

(a) That $91,000 of funding be allocated from the Ward 8 Special Capital Re-Investment Reserve Fund (#108058), to support the disposal and replacement of portions of asphalt pathways at Allison Park, Bruce Park and Captain Cornelius Park, Hamilton, be approved; and,

(b) That the General Manager of Public Works be authorized and directed to approve and execute any and all required agreements and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

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

YES - Ward 2 Councillor Jason Farr
NOT PRESENT - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
NOT PRESENT - 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

5. Upper James Street Floral Planters (Ward 8) (Item 11.3)

(Danko/Merulla)
WHEREAS, the report Making Upper James More Pedestrian Friendly, (PW20010/PED20077), approved at the June 24, 2020 Council meeting, recommended several pedestrian related improvements to Upper James Street;

WHEREAS, recommendation (b) of PW20010/PED20077 directs staff to install floral planters in sections of Upper James Street, north of Fennel Avenue; and,

WHEREAS, there is currently no funding in the Horticulture Section for the proposed enhancement;

THEREFORE, BE IT RESOLVED:

(a) That the supply and install of a maximum of 32 floral planters at a capital cost of $16,000 be funded from the Ward 8 Special Capital Re-Investment Discretionary Fund (#3301909800);

(b) That $6,400 for the annual planting and maintenance of the planters be added to the Environmental Services Division's 2022 annual base operating budget; and,

(c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents for the purchase, installation and maintenance of the floral planters on Upper James Street, with such terms and conditions in a form satisfactory to the City Solicitor.

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

YES - Ward 2 Councillor Jason Farr
NOT PRESENT - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
NOT PRESENT - 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

6.2 Penny White respecting Parkside Cemetery and Parkside Avenue (Ward 13) (for a future meeting)

(Ferguson/Pearson)
That the agenda for the September 10, 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
NOT PRESENT - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
NOT PRESENT - 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

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

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

(i) August 11, 2021 (Item 4.1)

(Pearson/Farr)
That the Minutes of the August 11, 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
NOT PRESENT - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
NOT PRESENT - 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

(d) DELEGATION REQUESTS (Item 6)

(Ferguson/VanderBeek)
(a) That the following delegation requests be approved for a future meeting:

(i) Paula Crockett, respecting the Parkside Cemetery Archway Sign (Ward 13) (Item 6.1(a))

(ii) Arianna Codeluppi, respecting the Parkside Cemetery Archway Sign (Ward 13) (Item 6.1(b))

(iii) Penny White, respecting Parkside Cemetery and Parkside Avenue (Ward 13) (Added Item 6.2)

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

YES - Ward 2 Councillor Jason Farr
NOT PRESENT - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
NOT PRESENT - 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

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

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

(Farr/Ferguson)
That the following amendments to the Public Works Committee's Outstanding Business List, be approved:

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

(i) Corporate Energy and Sustainability Policy
Addressed as Item 7.1 on today's agenda – Report PW21049

Annual reporting requirement added to Energy, Fleet and Facilities Management Division's annual workplan, so the Outstanding Business List Item can be removed.
Item on OBL: ABQ

(b) Items Requiring a New Due Date:

(i) Roadway Safety Measures on Aberdeen Avenue from Queen Street to Longwood Road
Item on OBL: AZ
Current Due Date: September 20, 2021
Proposed New Due Date: November 1, 2021

(ii) Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir
Item on OBL: AAP
Current Due Date: September 20, 2021
Proposed New Due Date: October 18, 2021

(iii) Automated Speed Enforcement
Item on OBL: AAT
Current Due Date: Q1 2022
Proposed New Due Date: September 20, 2021

(iv) Correspondence from Jim MacLeod, Vice President, Ancaster Village Heritage Community requesting the creation of a Community Safety Zone (CSZ)
Item on OBL: ABH
Current Due Date: September 20, 2021
Proposed New Due Date: November 1, 2021

(v) Stormwater Gap Evaluation
Item on OBL: ABM
Current Due Date: September 10, 2021
Proposed New Due Date: October 4, 2021

(vi) Correspondence from the Town of Fort Erie requesting support for their resolution in support of the Township of The Archipelago respecting Road Management Action on Invasive Phragmites
Item on OBL: ABU
Current Due Date: October 18, 2021
Proposed New Due Date: November 15, 2021

(vii) Winterizing Public Washrooms
Item on OBL: ABV
Current Due Date: October 4, 2021
Proposed New Due Date: October 18, 2021

(viii) Gypsy Moth Control Program
Item on OBL: ABX
Current Due Date: October 4, 2021
Proposed New Due Date: October 18, 2021

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

YES - Ward 2 Councillor Jason Farr
NOT PRESENT - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
NOT PRESENT - 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

(f) PRIVATE AND CONFIDENTIAL (Item 14)

Committee determined that discussion of Item 14.1 was not required in Closed Session, so the item was addressed in Open Session, as follows:

(i) Closed Session Minutes - August 11, 2021 (Item 14.1)

(Ferguson/Merulla)
That the Closed Session Minutes of the August 11, 2021 meeting of the Public Works Committee be approved, as presented, and remain confidential.

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

YES - Ward 2 Councillor Jason Farr
NOT PRESENT - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
NOT PRESENT - 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

(g) ADJOURNMENT (Item 15)

(Pearson/Farr)
That there being no further business, the Public Works Committee be adjourned at 2:09 p.m.

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

YES - Ward 2 Councillor Jason Farr
NOT PRESENT - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
NOT PRESENT - 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

Respectfully submitted,

Councillor A. VanderBeek
Chair, Public Works Committee

Alicia Davenport
Legislative Coordinator
Office of the City Clerk

5.1(a)

From: Nancy Hurst [redacted]
Sent: August 13, 2021 9:26 AM
To: Office of the Mayor <mayor@hamilton.ca>; clerk@hamilton.ca; Ward 1 Office <ward1@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>
Subject: Sewage overflow to the Ancaster Creek

Dear Councillors and Mayor,

Paywall free from the Spec: https://outline.com/AsaCjA
This very disturbing piece in today's Spectator is getting a lot of attention. It's pretty telling that even the homeowner involved is dubious of the plan to pump sewage into the creek and on into Cootes Paradise. Rainfall events as mentioned will become regular occurrences as climate change progresses. The article mentions the decision must be ratified by today. Please vote against this ludicrous plan and focus on repairing our existing infrastructure rather than further polluting Cootes Paradise.

Thank you
Nancy Hurst
Ancaster

5.1(b)

From: Hitchcock, David [redacted]
Sent: Monday, August 23, 2021 7:39 PM
To: clerk@hamilton.ca
Subject: proposed study of emergency overflow from Old Dundas Road sewage pumping station to Ancaster Creek

Dear members of the public works committee,

I write to urge you to accept the staff recommendation against allowing emergency overflow from the Old Dundas Road sewage pumping station to Ancaster Creek.

Ancaster Creek is a habitat for fish, especially near its mouth. Allowing diluted sewage to flow into it would be a travesty.

David Hitchcock
[redacted]
Hamilton, ON [redacted]

P.S. I am familiar with the creek from five decades visiting friends who live on Old Dundas Road.

5.1(c)

From: E. Robert Ross [redacted]
Sent: Monday, August 30, 2021 7:34 PM
To: Davenport, Alicia <Alicia.Davenport@hamilton.ca>; Ward 1 Office <ward1@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>; Office of the Mayor <mayor@hamilton.ca>
Subject: sewage overflow pipe Ancaster creek

Dear Councillors:

I am absolutely flabbergasted that anyone ie would dream of suggesting the pollution of Ancaster creek with raw sewage as an alternative

to infrastructure that can carry sewage away to be treated properly. We already discharge raw sewage into the bay with virtually every rainfall

now, as heavy rainfall events seem to be the norm these days. Need I remind anyone of the sewergate scandal? Surely we can come up with a better solution to take away waste for the homes in question.

This is another example of work that should be done on existing infrastructure instead of proposing the building of new infrastructure to service urban sprawl. Let us get the existing system

up to contemporary standards.

Sincerely,

Mrs. Wendy Leigh-Bell

Mr. E.Robert Ross

Ward !

INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	September 10, 2021
SUBJECT/REPORT NO:	Feasibility of 5-Year and 10-Year Accelerated Lead Water Service Line Replacement Options (PW19094(b)) (City Wide) **(Outstanding Business List Item) (REVISED)**
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Cassandra Kristalyn (905) 546-2424 Ext. 3791
SUBMITTED BY: **SIGNATURE:**	Andrew Grice Director, Hamilton Water Public Works Department 

COUNCIL DIRECTION

At Council's meeting on October 28, 2020, Council approved a motion that directed staff to report back to the Public Works Committee on funding options for a 5-year and 10-year funding plan utilizing Water, Wastewater and Stormwater rates, general levy or any other level of government subsidy opportunities related to the capital and operating costs.

INFORMATION

At the November 18, 2019 Public Works Committee, staff presented an update regarding lead in drinking water in Report PW19094, which included updates on the lead water service line replacement program and the Corrosion Control Program. The report highlighted that private lead water service line replacements are completed through both the substandard water service replacement program, as well as coordinated with capital replacement projects. The substandard water service line replacement program is a citizen driven initiative and once a property owner has replaced the private portion of the lead water service line, the City of Hamilton (City) will replace the public portion of the water service line. The public portion of lead water service lines are also replaced during watermain and road rehabilitation capital construction projects. However, Report PW19094 highlighted that the partial

replacement of a lead water service does not provide the full benefit to the homeowner and in some cases, can temporarily increase the levels of lead in drinking water through the disturbance of lead particles during construction and the interaction of dissimilar metals.

Additionally, Report PW19094 highlighted the City's Corrosion Control Program. In 2015, Council approved a phosphate based chemical addition process to control lead in drinking water and the system was fully implemented in November 2018. Community lead sampling as per legislated requirements continues to occur, and the Corrosion Control Program has reduced the percentage of samples above the maximum allowable concentration of 10 µg/L for lead in drinking water. Hamilton Water is conducting a pipe analysis study that will provide further insight into the maturity of the program. It should also be noted that Health Canada has revised the guidelines for Canadian Drinking Water Quality with a new maximum allowable concentration for lead of 5 µg/L. The Ministry of Environment, Conservation and Parks, which regulates drinking water in Ontario has not made any changes to reflect the Health Canada guidelines.

In November 2019, Council directed staff to explore the feasibility of program changes to eliminate lead water services from the drinking water system. These measures would include by-law changes to mandate private lead water service line replacement if the public portion has been replaced or is to be replaced, increased accessibility to the lead water service line replacement loan program, as well as, options to accelerate the substandard water service line replacement program.

On August 21, 2020, Council approved the amendments to the Property Standards By-law (Report PED20121/FCS20060), requiring a property owner to replace the private portion of lead water service lines where the public portion of a lead water service line replacement has occurred or is to be replaced.

On October 19, 2020, at Public Works Committee, in Report PW19094(a) staff reported back with 10,15, and 20-year options to accelerate the replacement of the public portion of all known lead water services which indicated annual cost requirements ranging from approximately $6M – $13M per year, as well as, the associated staffing requirements.

The remainder of this report is focused on the feasibility of accelerating lead water service line replacements for five (5), 10, 15 and 20-year lead water service acceleration options:

1) Outreach, Education and Identification
2) Accelerated Program Costing Model
3) Staff and Equipment Requirements
4) Prequalified Contractor Model
5) Lead Water Service Replacement Loan Program

6) Financing Strategy

1) Outreach, Education and Identification

The City currently offers a number of resources related to lead in drinking water. These include a dedicated webpage for lead water service line replacements, video instruction for water service line material identification, as well as, offering free inspections to property owners to help identify water service line material type. The COVID-19 pandemic has resulted in enhancements to the level of service provided for lead water service verifications. Currently, lead water service verifications occur virtually, and it is anticipated that virtual lead water service identifications will continue in a post pandemic environment. This has been factored into the program estimates outlined in this report.

Developing a robust database of lead water service line locations is critical to accelerating the replacement program. It is generally accepted in the industry that homes built prior to 1955 were likely to have a lead water service line. This is a key statistic that has been and will continue to be utilized in outreach and education efforts (via water bill inserts, direct property mailings, community advertising, web material etc.), to notify property owners and occupants of the potential for their property to have a lead water service line.

Partial lead water services exist in the drinking water system as a result of the coordinated roads and watermain replacement program, or where the public lead water service has been replaced as the result of an emergency. Staff have identified gaps in the historical records for these situations and are currently working to validate addresses. Once data verification is complete, additional outreach and education efforts will be required with these properties.

2) Estimated Accelerated Program Costing Model

Based on annual averages, it will take 25 years to replace an estimated remaining 20,000 lead water service lines in the drinking water system at the current replacement rate. Staff have developed program costs for a five (5), 10, 15 and 20-year accelerated replacement strategy which is highlighted in Table 1 below. It should be noted that the program durations in Table 1 are contingent on securing the required proportion of contractors to achieve the required production rates.

Table 1 – Blended Contractor and In-House Estimated Cost Model

Accelerated Lead Water Service Replacement Program Duration (years)	Lead Water Service Replacement Costs	Municipal Law Enforcement Costs	Annual Cost ($/year)	Percentage of Services Replaced by in House Crew	Percentage of Services Replaced by Contractor's Crew
5	$136,833,297	$1,585,118	$27,683,684	17.7%	82.3%
10	$127,638,454	$1,319,891	$12,895,835	36.5%	63.5%
15	$119,803,110	$1,317,001	$8,074,675	56.5%	43.5%
20	$125,130,806	$1,276,793	$6,320,380	38.9%	61.1%
25 (Current) Program	$86,224,985	-	$3,448,999	49%	51%

The cost estimates in Table 1 above leverage a mix of internal staff and contractors to replace lead water service lines. The use of a blended contractor and in-house model was described in Report FCS19059(b), presented to the Audit, Finance and Administration Committee on December 5, 2019, that recommended annual savings of approximately $620K could be achieved by implementing one (1) substandard water service line replacement crew consisting of internal resources. Furthermore, this report noted the addition of a second internal staff crew for the five (5), 10, 15-year options to provide greater economic efficiency and assurance of replacement of the public portion of lead water services. By adding a second crew, additional savings of approximately $620K per year could be achieved bringing the total savings for two (2) crews to an estimated $1.2 M per year. Given the additional resources approved through the 2021 Rate Budget for an in-house lead water service replacement crew, the estimated costs for the 25-year program has been reduced to $86M from $103M, as previously noted in Table 1 – Blended Contractor and In-House Estimated Cost Model of Report PW19094(a). Both the 20-year and the 25-year programs included one (1) internal staff crew comprised of City staff and the costs are reflected in Table 1 above.

In addition to the costs identified in Table 1, it is also important to consider the requirement for cathodic protection of cast iron watermains. In cast iron watermains the connected lead water service lines act as sacrificial anodes and corrode at a faster rate than the watermain. Accelerated lead water service replacements will require the addition of cathodic protection control which is estimated at approximately $3M.

Should Council decide to proceed with any of the accelerated lead water service replacement program durations identified in Table 1 above, development of a lead water service location database may indicate that multiple road cuts along a particular street may be required. To preserve the asset life of the road surface by minimizing the

amount of road cuts, complete road resurfacing should be explored. This option has the potential to create additional efficiencies if it is possible to coordinate road cut restorations with previously programmed road resurfacing capital projects. In this scenario, there may be differing staffing requirements from what is indicated for road cut restorations in Table 2 below. The cost to restore roadcuts are accounted for in Table 1 above, as well as, the staffing requirements outlined in Table 2 below.

3) Additional Staff and Equipment Requirements

This section details the staff and equipment costs associated with an accelerated substandard water service line replacement program. Note that Table 2 does not reflect the 25-year program as there are no incremental staffing and equipment impacts for this time period. The additional staffing resources are highlighted in Table 2 and are required to provide the following services:

- Outreach and Education
- Administration (permits, scheduling, customer service)
- Construction (size and type inspection, replacements, replacement inspections)
- Enforcement

Table 2 - Staffing Requirements by Accelerated Program Duration

Staff Requirements	5 Year Accelerated Program Duration	10 Year Accelerated Program Duration	15 Year Accelerated Program Duration	20 Year Accelerated Program Duration
	Quantity	Quantity	Quantity	Quantity
Contract Inspector	8.00	2.00	0.00	0.00
*Water Distribution Operator	5.00	4.00	4.00	3.00
*Backhoe Operator	2.00	2.00	2.00	1.00
*Truck Driver	2.00	2.00	2.00	1.00
*Labourer/Truck Driver	2.00	2.00	2.00	1.00
Hydro Excavator Operator	2.00	1.00	1.00	1.00
Hydro Excavator Labourer	2.00	1.00	1.00	1.00
Project Manager - Outreach and Education	1.00	1.00	1.00	1.00
Admin/Scheduler/Dispatcher	2.5	2.00	1.00	1.00
Road Cut Restoration Project Manager	1.00	1.00	1.00	1.00
Road Cut Restoration Inspector	3.00	2.00	2.00	0.00

Road Cut Restoration Technologist	1.00	1.00	0.00	0.00
Municipal Law Enforcement Officer	1.18	0.51	0.33	0.24
Municipal Law Enforcement Admin Support	0.71	0.31	0.20	0.15
Prosecutor (Tribunal)	0.47	0.21	0.13	0.10
Total Additional Staff Requirements	33.36	21.53	17.16	10.99

Notes to table above:

1. Staffing numbers in this table indicate the total staffing resource requirements for the accelerated program durations.
2. *Four (4) staffing resources for one (1) in-house construction crew were acquired through the 2021 Rate Budget. These positions include one (1) Water Distribution Operator, one (1) Backhoe Operator, one (1) Truck Driver and one (1) Labourer/Truck Driver. Note that all other staffing resources in this table would be additional resource requests for future Council approval.

For each of the five (5), 10, 15 and 20 year accelerated program durations, varying levels of staffing increases are required. At a high-level, Water Distribution Operators, Contract Inspectors, Backhoe Operators, Truck Drivers, Labourers, and Hydro Excavator Operators are required for the physical installation and inspection of new water service lines. From an administrative perspective a Scheduler/Dispatcher is required to coordinate appointments with homeowners and process/organize locate requests. A portion of a Project Manager role is needed to promote the program to increase participation to meet the accelerated delivery model. Administrative support is also required for processing an increase in permits required for replacement of lead water services. Furthermore, Municipal Law Enforcement requires staffing for administration and response to non-compliances by property owners.

Municipal Law Enforcement efforts were developed on the assumption of a 20% non-compliance rate that would require a mandatory private lead water service line replacement, with a portion of these being appealed to the Property Standards Committee. Municipal Law Enforcement costs were developed under a full cost recovery model where enforcement would be guided by Public Works staff on a case by case basis.

In addition to staffing requirements, an accelerated lead water service line replacement program requires additional fleet and construction equipment. The addition of equipment, such as an excavator, dump trucks, hydro excavator, float trailer, inspector/operator vehicles, enforcement and construction vehicles, amount to approximately $5.5M - $9.2M in one-time capital costs depending on the program

duration. Note that these costs are included in Table 1 totals under lead water service replacement costs.

4) Prequalified Contractor Model

When considering an accelerated substandard water service line replacement program, the City is exploring the creation of a roster of qualified contractors to perform the private portion replacement of the lead water service line. This roster could be provided to property owners to assist them with the identification and selection of a contractor, and it may reduce the lead time associated with permit application review and approval. This prequalified contractor model is already employed within Hamilton Water to support the Protective Plumbing Program (installation of backwater valves, sump pumps and/or disconnection of downspouts from weeping system), and the Sewer Lateral Management Program (sewer lateral lining).

There are some complexities in developing a fixed price prequalified contractor model for water service line replacements as the prices vary significantly from property to property. Property size, exterior surface features (e.g. grass, asphalt, trees, gardens, fences, and porches/patios), and interior features (e.g. finished or unfinished spaces) impact the cost of a water service line replacement. A variable price prequalified contractor model will be explored.

5) Lead Water Service Replacement Loan Program

On August 21, 2020, Council approved a new Water and Wastewater Infrastructure Support Community Improvement Project Area and Plan (Report PED20120 / FCS20055 / PW20047) that incorporates the Lead Water Service Replacement Loan Program. By doing so, loans under this program can be expanded to residential rental properties. This extension of the program supports the replacement of more private lead water service lines, which provides greater accessibility to decrease the presence of lead in drinking water at the tap.

In May 2020, Council approved amending the Lead Water Service Replacement Loan Program to provide access to interest free loans for eligible low-income residential property owners (Report FCS19025(a)). Interest free loans would be granted to property owners of owner-occupied dwellings who have qualified for low-income energy customer programs such as the Low-Income Energy Assistance Program or the Ontario Electricity Support Program.

6) Financing Strategy

In order to develop a financing strategy for an accelerated lead water service line replacement program, it is assumed that all rate payers would contribute to fund the

program notwithstanding that the estimated remaining 20,000 lead water service lines represent approximately 13% of the total active water service lines in the water distribution system. As such, a temporary charge has been considered that could be applied to all water customers likely in the form of increasing the daily fixed water charge. There are some examples of water utilities whereby a temporary charge/surcharge has been enacted to fund water main replacement programs for a specified duration.

Table 3 of Report PW19094(b) outlines what the year one impact to the average residential rate payer would be under the various lead water service replacement program timelines. The annual impact would continue until the program is completed. Note that Table 3 does not reflect the 25-year program as there are no incremental rate impacts for this time period. For comparison purposes, over the past five (5) years, the average combined rate increase is 4.48% with an average $31 annual impact to the average residential consumer. Hence, in all scenarios the annual cost increases combined with the annual combined rate increases may create affordability challenges for many Hamilton residents.

For older municipalities like Hamilton, accelerating lead water service replacements do present a very significant funding challenge. As reflected in Table 3 below, in the absence of senior government grant funding, it would be extremely difficult for Hamilton to accelerate lead water service replacements without raising water rates dramatically. Furthermore, the rate impacts noted in Table 3 are not inclusive of other rate pressures that may exist during the various timelines.

Funding incentives from senior levels of government, such as subsidy programs or personal tax credits to assist homeowners with the cost of removing private lead water service lines, would be a significant step forward to complement financial assistance available from the City's lead service replacement loan program. Staff have engaged in conversations with the local federal representatives to discuss the value of a municipal grant program to support municipalities with the significant cost of replacing public lead water service lines. The introduction of such a grant program could offset the need to raise Water, Wastewater and Stormwater rates should an accelerated lead service replacement program be approved. At this time, there are no funding programs available to support lead water service line replacements, but staff will pursue opportunities should they become available.

Table 3 – Lead Replacement Program Financing Scenarios

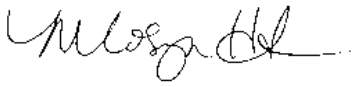
Lead Water Service Replacement	Incremental	Equivalent	Avg Res Impact (200m3)	
Program Duration	Annual Cost	Rate Increase	$ Increase	Total Bill
2021 Approved Budget		4.28%	$32.20	$784.80
5 years	$27,683,684	18.46%	$144.84	$929.64
10 years	$12,895,835	8.60%	$79.92	$864.72
15 years	$8,074,675	5.38%	$46.55	$831.35
20 years	$6,320,380	4.21%	$35.03	$819.83

Lead in drinking water is a major concern for older cities across North America, including cities such as Hamilton. The City of Hamilton has robust strategies to control lead in drinking water including an active lead replacement program and a chemical based Corrosion Control Program. As identified previously in this report, Hamilton Water is conducting a pipe analysis study to determine the maturity and effectiveness of the Corrosion Control Program. Additionally, early stages of the Corrosion Control Program have demonstrated reductions in the percentage of lead samples above the maximum allowable concentration of 10 µg/L for lead in drinking water. While lead in drinking water and the health of our residents are a top priority for the City, at this time, the significant operating and capital costs required to accelerate an already successful lead water service replacement program may be better suited for other priorities areas, such as the replacement of critical and aging water and wastewater infrastructure.

APPENDICES AND SCHEDULES ATTACHED

N/A

INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	September 20, 2021
SUBJECT/REPORT NO:	Mountain Climber (PW17026(c)) (City Wide) **(Outstanding Business List Item)**
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Andy McLaughlin (905) 546-2424 Ext. 1809
SUBMITTED BY: **SIGNATURE:**	Maureen Cosyn Heath Director, Transit Public Works Department 

COUNCIL DIRECTION

Public Works Committee at its July 10, 2019 meeting directed staff to monitor five (5) new Mountain Climber access locations for 12 months and report back.

INFORMATION

This information report is to provide Committee with an update on the HSR Mountain Climber program.

Mountain Climber is a joint program between the City of Hamilton's Transit Division (HSR) and Transportation Planning Services, aimed at improving multi-modal transportation choices and providing additional options for active transportation.

Staff launched the Mountain Climber Program in 2017 as a pilot on James Mountain Road. Cyclists are allowed a free ride up or down the access provided they board and disembark at designated stops. The pilot program was made permanent in 2018, and in the same year the program expanded to two new locations on the Kenilworth Access and on Beckett Drive.

Five (5) new Mountain Climber locations were approved as a 1-year pilot, by Public Works Committee (PW17026(b)) on July 10, 2019. This report received Council approval on July 12, 2019 (Report PW19-010, Item 10.2) and the pilot was officially launched on August 1, 2019 at the following mountain access locations:

- Waterdown Road/Mill Street South
- Wilson Street East
- Jolley Cut/Arkledun Avenue
- Red Hill Valley Parkway
- Centennial Parkway

Staff have monitored the 5 new pilot locations and determined that there have been minimal impacts on HSR Operations, generally positive feedback from users and residents, a healthy number of users, and a nominal financial impact. Maps of all eight (8) Mountain Climber program locations are contained in Appendix "A" attached to Report PW17026(c).

Throughout the pilot, staff liaised with the Hamilton Cycling Committee to gather feedback. As a result, two Mountain Climber stop modifications were made to improve cyclist convenience:

James Mountain Road
An additional Mountain Climber stop was added, allowing cyclists to alight at an existing Mountain Climber stop on John at Charlton.

Waterdown Road
A Mountain Climber stop was added at the Aldershot GO/VIA Station, eliminating the need for cyclists to travel on Waterdown Road, between the GO/VIA Station and the existing stops on Waterdown Road at Mountain Brow Road or on Mill Street South at Dundas Street East.

A third Mountain Climber stop modification will take place, effective September 5, 2021:

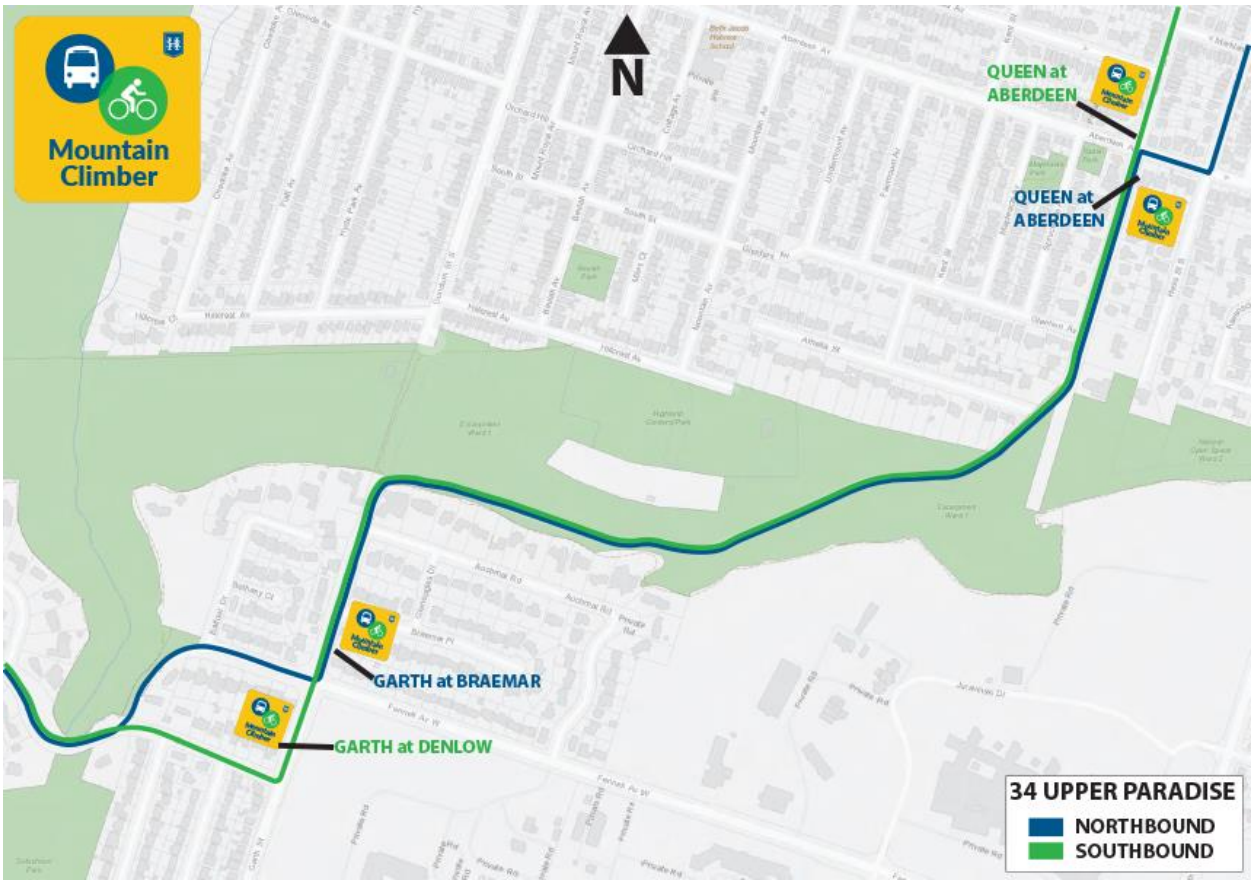
Red Hill Valley Parkway
The two Mountain Climber stops on Winterberry Drive at Mud Street will be relocated to Stone Church Road East, just east of the RHVP On/Off ramps. This change aligns with the Route 11 Parkdale routing change.

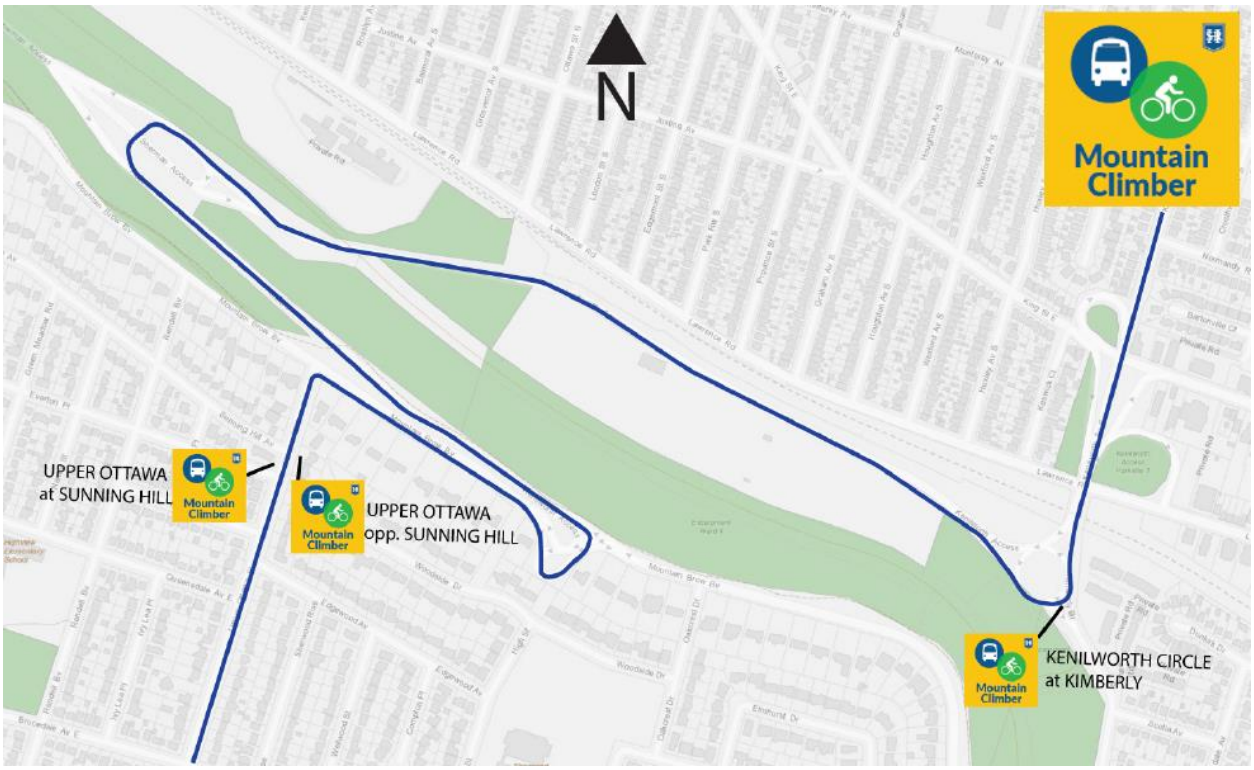
Based on 2019 findings, usage at all Mountain Climber locations amounts to over 1700 annual trips. Although usage declined during 2020 when HSR was for essential travel only, usage in the first 6 months of 2021 has exceeded usage for the same period in 2019. The Mountain Climber program continues to align with Strategic Plan priorities that include supporting healthy and safe communities, a clean and green Hamilton and built environment and infrastructure.

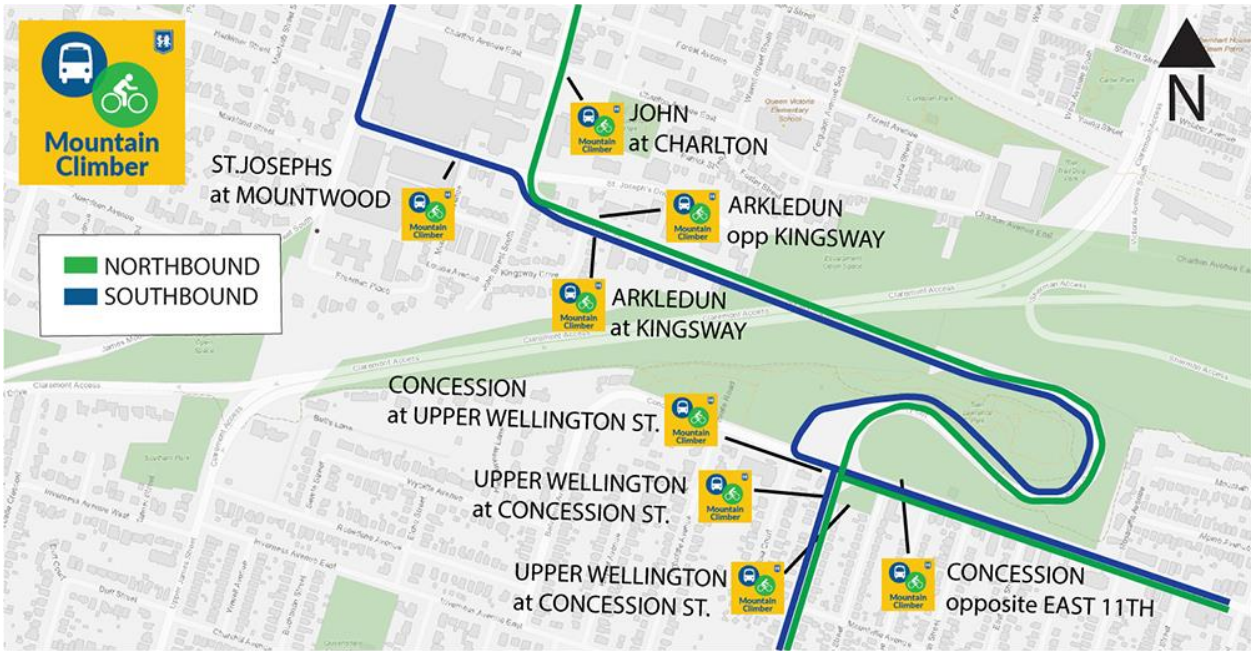
APPENDICES AND SCHEDULES ATTACHED

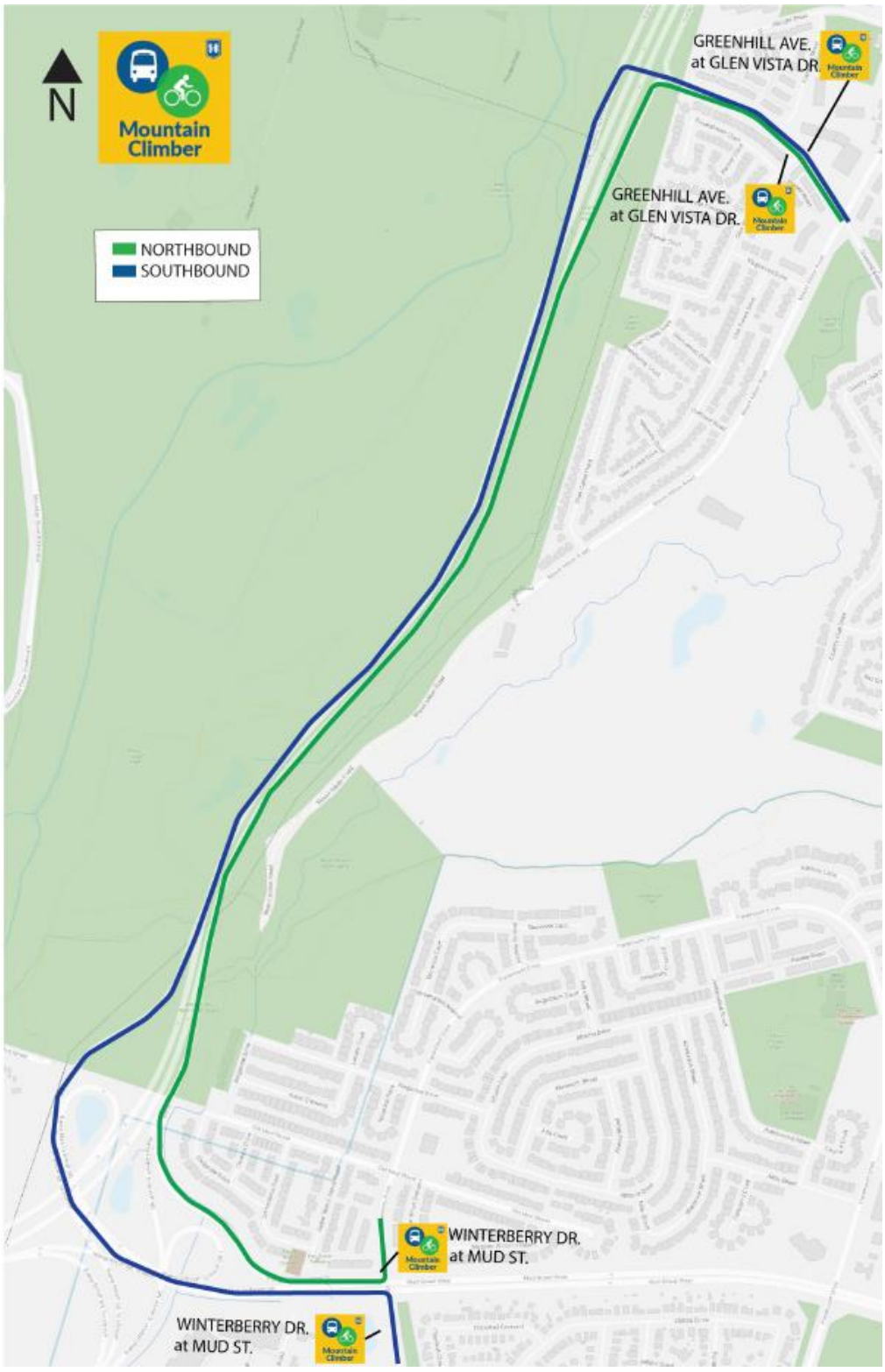
Appendix “A” to Report PW17026(c) – Location Maps

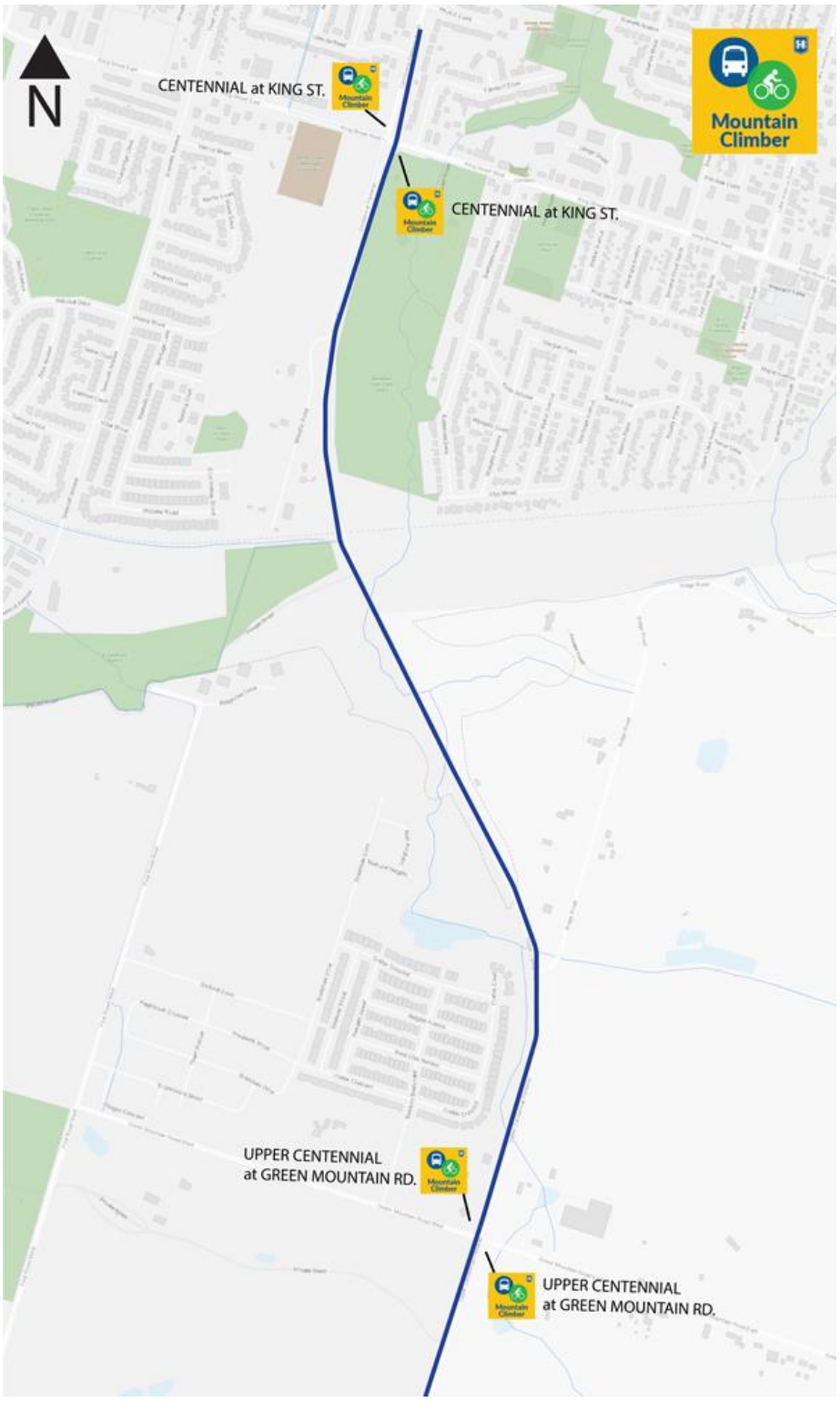

Mountain Climber
JAMES MOUNTAIN
NORTHBOUND
SOUTHBOUND
20 21 33 35
JOHN at CHARLTON
North/Downbound Alighting
JAMES at MARKLAND
South/Upbound Boarding
ST. JOSEPH'S at JAMES
North/Downbound Alighting
WEST 5TH at BRANTDALE
South/Upbound Alighting
WEST 5TH at BRANTDALE
North/Downbound Boarding
James St S
John St S
St. Joseph's Dr
James Mountain Rd
West 5th St
Robinson Street
Charlton Avenue West
Charlton Avenue East
Markland Street
St. James Place
Freeman Place
Aberdeen Avenue
Inglewood Drive
Claremont Access
Bull's Lane
Wyoming Avenue
Rosedene Avenue
Inverness Avenue East
Inverness Avenue West
Inverness Court
Duff Street
Churchill Avenue
Queensdale Avenue East
Queensdale Avenue West
Empress Avenue
Brucedale Avenue East
Brucedale Avenue West
Brantdale Avenue
Private Road

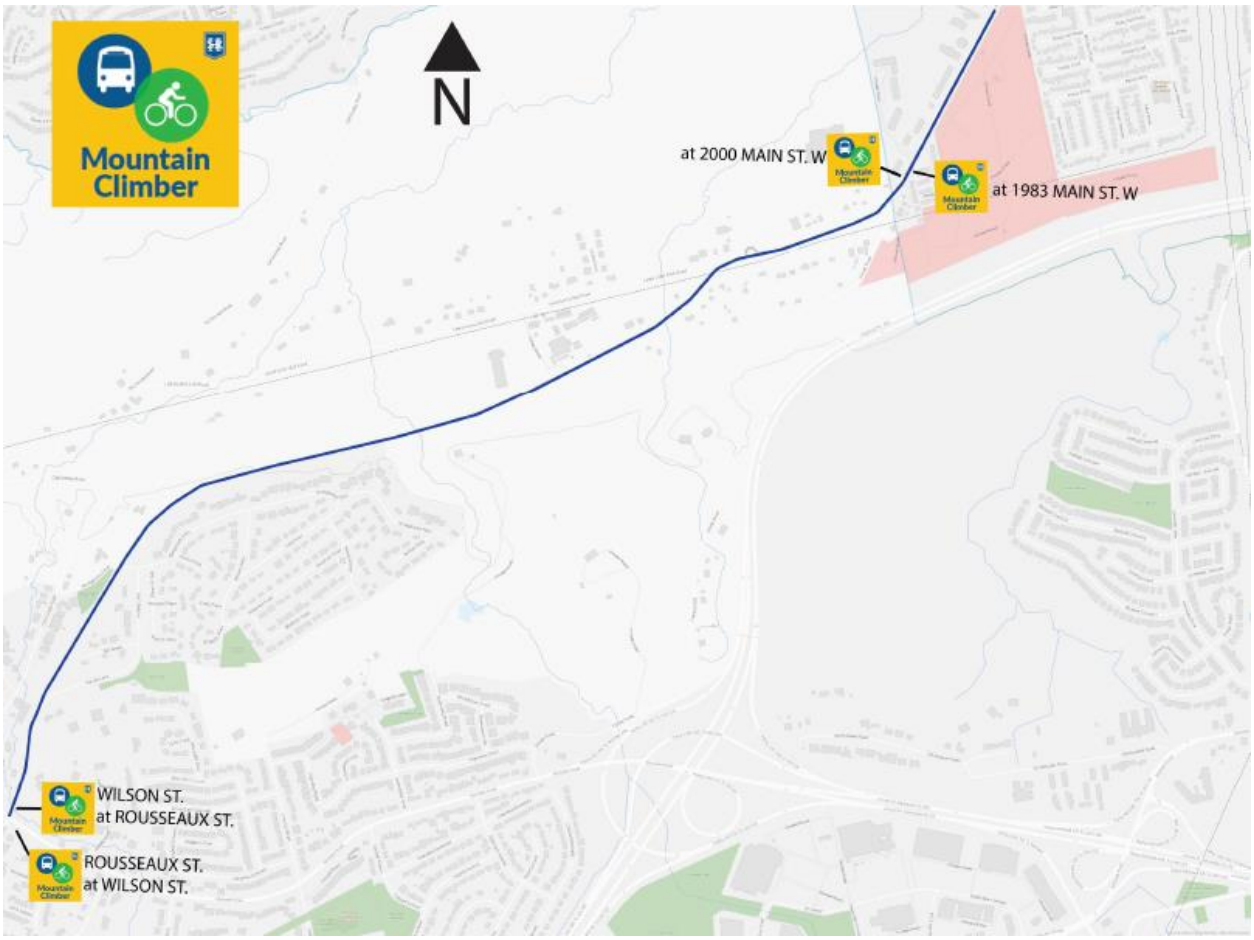

Mountain Climber
N
QUEEN at ABERDEEN
QUEEN at ABERDEEN
GARTH at BRAEMAR
GARTH at DENLOW
34 UPPER PARADISE
NORTHBOUND
SOUTHBOUND

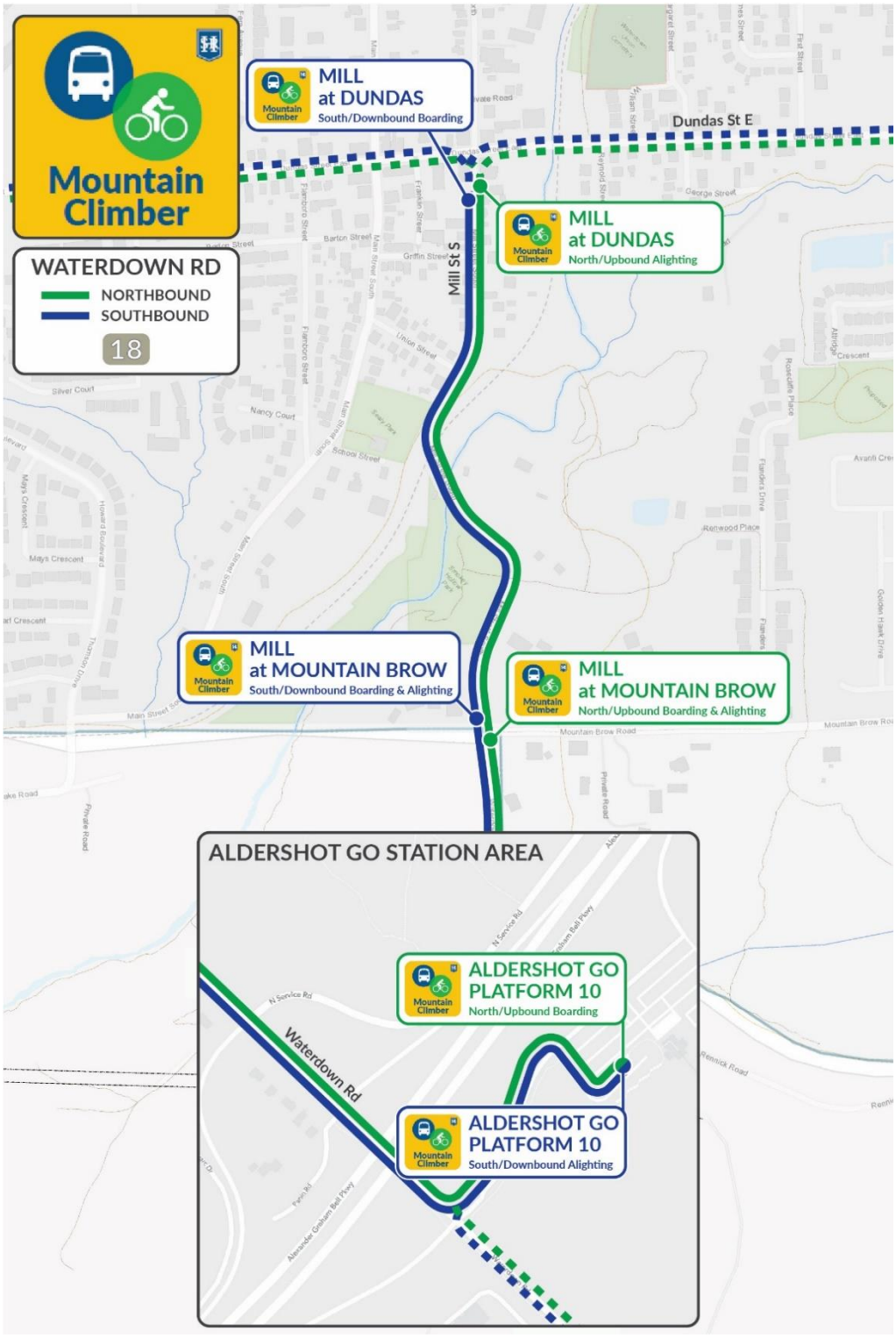

N
Mountain Climber
UPPER OTTAWA at SUNNING HILL
Mountain Climber
Mountain Climber
UPPER OTTAWA opp. SUNNING HILL
Mountain Climber
KENILWORTH CIRCLE at KIMBERLY


Mountain Climber
NORTHBOUND
SOUTHBOUND
N
ST.JOSEPHS at MOUNTWOOD
JOHN at CHARLTON
ARKLEDUN opp KINGSWAY
ARKLEDUN at KINGSWAY
CONCESSION at UPPER WELLINGTON ST.
UPPER WELLINGTON at CONCESSION ST.
UPPER WELLINGTON at CONCESSION ST.
CONCESSION opposite EAST 11TH


N
Mountain Climber
NORTHBOUND
SOUTHBOUND
GREENHILL AVE. at GLEN VISTA DR.
GREENHILL AVE. at GLEN VISTA DR.
WINTERBERRY DR. at MUD ST.
WINTERBERRY DR. at MUD ST.


N
CENTENNIAL at KING ST.
CENTENNIAL at KING ST.
Mountain Climber
UPPER CENTENNIAL at GREEN MOUNTAIN RD.
UPPER CENTENNIAL at GREEN MOUNTAIN RD.


Mountain Climber
N
at 2000 MAIN ST. W
at 1983 MAIN ST. W
WILSON ST.
at ROUSSEAUX ST.
ROUSSEAUX ST.
at WILSON ST.


Mountain Climber
WATERDOWN RD
NORTHBOUND
SOUTHBOUND
18
MILL at DUNDAS
South/Downbound Boarding
MILL at DUNDAS
North/Upbound Alighting
Dundas St E
Mill St S
MILL at MOUNTAIN BROW
South/Downbound Boarding & Alighting
MILL at MOUNTAIN BROW
North/Upbound Boarding & Alighting
ALDERSHOT GO STATION AREA
ALDERSHOT GO PLATFORM 10
North/Upbound Boarding
Waterdown Rd
ALDERSHOT GO PLATFORM 10
South/Downbound Alighting

Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, July 7, 2021
5:45 p.m.
Virtual Meeting

Present:	Chair:	Chris Ritsma
	Vice-Chair:	William Oates
	Members:	Jeff Axisa, Roman Caruk, Sharon Gibbons, Jane Jamnik, Ann McKay, Jessica Merolli, Cora Muis, Councillor Esther Pauls, Cathy Sutherland, Kevin Vander Meulen, and Christine Yachouh.

Absent with Regrets: Kate Berry, Joachim Brouwer, Yaejin Kim, Gary Rogerson, and Councillor Terry Whitehead

Also Present: Trevor Jenkins, Project Manager, Sustainable Mobility
Peter Topalovic, Program Manager, Sustainable Mobility
Daryl Bender, Project Manager, Sustainable Mobility
Mike Field, Manager, Transportation Operations and Maintenance
Dana Borcea, Tourism Development Officer, Tourism Hamilton
Tyler Marr, Project Coordinator, Sustainable Mobility

(a) APPROVAL OF AGENDA

The following item was added to the agenda:

9. DISCUSSION ITEMS

9.4 Barton and Fifty Road Environmental Assessment.

(Caruk/Oates)
That the agenda of the July 7, 2021 meeting be approved, as amended.

CARRIED

(b) DECLARATIONS OF INTEREST

None

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING

(i) June 2, 2021 (Item 3.1)

(McKay/Muis)
That the minutes of the June 2, 2021 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

(d) CORRESPONDENCE

(i) Correspondence from the HSR respecting the Mountain Climber program expansion to Aldershot GO Station (Item 4.1)

(Muis/Oates)
That the correspondence from the HSR respecting the Mountain Climber program expansion to Aldershot GO Station be received.

CARRIED

(e) STAFF PRESENTATIONS

(Jamnik/Vander Meulen)
That the Staff Presentations be received:

(i) Cycling Tourism in Hamilton (Item 8.1)

Dana Borcea provided an overview of cycling-related tourism activities in Hamilton. Tourism Hamilton is happy to receive any suggestions to improve cycling tourism, or receive feedback on their cycling materials.

(ii) Bike Month 2021 Results (Item 8.2)

Tyler Marr provided an update on the results of Bike Month 2021. The event was delivered virtually due to the ongoing pandemic, and managed to attract over 630 registrants and earn media attention.

(iii) Healthcare Connector (ICIP COVID Resilience Stream) (Item 8.3)

Peter Topalovic presented the Healthcare Connector route approved for funding through the ICIP COVID Resilience Stream.

CARRIED

(f) DISCUSSION ITEM

(i) HCyC 10 Great Ride Routes (Item 9.1)

Staff informed the Committee that the City has received public feedback over the past few months regarding the Cycling Committee '10 Great Ride Routes' brochure created in 2010.

(ii) Truck Route Master Plan (Item 9.2)

Committee members noted their concerns about the draft Truck Route Master Plan Network presented at the recent PIC. A Notice of Motion was presented for consideration at the August meeting (Refer to (h)(iii)).

(iii) Planning and Projects Updates (Item 9.3)

Staff provided the Committee with a written update on 2021 planned cycling infrastructure projects.

(Caruk/Oakes)
That the Project Updates from Staff and discussion items be received.

CARRIED

(iv) Barton and Fifty Road Environmental Assessment (Item 9.4)

Committee members discussed concerns about the cycling infrastructure proposed during a recent Public Information Centre. (For further disposition refer to (h)(iv)).

(g) NOTICES OF MOTION

(i) Bike Lane Asphalt (Item 11.1)

WHEREAS road works, emergencies, development, construction, utilities and other events require removal of asphalt and/or concrete in bicycle lanes;

WHEREAS asphalt is typically patched quickly then properly repaired at a later date;

WHEREAS work requiring removal of asphalt and/or concrete can take months or years;

WHEREAS bicycles require a smoother surface, both for safety and quality of ride; and,

WHEREAS there are various examples of uncomfortable and unsafe patchwork on key pieces of cycling infrastructure.

THEREFORE, BE IT RESOLVED:

That all asphalt and concrete repairs impacting a bicycle lane, bicycle trail, bicycle route, or other bicycle infrastructure be repaired and/or patched immediately after road work is complete to the same pre-repair quality or better, regardless of whether the entire project is complete or in progress.

(ii) Upper Wellington EA Network Connectivity Motion (Item 11.2)

WHEREAS the City is currently doing an Environmental Assessment along Upper Wellington between Limeridge Road and Stone Church Road;

WHEREAS Hamilton's cycling master plan includes cycling infrastructure over the Lincoln Alexander Parkway along Upper Wellington Street;

WHEREAS it is important that cycling infrastructure connect to existing infrastructure in order to develop increased ridership;

WHEREAS a cycling lane over the Lincoln Alexander Parkway would connect the planned cycling infrastructure South of the Parkway to that north of the Parkway;

WHEREAS a connection over the overpass is a key component of a minimum grid of cycling infrastructure on the Hamilton mountain;

WHEREAS there is currently no north-south crossing over the Parkway closer than West 5th to the west and Upper Sherman to the East;

WHEREAS it is possible to reduce the number of car lanes on the bridge along Upper Wellington;

WHEREAS it is possible to consider having only two lanes, along with a center turning lane, all along Upper Wellington from Lime Ridge Road to Stone Church Road to match Upper Wellington to the south of Stone Church Road; and,

WHEREAS having four traffic lanes and with no cycle lane does not fit the goal of balancing infrastructure on the overpass; it instead prioritizes automobile transportation with respect to north-south connections on the Hamilton mountain.

THEREFORE, BE IT RESOLVED:

(a) The road improvements on Upper Wellington Street from Limeridge Road to Stone Church Road include cycling infrastructure over the Lincoln Alexander Parkway.

(iii) **Truck Route Master Plan Input**

WHEREAS the proposed Truck Route Masterplan includes trucks on roads included in the cycling masterplan and urban streets where cycling is likely to take place;

WHEREAS the proposed Truck Route Masterplan includes truck routes 7am-7pm which is the most common time cyclists and pedestrians will be utilizing roads, and in parts of the year this is after dark which is far more dangerous for cyclists and pedestrians;

WHEREAS the Hamilton Cycling Advisory Committee recommended at its October 7, 2020 meeting that the proposed truck route changes not include streets where cycling is likely to take place; and,

WHEREAS there are alternative routes for trucks to take such as small detours and longer ones around the Burlington Bay, Lincoln Alexander Parkway, Red Hill Valley Parkway, Highway 403 and Burlington Street, while cyclists cannot take detours to avoid trucks under the current plan.

THEREFORE, BE IT RESOLVED:

(a) That truck routes be removed from the urban core of the city including Cannon Street and Bay Street;

(b) That truck routes be removed from Rymal Road; and,

(c) That truck routes that have limited hours be reduced to 10am – 4pm, Monday through Friday to avoid the most common times cyclists will be on Hamilton roads.

(iv) Barton & Fifty Road Environmental Assessment Cycling Infrastructure

WHEREAS Barton Street east of Fruitland Rd, and Fifty Road are on the cycling masterplan;

WHEREAS Barton Street East in this area has multiple schools;

WHEREAS Fifty Road makes cycling connections to Niagara and Grimsby cycling lanes;

WHEREAS Bi-directional cycling lanes are not best practice due to safety concerns; and,

WHEREAS the Cycling Advisory Committee has heard complaints regarding multi-use cycling paths.

THEREFORE, BE IT RESOLVED:

(a) That Barton Street East cycling lanes be separated and protected and connect to schools in the area between Fifty Road and Fruitland Road;

(b) That Barton Street East cycling lanes be in the direction of expected automobile traffic;

(c) That planned cycling lanes on Fifty Road should be extended across the QEW bridge and connect to Winona; and,

(d) That Fifty Road cycling lanes be extended to the South Service Road to connect to cycling lanes east of the City of Hamilton.

(h) GENERAL INFORMATION / OTHER BUSINESS

(i) Portland Bike Donation

In response to a question, P. Topalovic provided an oral update on the bike share equipment donation from the City of Portland. Public Works Committee passed the recommendation to accept the donation earlier in the day, and it will be presented to Council to ratify at their next meeting.

(ii) Available Board Seats

Environment Hamilton and Cycle Hamilton are both recruiting new board members. More information can be found on their respective websites.

(iii) 2021 HCyC Budget

There was a point raised on how the Committee should spend more of its budget before the end of the year.

(i) ADJOURNMENT

(Jamnik/Muis)
That, there being no further business, the meeting adjourned at 7:50 p.m.

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Trevor Jenkins
Project Manager, Sustainable Mobility
Transportation Planning, Planning & Economic Development

HAMILTON CYCLING COMMITTEE (HCyC)
STAFF LIAISON REPORT

Wednesday, August 4, 2021
5:45 p.m.
Virtual Meeting

Present: Chair: Chris Ritsma
Members: Roman Caruk, Sharon Gibbons, Jane Jamnik, Ann McKay, Cora Muis, Cathy Sutherland, and Kevin Vander Meulen.

Absent with Regrets: Jeff Axisa, Kate Berry, Joachim Brouwer, Yaejin Kim, Jessica Merolli, William Oates, Councillor Esther Pauls, Gary Rogerson, Councillor Terry Whitehead, and Christine Yachouh.

Also Present: Trevor Jenkins, Project Manager, Sustainable Mobility
Peter Topalovic, Program Manager, Sustainable Mobility
Daryl Bender, Project Manager, Sustainable Mobility
Brian Hollingworth, Director Transportation Planning and Parking
Mike Field, Acting Director, Transportation Operations and Maintenance
Danny Pimentel, Active Transportation Technologist, Sustainable Mobility
Jamie Stuckless, Stuckless Consulting
Mackenzie Mailhot, Stuckless Consulting

Pursuant to Section 5.4(4) of the City of Hamilton's Procedural By-law 21-021, as amended, at 6:15 p.m. the Staff Liaison advised those in attendance that quorum had not been achieved within 30 minutes after the time set for Hamilton Cycling Advisory Committee, therefore, the Staff Liaison noted the names of those in attendance and the meeting stood adjourned.

Respectfully submitted,

Trevor Jenkins
Project Manager, Sustainable Mobility
Transportation Planning, Planning & Economic Development

CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	September 10, 2021
SUBJECT/REPORT NO:	Proposed Permanent Closure of Portion of Trimble Road, Glanbrook (PW21051) (Ward 11)
WARD(S) AFFECTED:	Ward 11
PREPARED BY:	Cetina Farruggia (905) 546-2424 Ext. 5803
SUBMITTED BY: **SIGNATURE:**	Gord McGuire Director, Engineering Services Public Works Department 

RECOMMENDATION

(a) That the application of the City of Hamilton's Transportation, Operations, and Maintenance division, to permanently close a portion of Trimble Road ("Subject Lands"), as shown on Appendix "A" attached to Report PW21051, be approved, subject to the following conditions:

(i) That the City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close the highway, for enactment by Council;

(ii) The Real Estate Section of the Planning and Economic Development Department be authorized and directed to enter into any requisite easement agreements, 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 at a future date if any interested parties come forward, as described in Report PW21051, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;

(iii) That the City Solicitor be authorized and directed to register a certified copy of the by-law(s) permanently closing and selling the highway in the proper land registry office;

(iv) That the City Solicitor be authorized to amend and waive such terms as she considers reasonable to give effect to this authorization and direction;

(v) That the Public Works Department publish any required notice of the City's intention to pass the by-laws and/or permanently sell the closed highway pursuant to the City of Hamilton Sale of Land Policy By-law 14-204; and,

(vi) 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.

EXECUTIVE SUMMARY

On December 19, 2019 an application was received from the Transportation, Operations, Maintenance Division of the City of Hamilton to legally close a portion of Trimble Road as shown on Appendix "A" attached to report PW21051 due to ongoing maintenance and safety issues. As there were no objections received from any City Departments, Divisions, or Public Utilities, and no objections received from abutting land owners, staff are supportive of the closure of the Subject Lands.

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The application fee was waived for this application.

Staffing: An agreement to purchase the Subject Lands will be negotiated by the Real Estate Section of the Planning and Economic Development Department at a future date if any interested parties come forward.

Legal: The City Solicitor will prepare all necessary by-laws to permanently close the Subject Lands and will register such by-laws in the Land Registry Office once Council has approved the by-law. The by-law does not take effect until the certified copy of the by-law is registered in the proper land registry office. The City Solicitor will complete the transfer of the Subject Lands pursuant to an agreement negotiated by the Real Estate Section of the Planning and Economic Development Department.

HISTORICAL BACKGROUND

The Subject Lands form part of road allowance between Lots 24 and 25, Concession 8, in the Regional Geographic Township of Binbrook. The Subject Lands were previously maintained by the City and physically closed off for public use in 2012 due to safety concerns. Later in 2014, a 900 - 1200 mm CSP culver was installed to facilitate construction of the road. The culvert capacity appeared to have been insufficient to convey the creek which caused failure of the embankment. In 2019, after consultation with the City's asset management team, it was decided that constructing a bridge was not supported. As such, on December 19, 2019 an application was received from the Transportation, Operations, Maintenance Division of the City of Hamilton to legally close a portion of Trimble Road as shown on Appendix "A" attached to report PW21051. As there were no objections received from any City Departments, Divisions, or Public Utilities, and no objections received from abutting land owners, staff are supportive of the closure of the Subject Lands.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

A by-law must be passed to permanently close the lands in accordance with the *Municipal Act, 2001.*

RELEVANT CONSULTATION

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

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

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

Hydro One has advised that they will require easement protection.

Notice of the proposal was sent to all abutting property owners of the Subject Lands, as shown on Appendix "B", attached to Report PW21051 for comment. In this instance, there were three (3) notices mailed, and the results are as follows:

In favour: 1 Opposed: 0 No comment: 0

As there were no objections, staff are supportive of the closure of the Subject Lands.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

As there were no objections received from any City Departments, Divisions, or Public Utilities, and no objections received from abutting land owners, staff are supportive of the closure of the Subject Lands.

ALTERNATIVES FOR CONSIDERATION

N/A

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 PW21051 - Aerial Drawing
Appendix "B" to Report PW21051 - Location Plan

Hamilton

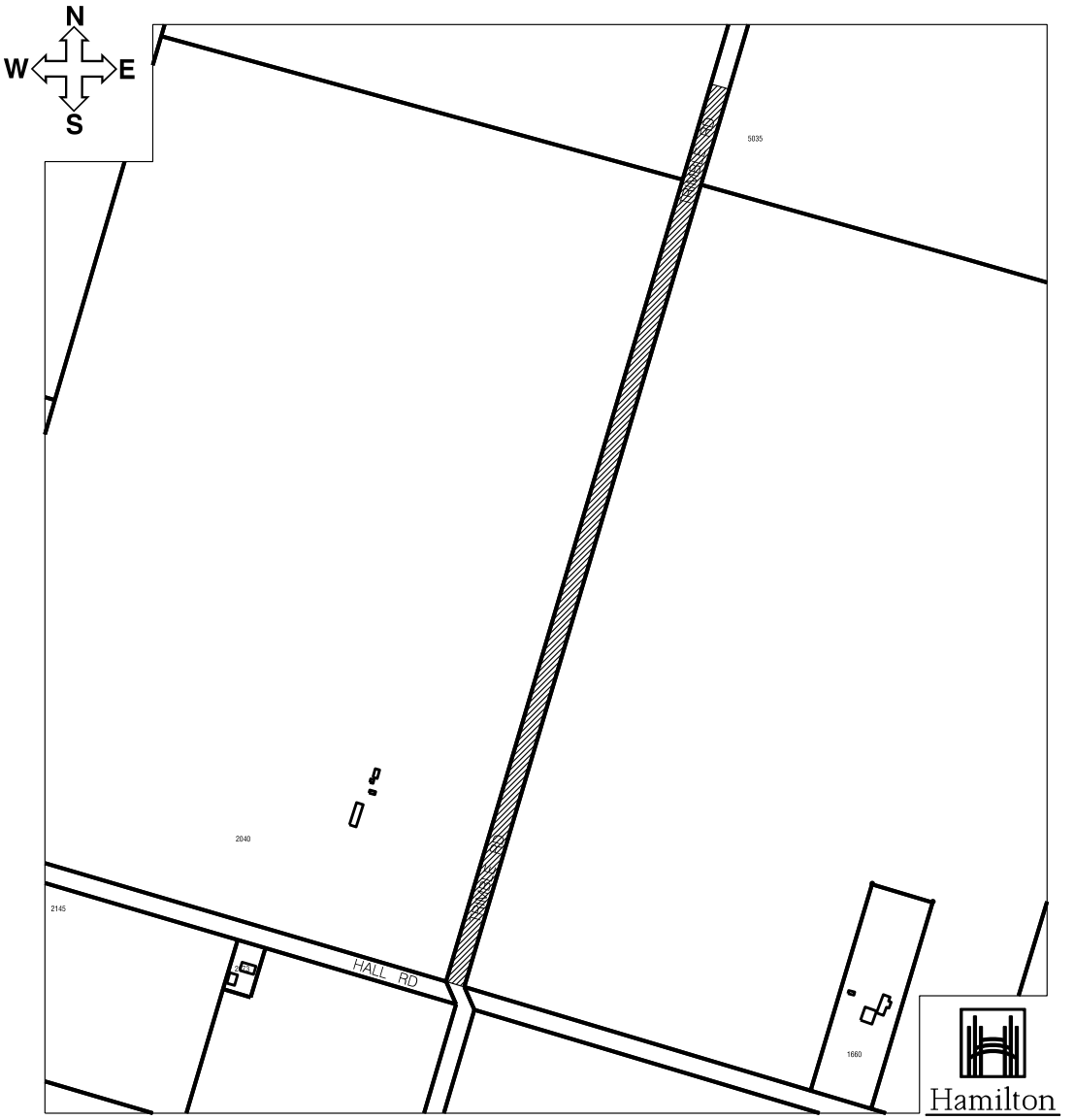
PROPOSED CLOSURE OF PORTION OF TRIMBLE ROAD

Geomatics & Corridor Management Section
Public Works Department

LEGEND

Lands to be Closed

NTS | 09/03/2020 | Sketch by: CF



LOCATION PLAN

PROPOSED CLOSURE OF
PORTION OF

TRIMBLE ROAD

CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT

LEGEND

SUBJECT LANDS

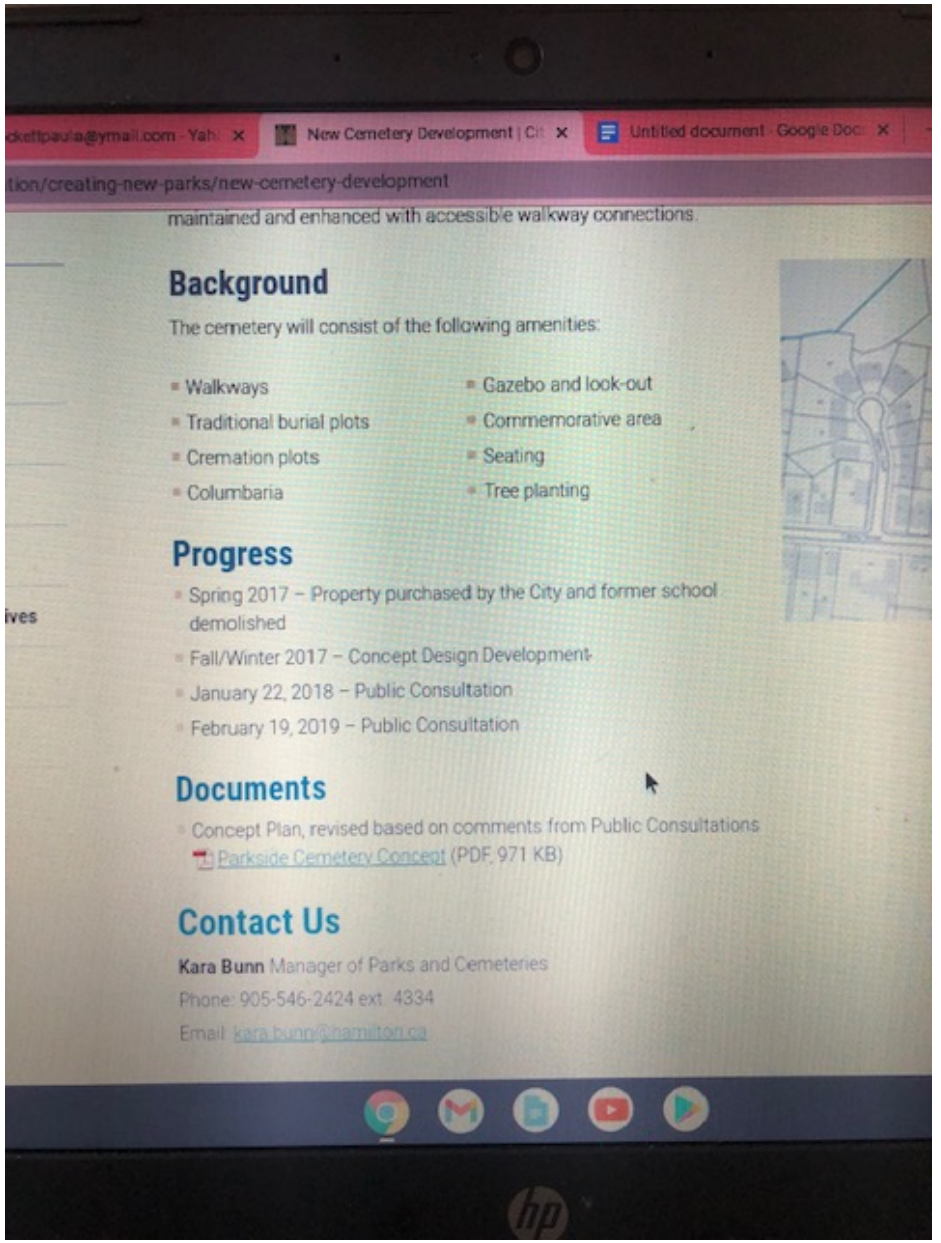
DATE: March 9, 2020 | Not to Scale | Sketch By: CF

REFERENCE FILE NO : PW19__

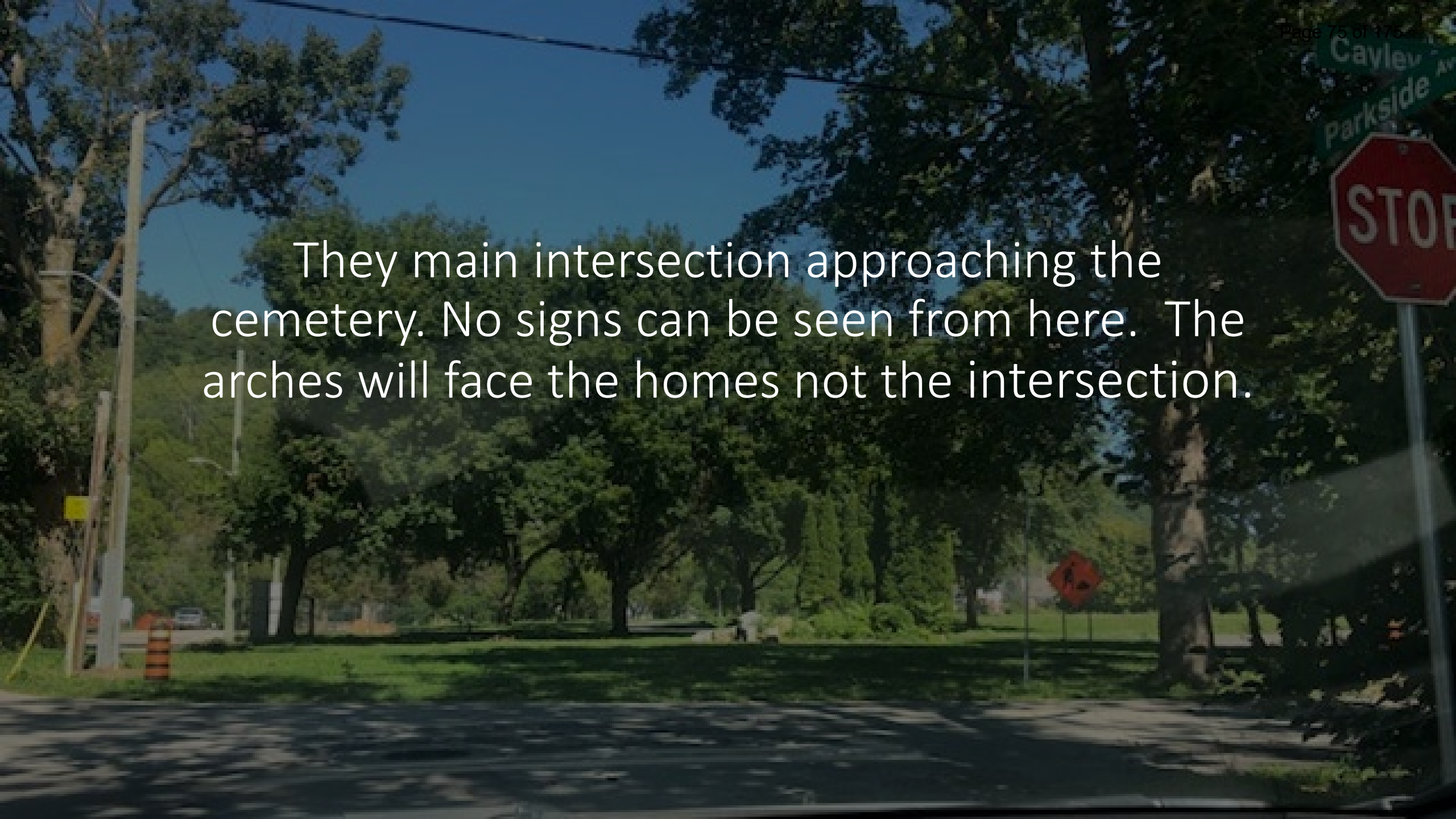
Parkside Cemetery Arches

- The direct residents to the Parkside Cemetery in Dundas are asking that more public consultation take place before two 17x 25 ft metal arches are installed at the entrances on Parkside Avenue.

A photo of the city web site shows the only documentation available to residents before September 9, 2021



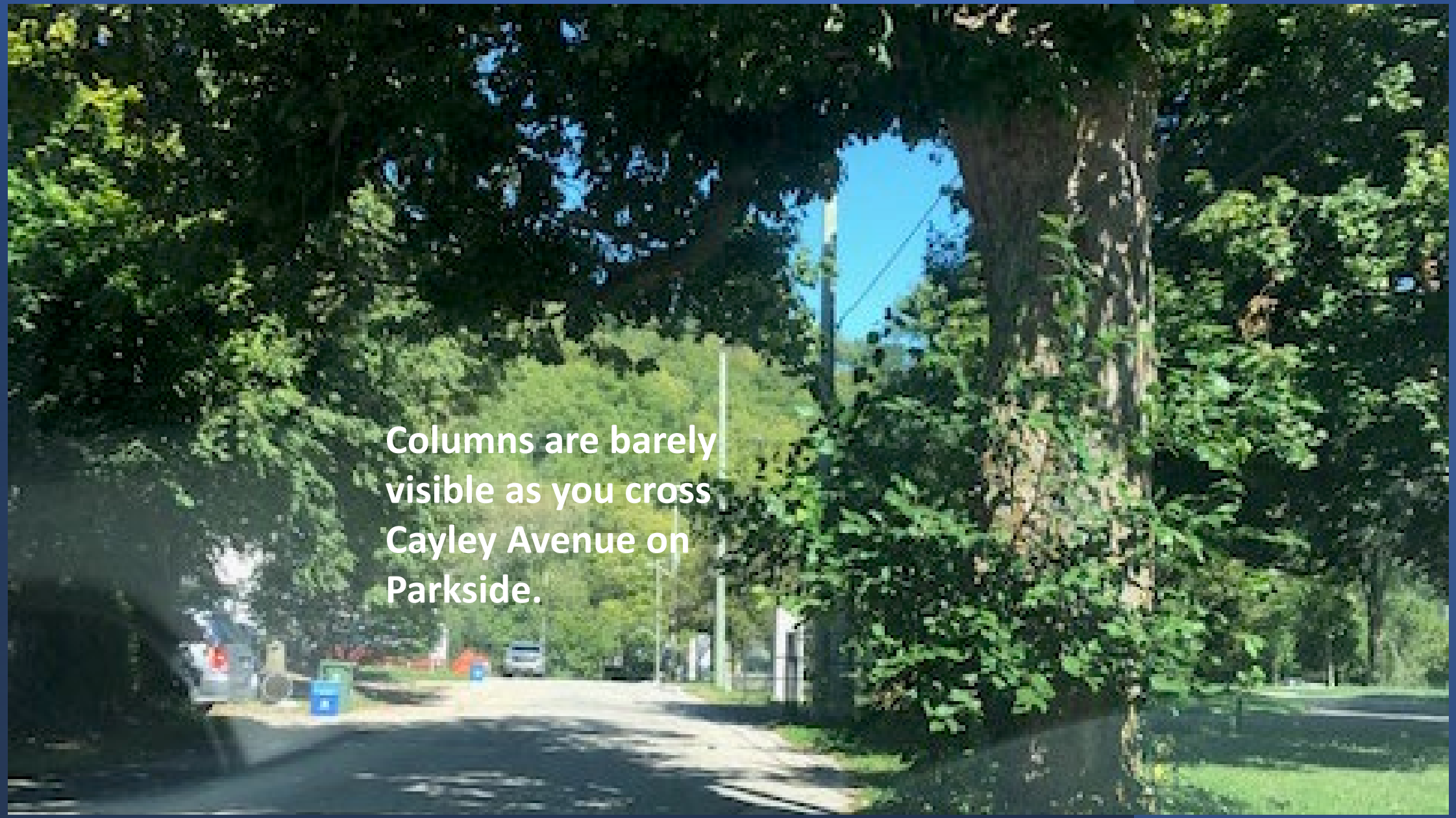
- The concept plan posted on the city website as "revised based on comments from public consultation."
- There is one entrance arch located at the back of the site.
- There are no arches on Parkside Avenue.



They main intersection approaching the cemetery. No signs can be seen from here. The arches will face the homes not the intersection.

Approaching the cemetery from Cayley Road after a tight turn on Sydenham.

- The narrow intersection leading to the entrance of the cemetery.
- No columns can be seen
- No signs will be seen by anyone other than the homes they face.

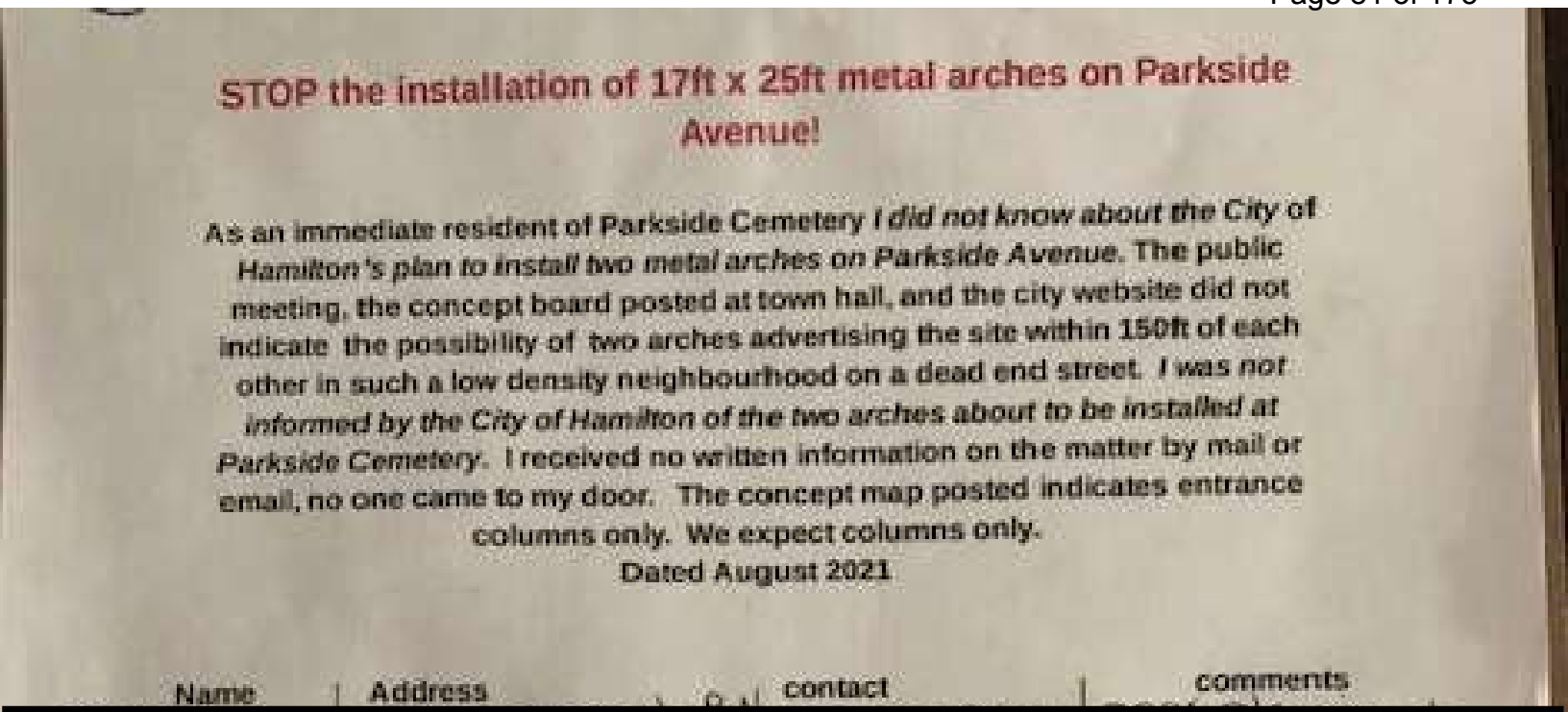

Columns are barely visible as you cross Cayley Avenue on Parkside.

- Imagine the impact of a 17x25ft cemetery sign every time you step out of your front door, look out of your bedroom window, and pour yourself a bowl of cereal.

Thank-you for your time and attention.

- "The intent is to create a cemetery that feels park-like to blend with the neighbouring Dundas Driving Park and be respectful of the surrounding neighbourhood." - found on cemetery website

Please consider the considerable impact these arches will have on the homes they face.



STOP the installation of 17ft x 25ft metal arches on Parkside Avenue!

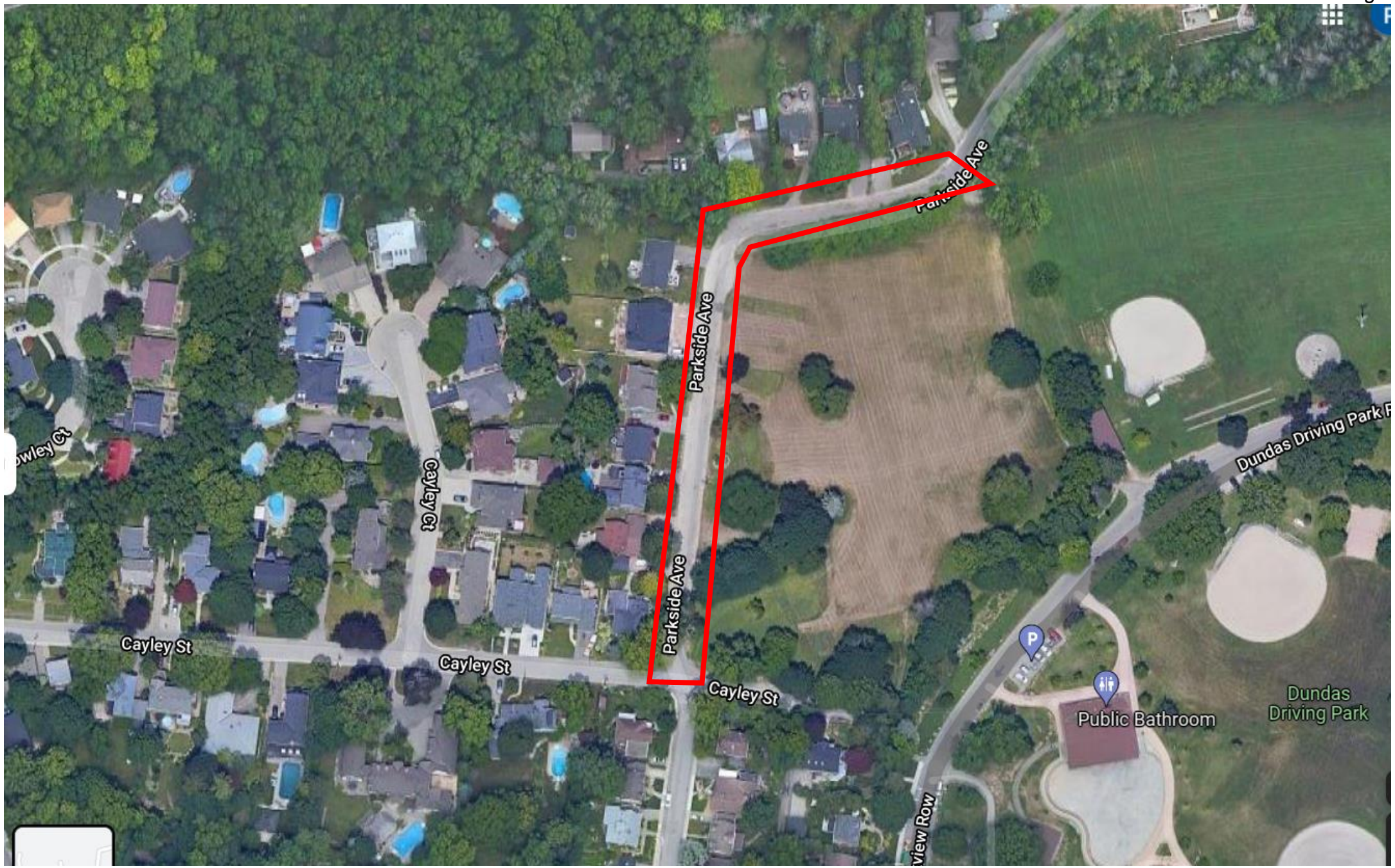
As an immediate resident of Parkside Cemetery *I did not know about the City of Hamilton's plan to install two metal arches on Parkside Avenue.* The public meeting, the concept board posted at town hall, and the city website did not indicate the possibility of two arches advertising the site within 150ft of each other in such a low density neighbourhood on a dead end street. *I was not informed by the City of Hamilton of the two arches about to be installed at Parkside Cemetery.* I received no written information on the matter by mail or email, no one came to my door. The concept map posted indicates entrance columns only. We expect columns only.

Dated August 2021

Name	Address	contact	comments

The petition contains 87 signatures.

A copy of the petition is available for viewing in the Office of the City Clerk.


Parkside Ave
Parkside Ave
Parkside Ave
Cayley Ct
Cayley St
Cayley St
Cayley St
Dundas Driving Park
Public Bathroom
Dundas
Driving Park

Item 2 of Public Works Committee Report 21-011, respecting Report PW14107(a) - Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study, was referred back to the Public Works Committee for further discussion by Council on August 13, 2021:

2. Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12) (Item 7.2)

That staff be directed to apply to the Ministry of Environment, Conservation and Parks (MECP) for the installation of stormwater overflow into Ancaster Creek.

Hamilton

INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	August 11, 2021
SUBJECT/REPORT NO:	Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12)
WARD(S) AFFECTED:	Ward 12
PREPARED BY:	Sharon McPherson-Nemeth (905) 546-2424 Ext. 2087
SUBMITTED BY: **SIGNATURE:**	Mark Bainbridge Director, Water and Wastewater Planning and Capital Public Works Department 

COUNCIL DIRECTION

At the Public Works Committee meeting of September 15, 2014, the following was approved: “That the General Manager, Public Works, be authorized and directed to proceed with the Emergency Overflow Schedule “C” Municipal Class Environmental Assessment.”

INFORMATION

This report provides an update on the basement flooding protection measures assessed through a Municipal Class Environmental Assessment (EA) for the Old Dundas Road (HC005) Sewage Pumping Station. Through EA recommended capital improvements and inflow and infiltration reductions in the sanitary sewer system, a 1:100-year storm level of basement flood protection is expected in the future and subsequently, an emergency overflow is not recommended. Project details are discussed throughout the remainder of this report.

In 2015, the Old Dundas Road Sewage Pumping Station (HC005) Wet Weather Relief Master Plan and Class EA Study was completed to find a solution to alleviate basement flooding in the pumping station catchment area during wet weather events. The completion of the study included four (4) preferred alternative solutions:

1. Construction of an Underground Inline Storage Facility
2. Reduction of Inflow/Infiltration in the Public Property Works
3. Removal of Sources of Private Property Inflows
4. Provision of an Emergency Overflow to Ancaster Creek

Collectively, the first three (3) alternatives provide in excess of a 100-year level of flood protection against basement flooding for the study area. The fourth option, if implemented, would provide relief to homeowners that experience flooding during storms which exceed the 100-year level.

Upon completion of the 2015 Master Plan and Class EA Study, the Ministry of Environment, Conservation and Parks (MECP) received seven (7) Part II Orders relating specifically to the emergency overflow project requesting that the City of Hamilton (City) be required to prepare an individual environmental assessment (EA). The MECP denied all seven (7) Part II Order requests due to the emergency overflow project being incomplete at the time of the Master Plan filing since it still required completion of Phase 3 and Phase 4 of the Municipal Class EA Process.

Since completion of the 2015 Master Plan and Class EA Study, the following preferred alternatives were implemented:

- The majority of works identified to reduce inflow and infiltration from public properties were completed in 2016 (only two (2) Old Dundas Road sanitary pipe segments remain which are scheduled for grouting and lining in 2021); and,
- An underground inline storage facility was constructed on Montgomery Drive in 2018.

To evaluate the effectiveness of the implemented works, follow up flow monitoring and modelling analysis were completed in 2019. The results indicate that hydraulic conditions within the sewershed have improved significantly. At present, a plan to remove sources of inflows from private properties, a very cost-effective solution to flooding, is forthcoming.

In 2016, Hamilton Water commenced a Schedule ‘C’ Municipal Class EA to complete Phase 3 and Phase 4 of the Municipal Class EA Process to determine the location and design of an emergency overflow to Ancaster Creek, the fourth preferred alternative from the 2015 Master Plan and Class EA Study. In 2017, based on recommendations

from MECP, Hamilton Conservation Authority (HCA) and Niagara Escarpment Commission (NEC), an extensive field work program commenced to determine baseline flows, water quality conditions and the hydraulic/hydrologic conditions in the study area to aid in the design of the new emergency overflow pipe. The "Do Nothing" alternative as well as two (2) types of emergency overflow designs were evaluated including the following:

- Emergency Overflow with Treatment - A long linear filtration system, installed within the road right of way including a wetland feature for filtration and perforated pipes to encourage infiltration of partially treated wastewater, that would discharge into Ancaster Creek; and,
- Emergency Overflow without Treatment - Sanitary flow would be directly discharged into the Ancaster Creek to prevent surcharging.

The evaluation was based on a list of criteria including cost, ability to alleviate sewage backup to homes, impacts to fisheries and natural environment, and effects to community and recreation.

In 2020, the Municipal Class EA Emergency Sanitary Overflow to Ancaster Creek Study was concluded and the "Do Nothing" alternative was chosen as the preferred solution. In essence, the Municipal Class EA process was abandoned for this project and the study findings were documented through a feasibility report attached as Appendix "A" to Report PW14107(a). It was determined there was no reasonable plan that would be approved by the MECP mainly due to the following reasons:

- Constructability concerns exist due to a hydraulic constraint in the proposed discharge area as the existing storm sewer in the vicinity of the overflow is significantly submerged during flood events resulting in potential backflow into the overflow pipe;
- Utility conflicts present for the "Emergency Overflow with Treatment" option;
- Provincial agencies expressed their concerns:
    - The overall purpose and objectives of the Niagara Escarpment Plan is to maintain and enhance the quality and character of natural streams and water supplies, therefore, the NEC were opposed to the overflow since the subject area is designated Escarpment Protection Area in the Niagara Escarpment Plan and discharge from the overflow would result in the contamination of the stream thereby degrading the quality of water representing a possible threat to fish and wildlife stocks downstream
    - HCA was in objection to the overflow since the development could adversely affect a significant fishery resource
- An emergency overflow pipe to Ancaster Creek would discharge to Cootes Paradise. This discharge would be in opposition to the new Canada-Ontario

Agreement on Great Lakes Water Quality and Ecosystem Health which incudes the promotion of infrastructure planning and eligible investments that support the reduction of excess nutrients from point sources such as municipal wastewater treatment systems, including overflows as well as enhanced environmental protection policies related to sewage overflows;

- The overt opposition that Hamilton Water received from area residents who in 2015 issued seven (7) Part II Orders specific to the implementation of an emergency overflow; and,
- Hamilton Water is leading various initiatives focused on total combined sewer overflow reduction. The introduction of a new sewage pumping station emergency overflow would be contrary to this endeavor.

In consideration of all the above noted points, allowing the spillage of raw sewage into a tributary of Cootes Paradise and Hamilton Harbour seems counterproductive considering the expenses incurred in restoring these areas and such a project could be harmful to the City's reputation for environmental stewardship. In addition, recent capital works implemented upon completion of the 2015 Master Plan and Class EA Study, including construction of the inline storage pipe and implementation of inflow and infiltration reduction solutions, are expected to provide a level of service in the study area above that of other areas in Hamilton.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW14107(a) - Old Dundas Road Sewage Pumping Station (HC005) Emergency Sanitary Overflow to Ancaster Creek Feasibility Study

FINAL REPORT
OLD DUNDAS ROAD SEWAGE PUMPING STATION (HC005) EMERGENCY SANITARY OVERFLOW TO ANCASTER CREEK FEASIBILITY STUDY

Report Prepared for:

CITY OF HAMILTON
320 – 77 James Street North
Hamilton, ON
L8R 2K3

Prepared by:

AQUAFOR BEECH LIMITED
2600 Skymark Avenue
Building 6, Suite 202
Mississauga, ON
L4W 5B2

June 22nd, 2020
Reference: 65753.1

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1 INTRODUCTION

The low-lying properties in the vicinity of Old Dundas Road and Montgomery Drive have been prone to sanitary sewer surcharging which has resulted in flooding of basements. In response to flooding events in the 1980s and 1990s, an easement adjacent to the Old Dundas Pumping Station was acquired and registered by the City of Hamilton in November 1992 with the intent of preventing basement flooding by releasing untreated sewage into Ancaster Creek. In May of 1993 the Niagara Escarpment Commission refused application for construction of an emergency overflow. In April of 1997, council authorized the release and abandonment of the overflow easement which was completed on July 25, 1997. In subsequent years, basement flooding has continued culminating in two major flooding events on January 13th and 30th of 2013. In response to the 2013 flooding events, a Wet Weather Relief Master Plan and Class Environmental Assessment Study was undertaken in 2014.

1.1 Background

Aquafor Beech Limited completed *the Old Dundas Road Sewage Pumping Station (HC005) Wet Weather Relief Master Plan and Class Environmental Assessment Study* in October 2014. This study assessed issues relating to flooding within the sanitary sewershed area shown in **Figure 1.1**. The study involved both flow monitoring and the calibration of the Mike Urban computer model together with an assessment and selection of alternatives to mitigate flooding.

The primary areas that were flooded during the January 13th and 30th events of 2013 are the low-lying properties along Old Dundas Road between the pumping station and Montgomery Drive as well as Millcreek Court. The flooding results from flows that exceed the capacity of the Old Dundas Road Sewage Pumping Station. The pumping station has a maximum capacity of 160 litres per second (L/s). Results of monitoring, statistical analysis and hydrologic modeling conducted for the 2014 study indicated that return periods close to 1:5-years exceeded this flow capacity and that the 1:100-year event produced inflow at the pumping station of 240 L/s. Increasing the capacity of the pumping station is not a feasible option in the foreseeable future due to significant capacity constraints downstream of the forcemain.

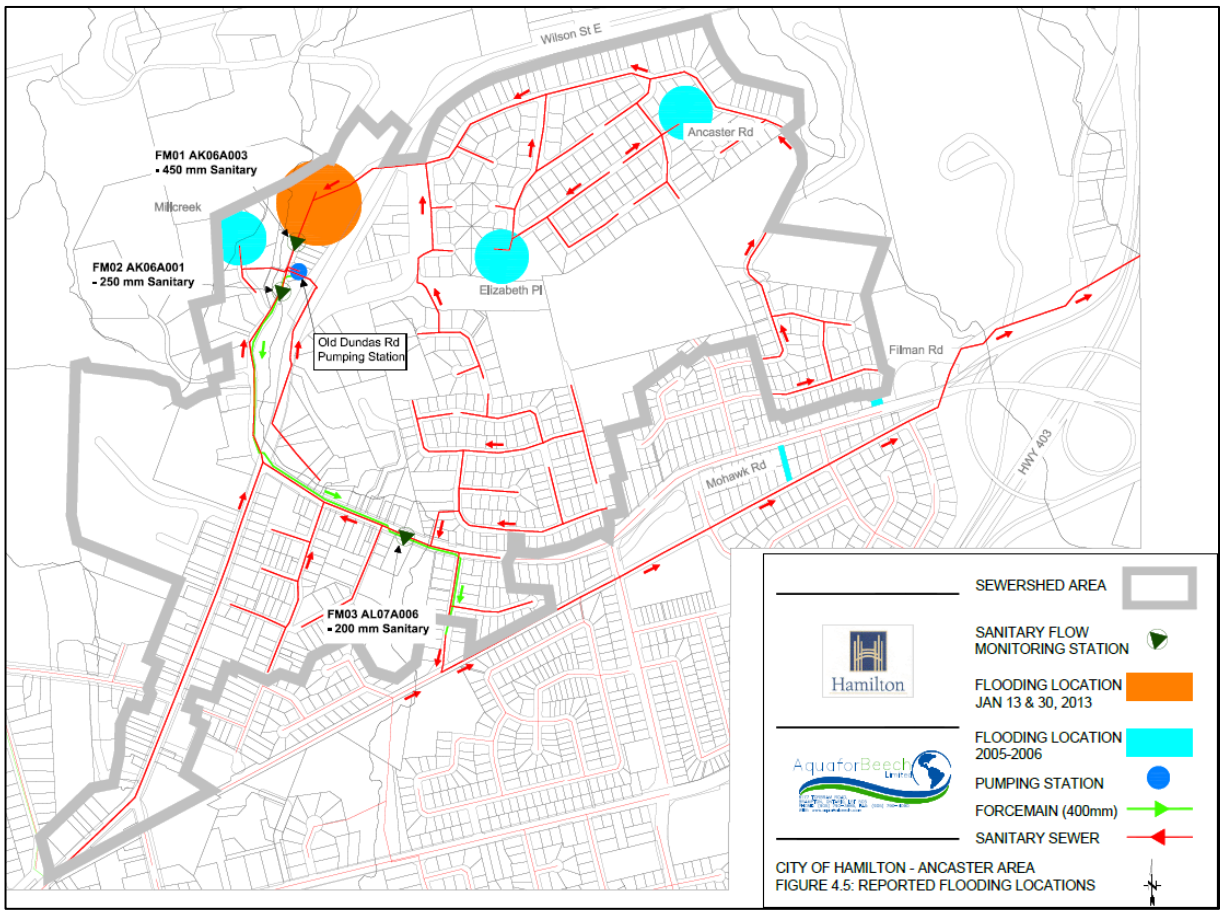

Figure 1.1: Reported Flooding Locations within Study Area

2014 Wet Weather Relief Master Plan Recommendations

The preferred alternative solutions that were initially developed to address the sewer flooding problem and associated issues were broadly categorized as follows:

1. Construct an Underground Inline/Offline Storage Facility
2. Remove Sources of Private Property Inflows
3. Reduce Infiltration / Inflow in the Public Property Works
4. Provide an Emergency Overflow to Ancaster Creek

The 2014 study found that the first three alternatives were required in order to effectively mitigate basement flooding associated with the sanitary sewer system. Based on the evaluation, three alternatives were found to be the most preferred. Collectively, implementation of the Public and Private Property works together with Inline/Offline Storage Facility along Montgomery Drive would provide a level of flood protection against basement flooding up to a 1:100-year level of service for the study area.

The report also noted that implementation of an emergency overflow will provide relief to homeowners who would experience flooding during storms that exceed the 100-year level.

1.2 Retrofits to Reduce Infiltration / Inflow

Partial implementation of the public component of sanitary conveyance network infiltration and inflow reduction measures has occurred in this sewershed draining to the Old Dundas Road Sewage Pumping Station. These measures have primarily consisted of manhole sealants applied to reduce infiltration which typically occurs at concrete joints in manholes or at cast in place components. From 2015 to 2016, 29 manholes were lined with SpectraShield®. SpectraShield® is a polymer liner that seals existing cracks or fractures and prevents infiltration and corrosion. **Figure 1.2** identifies a source of infiltration in a manhole as well as a manhole that has been treated with SpectraShield® to resolve this issue. In 2016, two pipes on Montgomery Drive were relined, although one of these pipes was eventually replaced by the Inline Storage Facility. While three other pipes were scheduled to be relined, one was found to be PVC and not in need of relining, and the other two were cancelled. In addition, two manhole lids at Wilson Street and Church Street were replaced in 2013 and one manhole frame at Wilson Street and Hendry Lane was repaired in 2015. **Figure 1.3** shows the completed and cancelled retrofits. *Note: Manhole AK09A003 at 436 Wilson Street East was identified as having received SpectraShield® lining in 2016; however, this manhole ID is not present in the model layers, and is therefore, not included in the figure.*

Figure 1.2: Infiltration in Manhole (left) and SpectraShield® Sealant in Manhole to Mitigate Infiltration (Right)

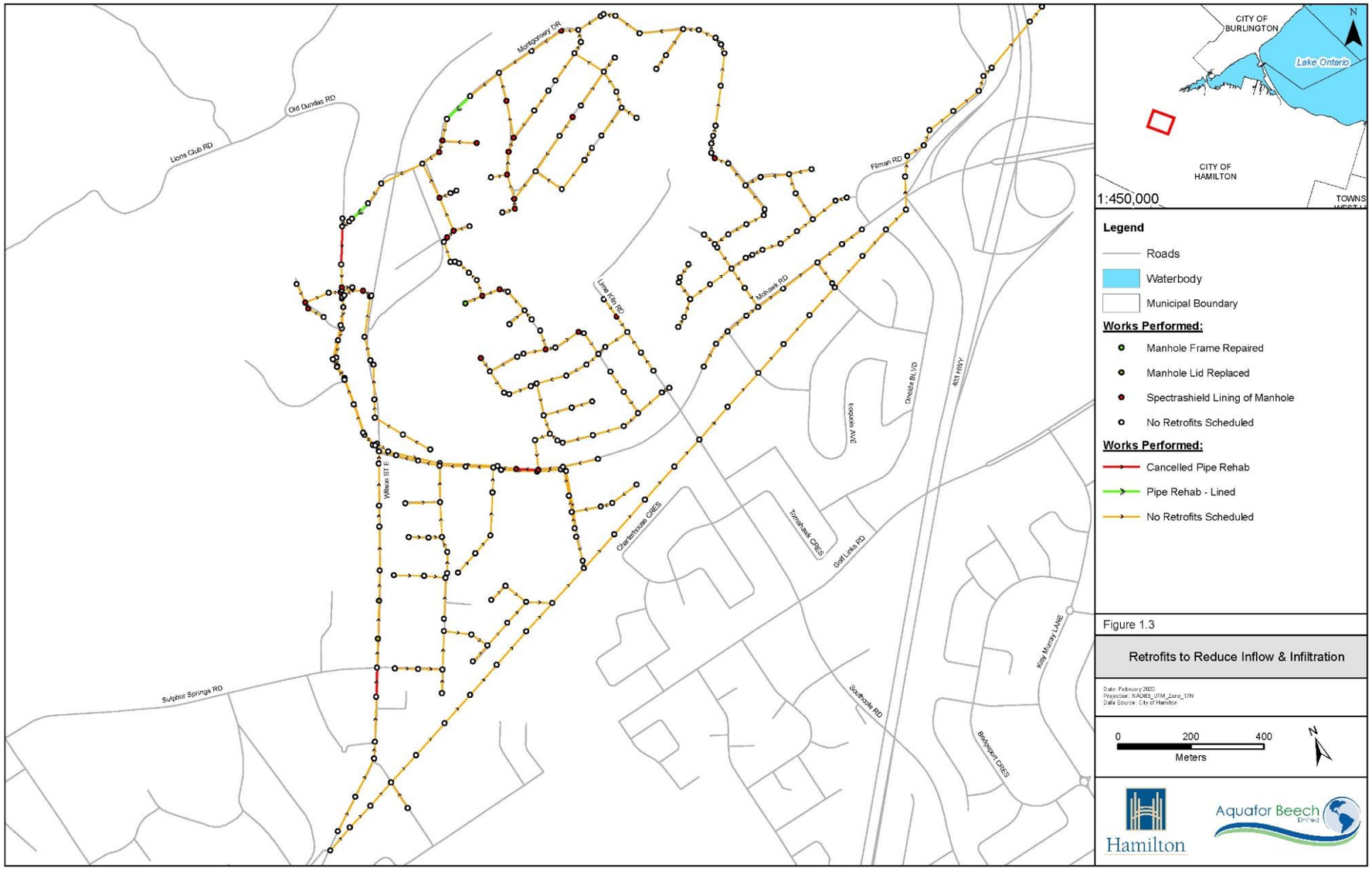

Figure 1.3: Retrofits to Reduce Infiltration / Inflow

1.3 Existing Inline Sanitary Storage Facility on Montgomery Drive

An underground 2100 mm diameter Inline Sanitary Storage Facility, which was designed to limit flows to the upstream of the flood prone areas, was constructed on Montgomery Drive between Old Dundas Road and Wilson St East in 2017. The facility is 121 m in length and has a detention capacity of approximately 460 m^3. The Inline Storage Facility together with the Public and Private Property Works as noted above were designed to provide sufficient detention to ensure that basement flooding does not occur for events up to the 1:100-year return period. **Figure 1.4** shows the Inline Storage Facility profile along with basement elevations assumed to be 1.8 m below surface grade for flooding analysis.

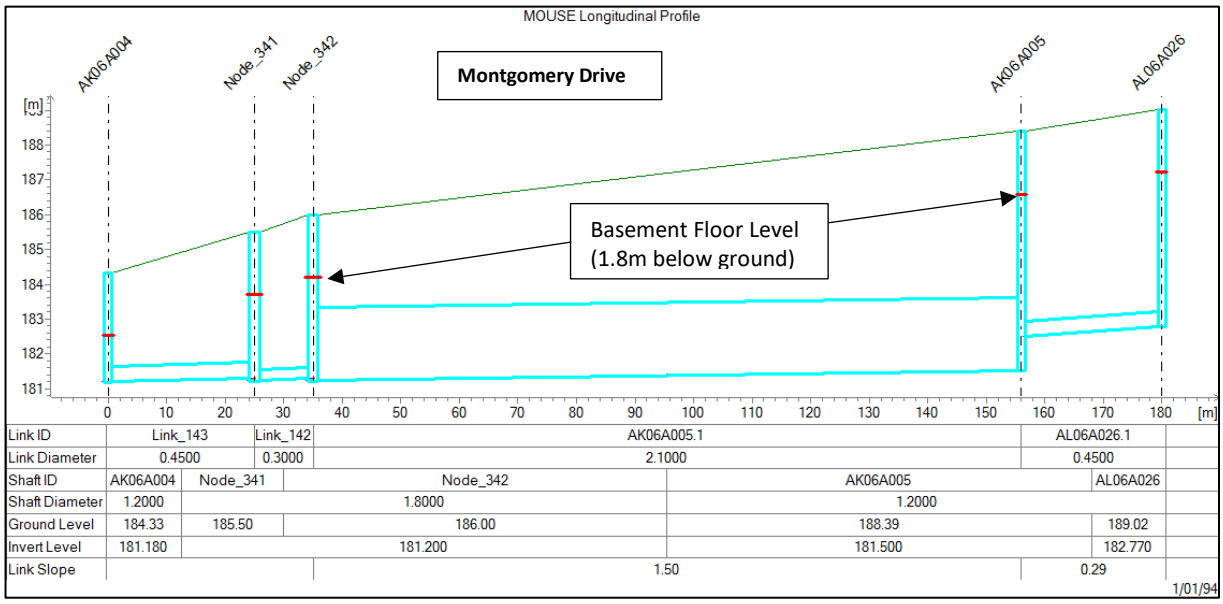

Figure 1.4: Profile of the Inline Storage Facility on Montgomery Drive

A separate assignment was conducted to evaluate the response of the Montgomery Drive Inline Storage Facility to in-situ runoff events. This involved flow monitoring in, and adjacent to, the Inline Storage Facility. Furthermore, a qualitative assessment of performance of the Inline Storage Facility, using the MIKE URBAN computer model and flow monitoring information has been provided to the City.

1.4 Flow Monitoring

In order to verify that the Inline Storage Facility is working as intended, flow monitoring was conducted during 2018 and 2019. ADS Triton+ flow loggers were installed in manholes immediately upstream and downstream of the facility (**Figure 1.5**). These loggers record depth and velocity at a regular interval and use input pipe dimensions to calculate flowrate and discharge volumes. These loggers are ideal for sites where surcharging may occur due to redundant pressure and up-looking ultrasonic depth modules.

Figure 1.5: Locations of Sanitary Flow Loggers

1.5 Flow Monitoring Results and Model Calibration

The existing Mike Urban model, together with the findings from the flow monitoring and flows from the pumping station, were used to assess qualitative performance of the Inline Storage Facility. The assessment was limited to periods of high flows when the in-line facility was detaining sanitary sewage volumes. The Mike Urban model, for select storm events, was run for the following two conditions:

1. Prior to installation of the existing Inline Storage Facility; and
2. With the Inline Storage Facility constructed and partial Public Property rehabilitation works in place.

The design storm events selected for the comparison are provided below:

1. 1:25-year, 6-hour Chicago Distribution;
2. 1:100-year, 6-hour Chicago Distribution; and
3. 1:100-year, 6-hour Chicago Distribution with modified IDF to simulate Climate Change effects.

The climate change storm event was generated by increasing the rainfall intensity by 15%. A comparison of the results is provided below to assess qualitive performance. Flow monitoring and modelling results are further detailed in a separate report submitted to the City of Hamilton in November 2019 titled *Flow Monitoring of Montgomery Drive Sanitary Storage Facility (Aquafor 2019)*.

Conclusions

1) A number of rainfall events were captured during the monitoring period. Listed below are the events which occurred during the flow monitoring period for which flow monitoring data was available.
    1. September 3, 2018 (13.9 mm)
    2. September 10-11, 2018 (17.5 mm)
    3. September 25-26, 2018 (16.8 mm)
    4. December 20-21, 2018 (13.5 mm)
    5. December 31, 2018 (15 mm)
    6. July 29-30, 2019 (20.6 mm)
    7. October 26-27, 2019 (44.1 mm)

2) It was found that the Inline Storage Facility attenuated peak flows for a large event on October 26-27, 2019 (44.1 mm). Peak flows observed at the upstream and downstream flow monitor locations were 59.5 L/s and 34.7 L/s respectively.

3) The MIKE URBAN computer model with and without the Inline Storage Facility and Public Property Works was run for the three design storm events listed above (1:25-year, 1:100-year, and 1:100-year + climate change).

The model results without the Inline Storage Facility and Public Property Works in place shows basement and surface flooding along Old Dundas Road for the three scenarios listed above. The model results with the Inline Storage Facility in place together with the Public Property Works show significant reduction in the hydraulic grade line (HGL) within the sewer system. The critical location for risk of basement flooding is at the intersection of Montgomery Drive and Old Dundas Road where the 1:100-year and 1:100-year + climate change scenario show that the HGL slightly exceeds the 1.8 m below surface and therefore, still poses a basement flooding risk in this area. However, it should be noted under this scenario, the HGL remains well below ground and does not show any surface flooding. A significant level of flood protection is therefore provided by implementing the Inline Storage Facility and the Public Property Works.

2 STUDY PURPOSE AND BACKGROUND

As noted in the 2014 *Old Dundas Road Sewage Pumping Station (HC005) Wet Weather Relief Master Plan and Class Environmental Assessment Study*, the Public and Private Property Works, together with the Inline Storage Facility will provide a 100-year level of flood protection for the study area. Furthermore, monitoring and modelling conducted to assess the performance of the Inline Storage Facility and Public Property Works completed to date, indicates that the facility is performing as designed and will provide an increased level of service for the area of Old Dundas Road that was previously subject to flooding.

The City of Hamilton has requested further investigation of the fourth alternative from the 2014 study – **Provide an Emergency Overflow to Ancaster Creek**. The provision of this emergency overflow would provide protection beyond the existing 1:100-year level of service. The scope of this study is to consider an emergency sanitary overflow which would bypass the Old Dundas Pumping Station during flows in excess of the 1:100-year return period event. An integral component of this study will be to define the potential environmental and social impact of an emergency sanitary overflow to Ancaster Creek.

The *Old Dundas Road Sewage Pumping Station Environmental Impact Statement* (EIS) conducted for the City of Hamilton in 1994 by Totten Sims Hubicki Associates (TSH) investigated two (2) alternatives that involved emergency overflows to Ancaster Creek without treatment. These alternatives were:

1) **Overflow Pipe Only**: This option included a gravity pipe from the pumping station directly to Ancaster Creek preventing surcharging of the pipes feeding the pumping station on Old Dundas Road.

2) **Overflow Pipe with Twinning of Input Pipes**: This option involved providing temporary storage of sewage via a second sanitary sewer along Old Dundas Road and providing an emergency gravity overflow to the creek. It should be noted that providing storage along Old Dundas Road was initially proposed when the Inline Storage Facility was being designed but the Inline Storage Facility was moved to Montgomery Drive due to geologic constraints, utility constraints, and to minimize the impact of construction on local traffic flow.

The 1994 EIS Study concluded that an overflow pipe discharging untreated sewage into Ancaster Creek is not an ecologically sound solution to the problem of residential sewage backup. Agency comments considered as part of the 1994 Study included the following:

> **Niagara Escarpment Commission (NEC):** The NEC was opposed to the overflow alternatives. The subject area is designated Escarpment Protection Area in the Niagara Escarpment Plan and discharge from the overflow would result in the contamination of the stream thereby degrading the quality of water representing a possible threat to fish and wildlife stocks downstream.
>
> It is also noted that NEC staff subsequently commented as part of the 2014 Master Plan consultation, that the study area is in an area of development control and that we must regard Parts 1.7 (Urban Area) and 2.6 (Development Affecting Water Resources) of the Niagara Escarpment Plan.
>
> **Hamilton Conservation Authority (HCA):** HCA was in objection to the overflow since the development could adversely affect a significant fishery resource.
>
> It is also noted that HCA staff subsequently commented as part of the 2014 Master

Plan consultation, that Ancaster Creek is classified as a cold/cool water system through the study area, and ultimately outlets to Cootes Paradise and Hamilton Harbour. HCA staff remarked that portions of the study area, including the tributaries of Ancaster Creek, are regulated pursuant to Ontario Regulation 161/06 (HCA's Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) made under the Conservation Authorities Act, R.S.O. 1990. Some of the work associated with constructing an overflow may therefore require a permit from HCA. HCA staff commented that alternative 6, emergency overflow to Ancaster Creek, is included within the preferred solution that has been recommended by the study. This project has been identified through the Master Plan study as a Schedule 'C' project and will require further study and assessment prior to any implementation. Notwithstanding this, HCA staff noted that there would be potential environmental concerns with such a proposal. A permit from HCA would also likely be required for any emergency overflow to the creek.

Ministry of Natural Resources (MNR, now MNRF): Comments from MNR staff in 1994 note objection to the overflow because sewage effluent discharged into the Ancaster Creek would be considered a deleterious substance, to permit such an activity would be contrary to Section 35 of the Fisheries Act.

Ministry of the Environment (MOE, now MECP): Comments from MOE staff in 1994 note objection to the overflow and request that the City of Hamilton investigate and implement other measures to address the problem of station/forcemain failure, or alternative means of preventing discharge to Ancaster Creek.

It is also noted that MOE staff subsequently commented as part of the 2014 Master Plan consultation, that the ESR should also include a complete discussion of all the permits, approvals and licenses that will be necessary and should demonstrate that all agencies having jurisdiction have been consulted and can support a discharge to this coldwater stream.

Prior to undertaking the recent environmental assessment, it was determined that local environmental, technical and social constraints and opportunities would need to be re-evaluated. To gain a better understanding of local constraints and opportunities, field work (flow monitoring and water quality sampling) and a review of background information was prioritized to provide a technical basis for evaluating alternatives.

3 PRELIMINARY ALTERNATIVES

This study focuses on three (3) alternatives relating to the sanitary emergency overflow. The scope of each alternative is presented including a brief description, the overall impacts and costs to be incurred.

The alternatives analyzed for this study are:

1) **Do Nothing**: Under this assumption an emergency overflow pipe is not constructed. The existing level of service with the Inline Storage Facility and partial Public Property Works will be maintained. The City will continue to implement further Public Property Works to eliminate inflow and infiltration from the system. Should the capacity of the Inline Storage Facility be exceeded and flow to the pumping station exceed the pumping capacity (or the pumps fail), there is likely to be flooding. It should be noted that upgrades being implemented at the pumping station are occurring outside of this environmental assessment. These upgrades will not increase the capacity of the station but will mitigate the risk of flooding associated with pump failure by providing new pumps, mechanical equipment and an external emergency generator in case of temporary power failure. The Do Nothing alternative will only be selected if there are significant constraints associated with other alternatives.

2) **Install Emergency Overflow without Treatment**: This alternative is similar to the "Overflow Pipe Only" option investigated in the 1994 EIS Study. Sanitary flow would be discharged directly into the Ancaster Creek to prevent surcharging of sanitary sewers into basements along Old Dundas Road. For this option, the emergency overflow is proposed downstream of the Inline Storage Facility tying into an existing storm sewer approximately 180 m north of the pumping station. The layout of this alternative is presented in **Figure 3.1**.

3) **Install Emergency Overflow with Treatment**: For this alternative a long linear filtration system is proposed within the road right of way. The system would include linear wetland features for filtration and perforated pipes to encourage infiltration of partially treated wastewater to in-situ soils. This option would require an extended flow path to allow an increased filtration area. The flow path of the overflow treatment system would follow Old Dundas Road to the intersection with Lions Club Road and discharge effluent downstream of Sherman Falls. The layout of this alternative is presented in **Figure 3.2**.

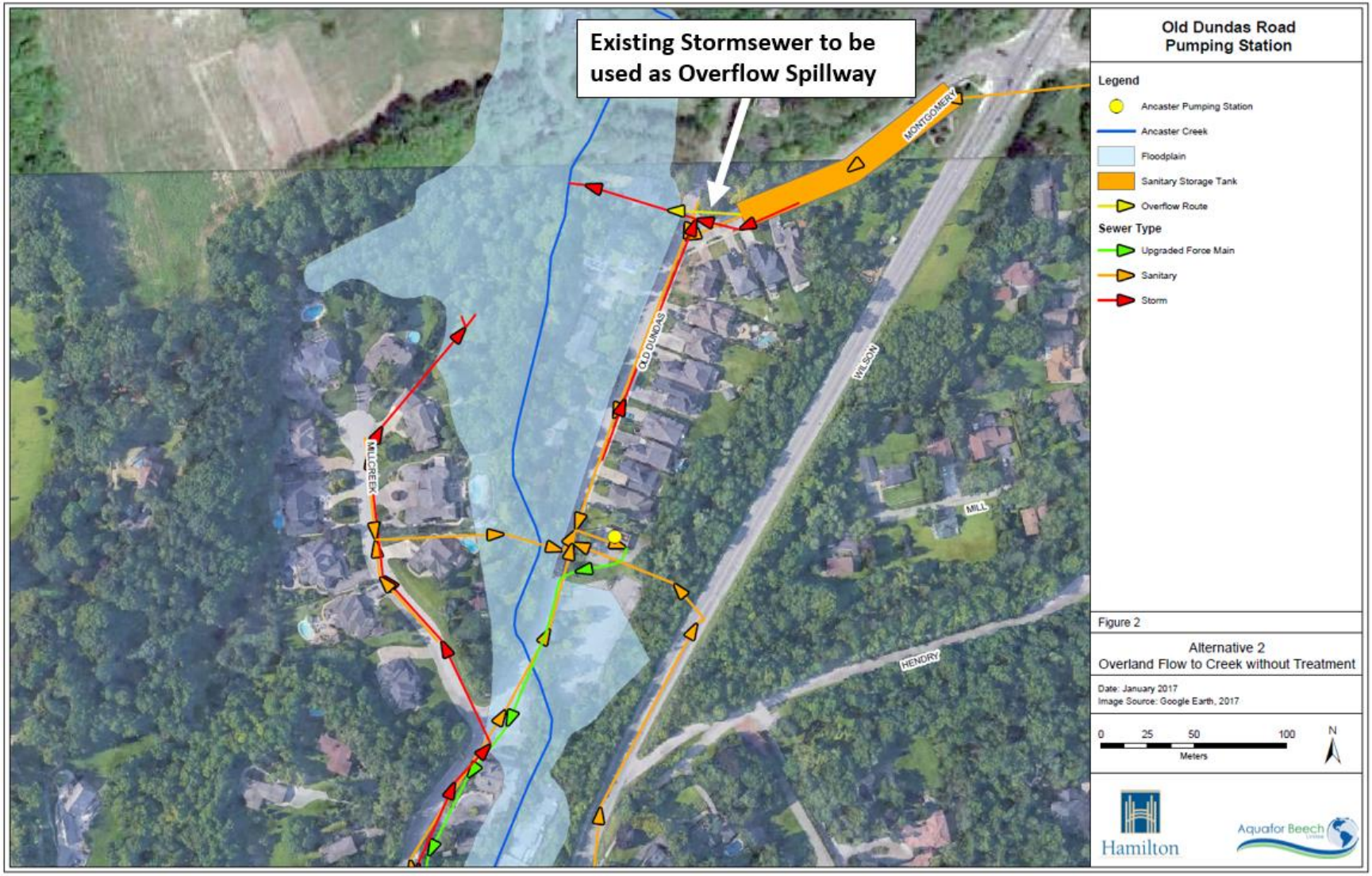

Figure 3.1: Emergency Sanitary Overflow to the Creek without Treatment

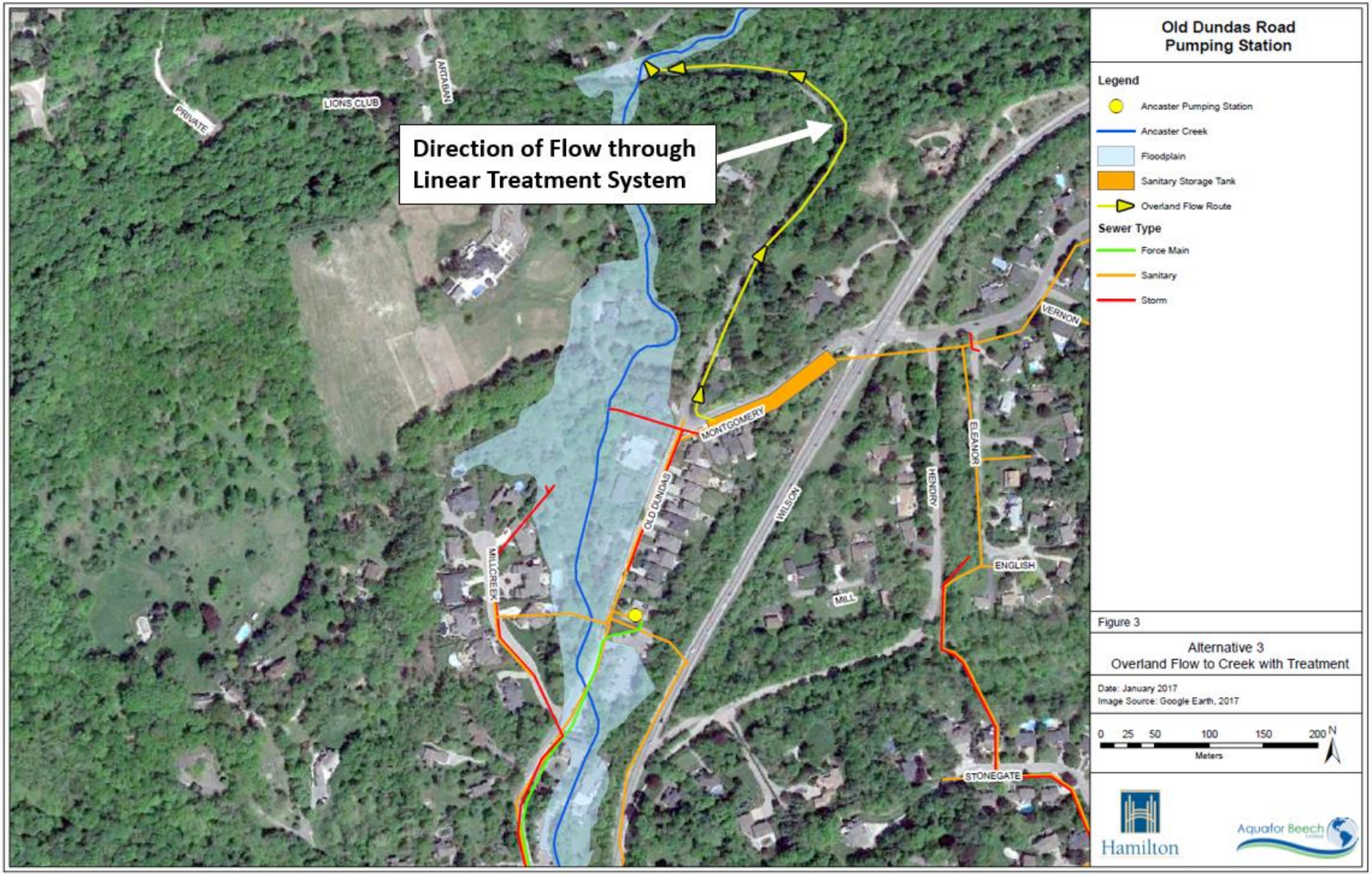

Figure 3.2: Emergency Sanitary Overflow to the Creek with Treatment

4 EVALUATION CRITERIA

For this study the following Evaluation Criteria were used to determine the preferred alternative:

- **Cost**: This criterion includes capital costs associated with implementation as well as ongoing costs associated with operations, maintenance and compliance.

- **Ability to Feasibly Achieve Objective**: This criterion is simply the ability of an alternative to alleviate sewage backup to homes.

- **Fisheries and Natural Environment Impacts**: This criterion reflects positive or negative effects on aquatic resources in Ancaster Creek and includes water quality, sediment load, fish habitat and cumulative effects downstream.

- **Community and Recreational Impacts**: This criterion reflects the effects of each alternative on the recreational attributes of the Environmentally Significant Areas (ESA) and Areas of Natural Scientific Interest (ANSI) areas on recreational fishing, hiking and other passive activities popular in the Ancaster Creek valley.

For each evaluation criteria, the alternatives are ranked from 1 (best score) to 3 (worst score). These ranks are averaged for a final evaluation ranking.

4.1 Cost

The **Do nothing** alternative has no capital costs. Compliance costs associated with flooding of raw sewage to properties along Old Dundas Road are expected to be infrequent due to the level of service provided by the existing Inline Storage Facility and the pumping station upgrades which will mitigate pump failure related flooding.

The **Install Emergency Overflow without Treatment Option** requires construction isolated at the outlet of the Inline Storage Facility. High-level costing estimates approximate the capital cost to be $100,000.

The **Install Emergency Overflow with Treatment Option** requires significant construction along approximately 500 m of roadside ditch to accommodate a linear filtration feature as well as outlet works to Ancaster Creek. High level costing estimates approximate the capital cost to be $500,000.

Table 4.1: Cost Ranking of Alternatives

	Do Nothing	Install Emergency Overflow without Treatment	Install Emergency Overflow with Treatment
Cost Rank	1	2	3

4.2 Ability to Feasibly Achieve Objective

The **Do nothing** alternative does not provide additional flood protection beyond the existing 1:100-year level of service.

The **Install Emergency Overflow without Treatment Option** will provide flood protection by diverting sewage to Ancaster Creek. There are technical concerns associated with the backflow from Ancaster Creek during flooding events. The 1:100-year flood levels in the creek in the vicinity of Montgomery Drive are approximately 183.71 m above sea level. The existing storm sewer outlet that would serve as the overflow is substantially submerged during the 1:100-year event. Infrequent runoff events which overwhelm the sanitary system but produce a smaller response from the creek are possible, but detailed hydrologic modelling of the creek and sanitary network would be required to confirm this and are outside of the scope of this project.

The **Install Emergency Overflow with Treatment Option** will provide flood protection by diverting sewage to Ancaster Creek. There are significant technical concerns associated with grading along the flow route of the linear treatment system. It appears as though there is a negative slope along a significant portion of the flow route which would not allow for gravity flow. There are also concerns associated with utility conflicts along this route.

Table 4.2: Feasibility Ranking of Alternatives

	Do Nothing	Install Emergency Overflow without Treatment	Install Emergency Overflow with Treatment
Feasibility Rank	3	2	1

4.3 Fisheries and Natural Environment Impacts

Fisheries and aquatic considerations impose constraints on any sewage overflow to Ancaster Creek as maintaining habitat associated with aquatic life is a priority. Acute effects of a sewage discharge to the creek may include increased water temperatures, bank erosion, sediment deposition and degradation of water quality.

In 1994, when an overflow was initially considered, concerns from commenting agencies highlighted issues regarding the potential quantity of overflow raw sewage and the time period that Ancaster Creek would be exposed to emergency spillage. At the time, it was estimated that a sewage flow rate of 0.04 m^3/s over a period of 12-hours into the creek would cause adverse effects to the creek, especially considering the size of the stream system and lack of organic layer for absorption. It was stated that the dilution of stream water and sewage outfall would depend very much on time of year, amount of sewage (time of day of failure), and local climate events (storm flush, etc.).

The *Old Dundas Road Sewage Pumping Station Environmental Impact Statement* (Totten Sims Hubicki Associates, 1994) notes that all tributaries to Spencer Creek, including Ancaster Creek

of which would be affected by the proposed works, display characteristics of sensitive coldwater habitat. The report notes that salmonid migration and spawning habitat has been observed within the lower reaches of Ancaster Creek (Totten Sims Hubicki Associates, 1994). Furthermore, the report discussed that fish species as well as habitat is variable throughout Ancaster Creek, with warmwater habitat displayed downstream near Cootes Paradise.

In order to confirm or discount this report, Hamilton Conservation Authority (HCA) was contacted in October 2018 to obtain relevant and up-to-date fisheries data for the study area. In response to this request, Colin Oakes of the HCA provided the fisheries community results associated with the monitoring locations displayed in **Figure 4.1**.

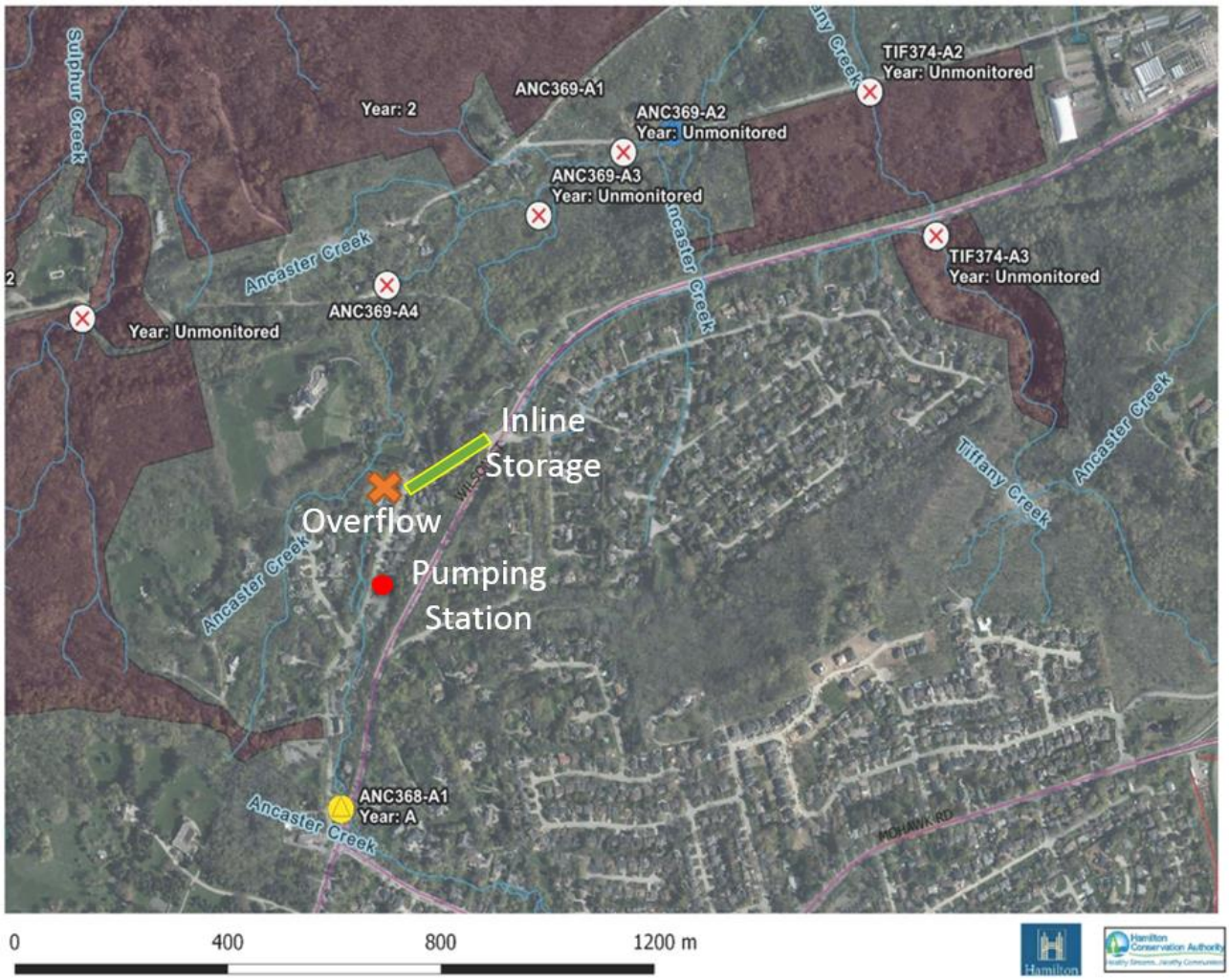

Figure 4.1: HCA Ancaster Creek Fish Community Monitoring Stations

The information provided in the 1994 EIS Report are supported by the results of the fish community results provided by HCA. Overall, 6 species have been observed within the reach impacted by the potential outlet. Station ANC368-A1, which can be observed upstream of the pumping station, displayed a community associated with moderate to high disturbance and a warmwater thermal regime. Conversely, Station ANC369-A3, which can be observed

downstream of the pumping station, displayed a community associated with little disturbance and a cool-coldwater thermal regime. Particular to ANC369-A3, Rainbow trout (*Oncorhynchus mykiss*), a coldwater species that is intolerant of disturbance was observed as the second-most abundant species downstream of the proposed outlet. Results date back to 1998 and have likely changed in composition since the development of adjacent lands. However, Ancaster Creek displays characteristics of a sensitive, coldwater stream which could be negatively impacted from upstream influences. It is also noted that Trout Unlimited Canada is currently doing a study on Ancaster Creek to determine if it can be restored to allow fish to migrate for spawning.

4.3.1 Department of Fisheries and Oceans (DFO) Request for Regulatory Review

The federal *Fisheries Act* requires the following:

- That projects avoid causing the death of fish and the harmful alteration, disruption or destruction of fish habitat unless authorized by the Minister of Fisheries, Oceans and the Canadian Coast Guard. This applies to work being conducted in or near waterbodies that support fish at any time during any given year or are connected to waterbodies that support fish at any time during any given year.

- If a project is permitted to be constructed, upon completion of the detailed design for the works, the works are to be cross-referenced with the DFO "Projects Near Water" online service to determine if a request for regulatory review under the federal *Fisheries Act* is required. Within this online service, the Minister details steps for determining if a project requires regulatory review. Steps include "Measures to protect fish and fish habitat" as well as "Waterbodies where review isn't required" (Department of Fisheries and Oceans, 2019).

Since the proposed emergency overflow works are expected to influence Ancaster Creek which supports fish at any time during any given year and the project has the potential to cause the death of fish and the harmful alteration, disruption or destruction of fish habitat, it is anticipated that if the project is permitted, it will require a DFO regulatory review. As such, a detailed design package, as noted above, would be required including a detailed mitigation plan to reduce the potential of causing the death of fish and the harmful alteration, disruption or destruction of fish habitat.

Additionally, the DFO's Fish Protection Plan would be required to review the project and mitigation plan and would determine if the project would result in the death of fish and the harmful alteration, disruption or destruction of fish habitat. If so, *Fisheries Act* authorization would be required through an issued *Letter of Advice* and the proponent would be required to prepare a *Detailed Offsetting Plan*, which would include a *Letter of Credit* to ensure that the conditions of the *Fisheries Act* authorization would ultimately be completed. The offsetting plan would be required to include some combination of:

1. Habitat restoration and enhancement;
2. Habitat creation;
3. Chemical and biological manipulations; and/or
4. Other complementary measures.

There are currently two potential options for the implementation of offsetting works, including 1) project specific measures; and 2) proponent-lead habitat banks. A flowchart to assist guide proponents in fish habitat offsetting with DFO is provided in **Figure 4.2**.

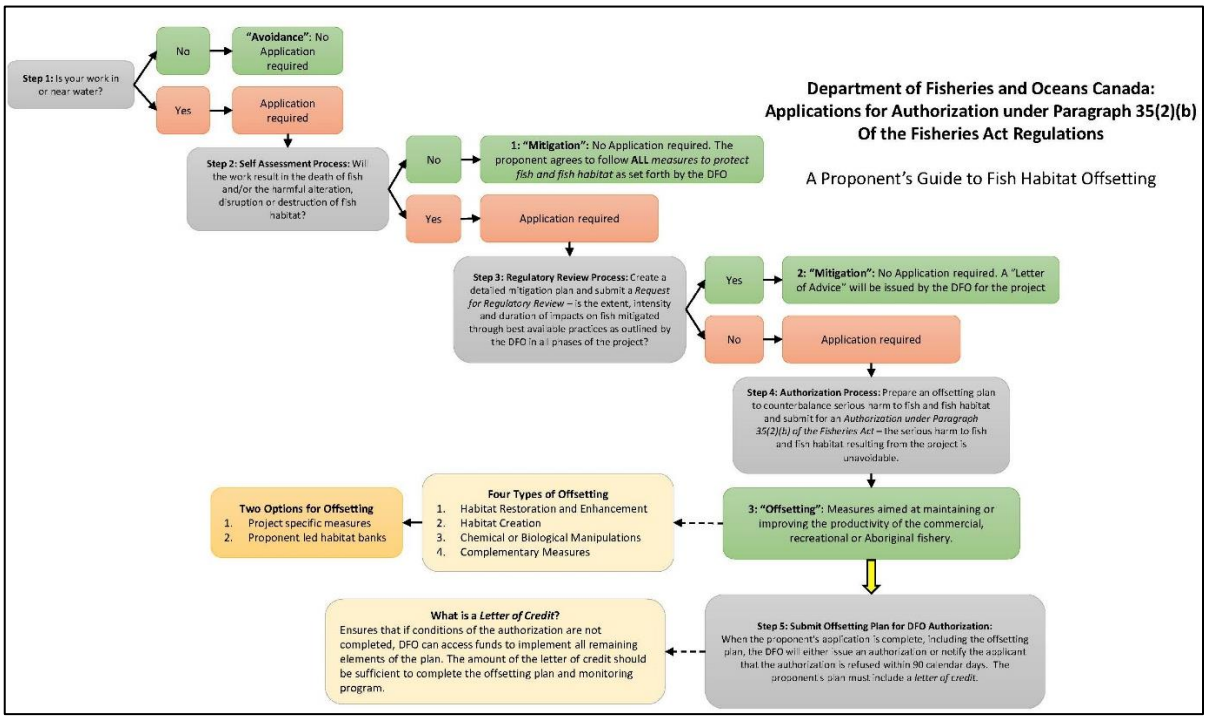

Figure 4.2: A Proponent's Guide to Fish Habitat Offsetting with DFO

4.3.2 Water Quality Analysis

As part of this study, water quality monitoring was conducted at the pumping station (inflows), and in the creek (upstream of Old Dundas Road Crossing). To distinguish between water quality conditions during runoff events and ``dry conditions``, samples were taken both during rainfall events and after 48-hours without precipitation. In total, four water quality events were sampled at four separate times. The results are summarized below for key water quality parameters. Full water quality laboratory results are provided as **Appendix A**. All rainfall depths identified are from Environment Canada Gauge 6153193 at Hamilton Airport.

Table 4.3: Water Quality Sampling Event 1 (July 26th, 2017 – Dry Event)

Water Quality Parameter	Unit	Guideline/ Standard	Sanitary Sewer	Creek
Turbidity	NTU	-	62.6	4.7
TSS	mg/L	-	216	<10

Water Quality Parameter	Unit	Guideline/ Standard	Sanitary Sewer	Creek
Conductivity	*u*S/cm	-	1250	1150
pH	pH units	6.5-8.5 [1]	7.92	8.30
Fluoride	mg/L	0.12 [2]	<0.25	<0.25
Chloride	mg/L	640 [2]	199	183
Total Phosphorus	mg/L	0.03 [1]	2.4	<0.05
Nitrate as N	mg/L	13 [2]	<0.25	1.26
Ammonia as N	mg/L	0.02 [1]	16.6	<0.02
Potassium	mg/L		10.6	2.27
E. coli	CFU/100ml	-	No Data (over-crowding microbial growth)	900
Total Coliforms	CFU/100ml	-	No Data (over-crowding microbial growth)	No Data (over-crowding microbial growth)
Fecal Coliform	CFU/100ml	-	No Data (over-crowding microbial growth)	1200

[1] Provincial Water Quality Objective
[2] Canadian Council of Ministers of the Environment

Table 4.4: Water Quality Sampling Event 2 (October 11th, 2017 - Rain (7.4 mm))

Water Quality Parameter	Unit	Guideline/ Standard	Sanitary Sewer	Creek
Turbidity	NTU	-	133	3
TSS	mg/L	-	360	<10
Conductivity	*u*S/cm	-	1050	1260
pH	pH units	6.5-8.5 [1]	7.85	8.26
Fluoride	mg/L	0.12 [2]	<0.25	<0.25
Chloride	mg/L	640 [2]	177	248
Total Phosphorus	mg/L	0.03 [1]	3.7	0.05
Nitrate as N	mg/L	13 [2]	<0.25	1.31
Ammonia as N	mg/L	0.02 [1]	18.7	0.03
Potassium	mg/L		11.6	2.84
E. coli	CFU/100ml	-	No Data (over-crowding microbial growth)	450
Total Coliforms	CFU/100ml	-	No Data (over-crowding microbial growth)	No Data (over-crowding microbial growth)
Fecal Coliform	CFU/100ml	-	No Data (over-crowding microbial growth)	820

[1] Provincial Water Quality Objective
[2] Canadian Council of Ministers of the Environment

Table 4.5: Water Quality Sampling Event 3 (January 26th, 2018 - Dry Event)

Water Quality Parameter	Unit	Guideline/ Standard	Sanitary Sewer	Creek
Turbidity	NTU	-	49.1	2.2
TSS	mg/L	-	144	<10
Conductivity	*u*S/cm	-	1240	1220
pH	pH units	6.5-8.5 [1]	7.97	8.08
Fluoride	mg/L	0.12 [2]	<0.25	<0.25
Chloride	mg/L	640 [2]	219	204
Total Phosphorus	mg/L	0.03 [1]	1.81	0.03
Nitrate as N	mg/L	13 [2]	0.31	1.73
Ammonia as N	mg/L	0.02 [1]	11.6	<0.02
Potassium	mg/L		11.4	2.29
E. coli	CFU/100ml	-	No Data (over-crowding microbial growth)	No Data (over-crowding microbial growth)
Total Coliforms	CFU/100ml	-	No Data (over-crowding microbial growth)	No Data (over-crowding microbial growth)
Fecal Coliform	CFU/100ml	-	No Data (over-crowding microbial growth)	820

[1] Provincial Water Quality Objective
[2] Canadian Council of Ministers of the Environment

Table 4.6: Water Quality Sampling Event 4 (February 20th-21st, 2018 - Rain (21.4 mm))

Water Quality Parameter	Unit	Guideline/ Standard	Sanitary Sewer	Creek
Turbidity	NTU	-	60.5	142
TSS	mg/L	-	84	279
Conductivity	*u*S/cm	-	763	475
pH	pH units	6.5-8.5 [1]	7.98	7.60
Fluoride	mg/L	0.12 [2]	<0.25	<0.25
Chloride	mg/L	640 [2]	178	124
Total Phosphorus	mg/L	0.03 [1]	0.37	0.34
Nitrate as N	mg/L	13 [2]	2.30	0.44
Ammonia as N	mg/L	0.02 [1]	1.06	0.15
Potassium	mg/L		4.46	3.59
E. coli	CFU/100ml	-	110,000	400
Total Coliforms	CFU/100ml	-	460,000	152,000
Fecal Coliform	CFU/100ml	-	136,000	600

[1] Provincial Water Quality Objective
[2] Canadian Council of Ministers of the Environment

The samples indicate that while the water quality conditions in the creek are degraded by runoff constituents associated with urban and rural pollution, the sanitary sewage is

considerably more degraded. As such, an untreated overflow of sewage to Ancaster Creek would be the least desirable from the perspective of protecting and enhancing fisheries and the natural environment.

The **Do nothing** alternative proposes no release of sewage and is this the highest scoring alternative from a fisheries and natural environment perspective.

The **Install Emergency Overflow without Treatment Option** will result in degraded water quality for a period of time after the overflow occurs. The impact of a spill would depend on volume released, time of year (e.g. during timing windows associated with aquatic life), and creek conditions. This alternative is ranked 3rd with respect to impact on fisheries and the natural environment.

The **Install Emergency Overflow with Treatment Option** will provide some mitigation of pollutant discharge via filtration and infiltration in wetland and perforated pipe components. The system will not involve secondary or tertiary treatment mechanisms and pollutant loading reductions will be subject to design but are not expected to exceed 40% for important water quality parameters. This alternative is ranked 2nd with respect to impact on fisheries and the natural environment.

Table 4.7: Fisheries and Natural Environment Ranking of Alternatives

	Do Nothing	Install Emergency Overflow without Treatment	Install Emergency Overflow with Treatment
Fisheries and Natural Environment Rank	1	3	2

4.4 Community and Recreational Impacts

Ancaster Creek is an area with an abundance of trails, parks and other accessible natural areas. Approximately 200 m downstream of Montgomery Drive is Sherman Falls, a picturesque waterfall accessible to the public from the Bruce Trail. The Monarch Trail and the McMaster Conservation Corridor are also public green spaces downstream of the project site on Ancaster Creek. The impact of an untreated sewage overflow to the creek would potentially include sewage and sanitary debris along the channel. Because an overflow is likely to occur during periods of high flow in the creek, these items may be littered in the riparian vegetation above the typical water line. Odours from sewage littered in the valley may also be present after an overflow especially if it were to occur during warm weather.

As stated in the 1994 EIS Report, allowing the spillage of raw sewage into a tributary of Cootes Paradise and Hamilton Harbour seems counterproductive considering the expenses incurred in restoring these areas and such a project could be harmful to the City of Hamilton's reputation for environmental stewardship.

The **Do nothing** alternative proposes no release of sewage and is this the highest scoring

alternative from the perspective of community and recreational impacts.

The **Install Emergency Overflow without Treatment Option** will likely result in a degraded natural corridor which will be less desirable for optional recreational users. This alternative is ranked 3rd with respect to impact on fisheries and the natural environment.

The **Install Emergency Overflow with Treatment Option** will generally prevent larger debris from spilling into the creek but will still result in the discharge of wastewater that has not undergone any biological or chemical treatment. This alternative is ranked 2nd with respect to impact on local recreation due to the concerns associated with odour.

Table 4.8: Community and Recreational Impact Ranking of Alternatives

	Do Nothing	Install Emergency Overflow without Treatment	Install Emergency Overflow with Treatment
Community and Recreational Rank	1	3	2

4.5 Overall Ranking of Alternatives

Averaging the ranking associated with each alternative identifies the **Do Nothing** alternative as the preferred solution, followed by the **Overflow with Treatment Option** and the **Overflow without Treatment Option**.

Table 4.9: Overall Ranking of Alternatives

Alternatives	Evaluation Criteria				
	Cost	**Ability to Feasibly Achieve Objective**	**Fisheries and Natural Environment Impacts**	**Community and Recreational Impacts**	**Average Rank**
Do Nothing	1	3	1	1	**1.5**
Install Emergency Overflow without Treatment	2	2	3	3	2.5
Install Emergency Overflow with Treatment	3	1	2	2	2.0

4.6 Compliance with MECP Regulation

Although not considered in the evaluation scoring, compliance with the Ministry of Environment, Conservation and Parks (MECP) regulations must also be discussed when considering a sewage overflow into a watercourse receiver. The MECP's July 5, 2019 proposed

new Canada-Ontario Agreement on Great Lakes Water Quality and Ecosystem Health includes the following mandate:

- Promote infrastructure planning and eligible investments that support the reduction of excess nutrients from point sources such as municipal wastewater treatment systems, including overflows and bypasses as priority considerations under applicable infrastructure and other funding programs;

- Review or support demonstration of innovative practices and technologies that result in improved environmental protection, while reducing reliance on conventional infrastructure funding. Examples may include long term strategic planning for infrastructure, sewage treatment plant optimization, reducing runoff volume so less is collected by sanitary or combined sewers, phosphorus/water recovery and reuse, full cost recovery of municipal wastewater and stormwater services with incentives; and

- Update wastewater policies and develop a new stormwater management policy, including policies specific to treatment requirements, sewage overflows and bypasses to enhance environmental protection and reduce nutrient loadings.

Creating a sanitary overflow into Ancaster Creek would be in contravention of the above mandate and it is unlikely that approval would be granted through the Environmental Compliance Approvals process.

5 CONCLUSION

It should be noted that this project started out as a Schedule 'C' Municipal Class Environmental Assessment (MCEA) to determine the location and design of an emergency overflow. Since the "Do Nothing" alternative was chosen as the preferred alternative, the City has decided to abandon the MCEA process for this project and document the study findings through this feasibility report.

After an evaluation considering partially treated and untreated overflows to Ancaster Creek, it was found that the "**Do Nothing**" option is the preferred alternative. The issues and constraints associated with the other alternatives are summarized below.

Install Emergency Overflow without Treatment: This alternative would negatively impact Ancaster Creek. The local coldwater fish species are intolerant of disturbance and would likely suffer both acute and long-term harm after an untreated discharge. Recreational opportunities, which are assets to the local community would also suffer both locally and in downstream areas including Cootes Paradise. There is also a hydraulic constraint in the proposed discharge area as the existing storm sewer in the vicinity of the overflow is significantly submerged during flood events resulting in potential backflow into the overflow pipe.

Install Emergency Overflow with Treatment: Using a passive filtration/infiltration system within the road right-of-way was considered which will generally prevent larger debris from spilling into the creek but will still result in the discharge of wastewater that has not undergone any biological or chemical treatment. However, the grades of the road and utility conflicts as the road follows the creek downstream present a significant constraint.

Based on the above constraints, the "**Do Nothing**" received the highest ranking. This approach generally agrees with the findings of the 1994 EIS Study which concluded that:

"Based on the weighting of alternatives, an overflow pipe discharging untreated sewage into Ancaster Creek is not an ecologically sound solution to the problem of residential sewage backup, as serious as this potential health problem is. The construction may have negative repercussions on critical components of the sensitive Dundas Valley aquatic ecosystem, and damage to its fishery may last for several years, particularly in Ancaster Creek but also in possible areas further downstream. Although residential sewage backup and personal property damage should be averted, the severity of the environmental and social impacts of this proposal should be avoided through the recommended course of action where compromises by all parties may be necessary." (Old Dundas Road Sewage Pumping Station Environmental Impact Statement – TSH, 1994)

Since this EIS Study was undertaken in 1994, the MECP has only reinforced their mandate of eliminating sewage overflows through Procedure F-5-5 which deals specifically with Combined Sewer Overflows as well as with the recent Canada-Ontario Agreement on Great Lakes Water Quality and Ecosystem Health.

It should be noted that since the Old Dundas Road Sewage Pumping Station (HC005) Wet Weather Relief Master Plan and Class Environmental Assessment Study was undertaken in 2014, hydraulic conditions within the sewershed have improved significantly via the implementation of several alternatives designed to effectively mitigate basement flooding associated with the sanitary sewer system. Specifically, the construction of the Montgomery Drive Inline Storage Facility and the reduction of infiltration/inflow in the Public Property Works has provided significant level of flood protection associated with sanitary surcharging. These improvements correspond with an increased level of service and reduced flooding risk to local residents.

With respect to the three alternatives that were considered in this study the "**Do Nothing**" alternative is found to be the preferred alternative. It should be emphasized, however, that of the three preferred alternatives in the study entitled *the Old Dundas Road Sewage Pumping Station (HC005) Wet Weather Relief Master Plan and Class Environmental Assessment Study* in October 2014 only one (the Inline Storage Facility) has been fully implemented. The Public Property Works have been implemented by the City in select locations and the Private Property Works have not been initiated. As noted in the 2014 study, these three preferred alternatives should be prioritized and implemented in order to meet the initial intent of the

2014 study.

Furthermore, preventative measures, such as the implementation of backwater valves for homes in low lying areas should be promoted. A backwater valve is a mechanical device that only allows wastewater to flow in one direction, from a home to the city sewer. In the event of a sewer backup, the backwater valve flap closes, preventing anything from flowing in or out of a sewer until the sewer backup subsides and the flap reopens. A sewer backup could occur if the wastewater system becomes overwhelmed with stormwater during a heavy rain storm. The installation of backwater valves, if properly installed and maintained, would provide a level of protection above the 100-year storm. The City currently promotes the use of backwater values and offers a grant program under the *Protective Plumbing Program*.

CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Hamilton Water Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	September 20, 2021
SUBJECT/REPORT NO:	Old Dundas Road (HC005) Wastewater Pumping Station Upgrades (PW20018(a)) (Ward 12)
WARD(S) AFFECTED:	Ward 12
PREPARED BY:	Stuart Leitch (905) 546-2424 Ext. 7808
SUBMITTED BY: **SIGNATURE:**	Mark Bainbridge Director, Water and Wastewater Planning and Capital Public Works Department 

RECOMMENDATION

(a) That procurement, pursuant to Procurement Policy #7 – Construction Contracts, for construction services at Old Dundas Road (HC005) Wastewater Pumping Station at the upset limit of $650,000 be awarded to E.S. Fox Limited and be added to Project ID No.5161267270 from Project ID No. 5162067275;

(b) That procurement, pursuant to Procurement Policy #7 – Construction Contracts, for consultancy services including; project management, contract administration during construction, site inspection and commissioning / warranty services for the Old Dundas Road (HC005) Wastewater Pumping Station improvements, at the upset limit of $75,000 be awarded to AECOM Canada Ltd. and be added to Project ID No.5161267270 from Project ID No. 5162067275; and,

(c) That the General Manager of Public Works, or their designate, be authorized and directed to negotiate, enter into and execute contracts and any ancillary documents required to give effect thereto with E.S. Fox Limited and AECOM Canada Ltd. in a form satisfactory to the City of Hamilton Solicitor.

EXECUTIVE SUMMARY

The Old Dundas Road (HC005) Wastewater Pumping Station (WWPS) was constructed in 1974 and is located on Old Dundas Road between Millcreek Court and Montgomery Drive in Ancaster. Due to its age and condition, the station requires major upgrades to bring it up to existing safety and environmental standards.

This report provides a recommendation to increase the project contract administration/site inspection and construction budget, to address unforeseen issues that have resulted in delays to the project completion date.

The Old Dundas Road (HC005) Wastewater Pumping Station Upgrades project commenced in May 2020 and was originally scheduled for completion in July 2021.

During construction, unforeseen issues were encountered with the following:

1. Rock excavation: a large boulder required removal to accommodate the proposed swab-launch chamber and existing forcemain.
2. Temporary station bypass: the original plan for bypassing included connection of the temporary piping to the existing station wet well, however, the condition of the wet well opening did not allow for a proper seal. In lieu of this issue, a revised bypass plan was developed to facilitate wet well refurbishment by utilizing an upstream manhole on Old Dundas Road.

Due to these unforeseen challenges, the construction schedule was delayed from July to October 2021. As such, additional contract administration / inspection fees and contractor delay impact costs are anticipated as a result of the extra time on site.

In order to complete this project in the most efficient and timely manner, this report recommends Procurement Policy #7 – Construction Contracts for both the contractor (E.S. Fox), and the consultant (AECOM), whom are already mobilized on the site. The value of this additional work is estimated up to $650,000 for construction and $75,000 for contract administration/site inspection, based on the additional projected time onsite of four (4) months, extended from July 2021 to October 2021.

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: This report is recommending that $650,000 be added to Project ID No. 5161267270 (HC005 Old Dundas Road Station Upgrades) from Project ID No. 5162067275 (FC001 Elgin Street Sewage Pumping Station) for construction services to the Contractor (E.S. Fox) C13-29-19. In order to

create efficiencies, a Procurement Policy #7 - Construction Contracts with E.S. FOX is recommended in order to ensure timely completion of the project.

E.S. Fox - original Purchase Order No. 94580 for construction $4.4M:

- Requested funds to be added to E.S. Fox Purchase Order No. 94580 pursuant to Procurement Policy #7 – Construction Contracts: estimated $650,000
- Total E.S. Fox proposed value for construction: estimated $5.05M

This report is recommending that an estimated $50,000 be added to Project ID No. 5161267270 (HC005 Old Dundas Road Station Upgrades) from Project ID No. 5162067275 (FC001 Elgin Street Sewage Pumping Station) for project management, contract administration during construction, and site inspection to the consultant (AECOM) C11-11-17. In order to create efficiencies, a Procurement Policy #7– Construction Contracts with AECOM is recommended in order to ensure timely completion of the project.

AECOM current Purchase Order No. 86524 for design and construction administration services $609,138:

- Requested funds to be added to AECOM Purchase Order No. 86524 pursuant to Procurement Policy #7 – Construction Contracts: estimated $75,000
- Total AECOM proposed value for design and construction administration: estimated $684138

Note: Project ID No. 5162067275 FC001 Elgin Street Sewage Pumping Station is a project that is not required due to a recently completed project at FC001 Elgin Street that resolved the asset condition, and as such is recommended to supply financing to Project ID No. 5161267270 (HC005 Old Dundas Road Station Upgrades).

Staffing: There are no known staffing implications for the recommendations put forward in this report.

Legal: There are no known legal implications for the recommendations put forward in this report.

HISTORICAL BACKGROUND

The Old Dundas Road (HC005) WWPS is located on Old Dundas Road between Millcreek Court and Montgomery Drive in Ancaster, adjacent to the Ancaster Old Mill Inn. The station was originally constructed in 1974 and is a single storey building. The site has emergency back-up power and wastewater lift pumping associated process equipment.

The objective of this Project is to design and construct upgrades to the Old Dundas Road (HC005) WWPS to bring the station up to existing safety codes and environmental requirements, to maintain sustainable and reliable service for the next 20 to 30 years. The upgrades include: civil, structural, architectural, mechanical, process, electrical, and instrumentation and control modifications.

AECOM (under Contract C11-11-17) was retained in August 2017 by the City of Hamilton (City) for engineering services for upgrades to the Old Dundas Road (HC005) WWPS.

A competitive Request for Tender for General Contractors was issued in 2019 and formally closed in January 2020. Contract C13-29-19 – Old Dundas (HC005) Wastewater Pumping Station Upgrades was awarded to the lowest compliant bid submitted by E.S. Fox.

During construction, unforeseen issues were encountered related to underground obstruction as well as issues that required changes to the bypass plan allowing continued wastewater services during construction. The analysis section of this report provides more details on the issues leading to the recommendation for additional financing to pay additional unforeseen contracting and consultant costs.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The policies affecting or impacting this Report include:

- By-law No. 20-205 Procurement Policy #2, Section 4.2 Approval Authority
- By-law No. 20-205 Procurement Policy #5.3 – Request for Tenders ($100,000 and greater)
- By-law No. 20-205 Procurement Policy #7 – Construction Contracts

RELEVANT CONSULTATION

The following groups have been consulted on the recommendations in this report:

- Finance, Corporate Services

- Procurement, Corporate Services has provided guidance as to adherence to the Procurement Policy.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The Old Dundas wastewater pumping station upgrade project is capital work planned and executed to address an ageing facility in order to improve assets and reflect modern safety requirements in addition to the goal of securing reliable service at this location into the future. While complex capital works are planned with a focus on as many constructability issues as possible, it is not uncommon to discover unexpected circumstances when actual site activities take place that need to be solved during construction.

Challenges were experienced during construction of this project as a result of a large boulder encountered during the excavation of a new swab launch chamber and challenges were also faced associated with the setup of the temporary station bypass pumping system. As a result, the Consultant (AECOM) and Contractor (E.S. Fox) experienced unforeseen delays on this project and as such, compensation for the additional time onsite is recommended. Some more details on each of these two (2) issues are outlined below to support the need for additional financing:

1) Large Boulder Found in Swab Chamber Excavation:

A large excavation was required to build a swab launch chamber to facilitate future maintenance of the station forcemain and to accommodate planned bypassing of the station for future upgrades. At the commencement of excavating (February 2021), large boulders were found in conflict with the station forcemain and shoring required for construction of the chamber. The boulders were not located by the geotechnical investigation and as such were not anticipated by the Contractor at the time of Tender. Additionally, the Contractor experienced delays in finding an approved City site to dispose of excess clean soils according to the City's Site Alteration Bylaw (19-286).

2) Station Bypass Challenges:

The station must be bypassed to safely drain and bypass the station wet well so that construction workers can clean and refurbish the equipment and structure. The initial attempt at bypassing the station was unsuccessful due to a poor seal at the wet well wall opening. This was in part due to ambiguities with the original as-built drawings for the wall opening into the station, additional benching, and deterioration of the sewer conditions exposing aggregate.

The unexpected nature of these issues is the basis for the recommendations put forward.

ALTERNATIVES FOR CONSIDERATION

N/A

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

APPENDICES AND SCHEDULES ATTACHED

N/A

CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Hamilton Water Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	September 20, 2021
SUBJECT/REPORT NO:	Water Treatment Plant Coagulant Single Source Supply (PW21052) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Deborah Goudreau (905) 546-2424 Ext. 4606
SUBMITTED BY: **SIGNATURE:**	Nick Winters Director, Water and Wastewater Operations Public Works Department 

RECOMMENDATION

That a single source procurement and standardization be approved, pursuant to Procurement Policies #11 – Non-competitive Procurements and #14 Standardization, for the supply and delivery of chemical coagulant Sternpac70 for the Woodward Drinking Water Treatment Plant for a period of no more than five (5) years and that the General Manager, Public Works Department be authorized to negotiate, enter into and execute a Contract and any ancillary documents required to give effect thereto with the manufacturer, Kemira Water Solutions Canada Inc., in a form satisfactory to the City of Hamilton Solicitor.

EXECUTIVE SUMMARY

The Woodward Drinking Water Treatment Plant (WTP) uses a chemical coagulant to enhance the removal of particles and organic matter from raw water during the treatment process. Coagulation is a critical step within the treatment process and effective treatment of Hamilton's drinking water would not be possible without a well performing chemical.

The current coagulant used at the WTP is Sternpac70, a proprietary chemical supplied by Kemira Water Solutions Canada Inc. (Kemira). The Contract, C11-17-19 is for the Supply and Delivery of Coagulant Product for the WTP and expired on August 31,

2021. The Contract was recently extended pursuant to Procurement Policy #11 – Non-competitive Procurements to allow time for Report PW21052 to be prepared and presented to the Public Works Committee.

In 2020, Hamilton Water staff undertook a study to identify and evaluate alternative coagulants that could be used at the WTP (with performance equal to or better than Sternpac70), in preparation for a competitive procurement process for a new coagulant supply contract. A total of seven (7) coagulants, including Sternpac70, were tested using Hamilton's raw water during both cold and warm water conditions. The results of the testing indicated that while several of the alternative coagulants were competitive under warm water conditions, only the Sternpac70 performed acceptably under cold water conditions. The current configuration of the coagulant dosing system at the WTP will not allow for different chemicals to be used seasonally without substantive capital modifications including additional tankage. As a result, it is recommended that continuation of the use of Sternpac70 continue until such modifications can be completed.

Staff intend to undertake additional coagulant trials in 2022 and to begin the design process to allow for seasonal coagulant dosing. In the interim, a single-source contract with Kemira for the supply of Sternpac70 is required to ensure the effectiveness of the WTP.

Alternatives for Consideration – See Page 5

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Expenditures for the current chemical coagulant vary based on the volume of water treated and are in the order of $500,000 annually.

Staffing: There are no attributed staffing impacts associated with this recommendation.

Legal: N/A

HISTORICAL BACKGROUND

The Woodward Water Treatment Plant (WTP) draws raw water from Lake Ontario and uses a conventional water treatment process (consisting of coagulation, flocculation, sedimentation, filtration, and disinfection), to provide safe drinking water to the residents, businesses, and institutions of Hamilton. The coagulation process enhances the removal of particles and organic matter from the water. The chemical coagulant, once mixed with the water, binds together small particles into larger 'flocs' which then either settle out or are filtered to remove them from the water.

In 2019, the City awarded C11-17-19 for the Supply and Delivery of Coagulant Product for the WTP to Kemira Water Solutions Canada Inc. (Kemira). While the procurement process was undertaken competitively, the performance standards and raw water characteristics detailed by the City resulted in only one (1) bid submission, that of Kemira for the Sternpac70 coagulant. In 2020, in an attempt to avoid a repeat of the 2019 procurement, staff retained CH2M HILL Canada Limited (CH2M HILL), an engineering consulting firm, to provide technical assistance in the identification and evaluation of a variety of chemical coagulants suitable for use at the WTP. The goal of the study was to identify alternative coagulants that perform similarly to or better than Sternpac70, thus promoting a competitive procurement process.

CH2M HILL solicited vendors active in provision of chemical for water and wastewater systems. Seven (7) coagulants (including Sternpac70), from six (6) different vendors underwent bench-scale testing that mimicked full-scale treatment processes, in both cold water and warm water scenarios. During bench-scale testing four (4) of the six (6) alternative coagulants had comparable performance and availability to Sternpac70 and were carried forward to full-scale testing. The full-scale test included the use of separate treatment trains within the WTP to ensure the evaluation was fair and repeatable.

Performance objectives of the study included:

- Settled water turbidity < 1.5 NTU
- Filter effluent turbidity < 0.5 NTU
- Filter run volume > 200 m^3/m^2 or comparable
- Filter run time > 24 hrs at design capacity and > 60 hrs at average day demand
- Residual aluminium ≤ 50 µg/L or comparable
- Settled water UV Transmittance > 95%

The four (4) alternative coagulants all produce lower residual aluminium concentrations in the treated drinking water than the Sternpac70, but in all other parameters Sternpac70 outperformed all alternatives by a wide margin. This performance discrepancy was most clearly observed in filter run times and filter effluent turbidity. The performance of the alternatives was so poor that CH2M Hill recommended against the use of any of them under cold water conditions.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The City's Procurement Policy By-law No. 20-205, Policies #11 and #14 allow for non-competitive procurement and standardization.

The effective performance of the chemical coagulant used in the water treatment process is a critical step in meeting the requirements of the *Safe Drinking Water Act* and

O.Reg. 170/03. Ensuring that the water treatment process is robust and aligned with the provincial multi-barrier approach is a requirement of Hamilton's Municipal Drinking Water System License and Drinking Water Works Permit.

RELEVANT CONSULTATION

Procurement, Corporate Services has provided guidance as to adherence to the Procurement Policy.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The full-scale testing of the different coagulants included testing at current average day demand (ADD) of the filters, and also at the ultimate design capacity to assess performance under peak conditions. The results of run time in hours and volume filtered are shown in the table below. On average, the Sternpac70 outperformed the alternatives by a margin of two (2) to three (3) times. Having filter run times less than 24 hours with an associated run volume less than 200 m^3/m^2 would severely limit the Water Treatment Plant's ability to produce water, increase costs associated with electricity usage and result in more water wasted during more frequent filter backwashing.

Coagulant	Sternpac70		Alternative 1		Alternative 2		Alternative 3		Alternative 4	
	Peak	ADD	Peak	ADD	Peak	ADD	Peak	ADD	Peak	ADD
Run Time (hrs)	45	60	10	26	19	28	9	27	13	28
Run Volume (m^3/m^2)	532	418	114	179	219	192	111	186	153	228

It should be noted that the full-scale testing was completed in March 2021 under cold water conditions. It is expected that the alternative coagulants would perform better under warm water conditions, but the current configuration of the coagulant dosing system at the Water Treatment Plant (WTP) will not allow for different chemicals to be used seasonally. Staff plan to further investigate whether implementing a seasonal dosing strategy would be viable at the Woodward WTP as it would require the installation of additional storage tanks and associated appurtenances and building refurbishment to accommodate those works. A seasonal coagulant strategy is a common practice in WTPs drawing raw water from Lake Ontario.

Currently, the aluminium concentrations produced by the Sternpac70 during warm weather is managed through the addition of ortho-phosphate upstream of the filters to assist with aluminium removal. This allows the WTP to meet the performance objective for dissolved aluminium in the treated drinking water. While this practice is acceptable it

does result in higher chemical usage and therefore higher costs. Implementing a seasonal coagulant strategy could have the added benefit of reducing aluminium residuals without the need for ortho-phosphate addition.

The performance of the alternative coagulants did not meet the stated performance requirements by a substantial margin. Negotiating a new coagulant supply contract with Kemira under a single-source process will allow staff and Kemira to develop mutually agreeable terms and conditions associated with the provision of Sternpac70 while staff pursue a seasonal coagulant strategy.

ALTERNATIVES FOR CONSIDERATION

An alternative to the recommendations contained within this report is to proceed with a competitive procurement process. However, given the raw water characteristics and the necessary performance standards, it is unlikely that more than one (1) bid submission would be received and terms and conditions including price would be fixed.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

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

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

None

CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Transportation Planning and Parking Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	September 20, 2021
SUBJECT/REPORT NO:	Towards a Greater Golden Horseshoe (GGH) Transportation Plan (PED21169) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Brian Hollingworth (905) 546-2424 Ext. 2953
SUBMITTED BY: **SIGNATURE:**	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department

RECOMMENDATION

That a copy of Report PED21169, entitled Towards a Greater Golden Horseshoe (GGH) Transportation Plan, be forwarded to the Ministry of Transportation by the Office of the City Clerk, and considered the City of Hamilton's formal comments, as outlined in Appendix "A", on the Province of Ontario's Towards a Greater Golden Horseshoe (GGH) Transportation Plan.

EXECUTIVE SUMMARY

On June 30, 2021, the Province of Ontario released a Discussion Paper entitled "Towards a Greater Golden Horseshoe Transportation Plan". The Discussion Paper outlines initiatives and concepts that are aimed at addressing mobility in the region and sets out priority near-term actions as a foundation to achieve the stated Vision for Mobility in 2051. The paper states that the proposed plan would help guide and align decisions and investments over the long-term to ensure other levels of government, transportation agencies, industry, local businesses, and other service providers are working collaboratively to shape the transportation system.

The Province requested that comments on the discussion paper be submitted by August 28, 2021. Staff submitted preliminary comments through the Provincial consultation portal in order to meet this deadline but advised that further comments

could be forthcoming based on input from Council. Staff comments are included in Appendix A to Report PED21169.

Staff have reviewed the Discussion Paper and are generally supportive of the 2051 Vision for Mobility which is described as "an interconnected transportation system that provides safe, seamless, and accessible transportation experience for all." This Vision is supportive of the City's 2018 Transportation Master Plan (TMP) which similarly is structured around sustainable transportation, healthy communities and economic prosperity.

It is noted that the GGH Transportation Plan was prepared to be complementary to other plans including the Growth Plan for the GGH and the Metrolinx Regional Transportation Plan (RTP).

Alternatives for Consideration – See Page 8

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

The Ministry of Transportation of Ontario (MTO) initiated the development of a GGH Transportation Plan in 2016. A first key step was the establishment of municipal Technical Advisory Committee (TAC) comprised of all 22 upper-tier/single-tier municipalities and 17 lower-tier municipalities within the GGH. The City of Hamilton (the City) has had representation on the project TAC since its inception. A total of ten TAC meetings have been held since 2016.

Throughout the period between 2018 and 2020, the main focus of the TAC meetings was to gather input on the long list of potential improvements, as well as, feedback on the development and evaluation of options. City staff provided input throughout this period, drawing heavily on the City of Hamilton's TMP which was approved by Council in 2018.

Since 2020, the TAC engagement has focused on a set of short-listed network options and associated travel demand model analysis results. These network options, developed for the entire GGH study area, comprised of different combinations of land use development patterns and strategic network assumptions. The best performing

network and policy options were refined by MTO to derive the 2051 network and policy recommendations for the GGH Plan. The City's 2018 TMP recommended road and transit networks were provided to MTO as input to the network modelling.

On June 30, 2021 the Province of Ontario released a Discussion Paper entitled "Towards a Greater Golden Horseshoe Transportation Plan". The Province requested that comments on the discussion paper be submitted by August 28, 2021.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The Discussion Paper will inform the development of a Final GGH Transportation Plan. Once complete, the GGH Transportation Plan will provide a high-level framework for the City's next TMP and will be a key reference for subsequent Official Plan Policies. It is expected that several of the sample actions listed under the category of "Future Ready", including those related to connected and autonomous vehicles, electric vehicles, and climate change, may result in policy or legislative changes once detailed in the final GGH plan.

RELEVANT CONSULTATION

N/A

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Proposed 30-Year Vision

The Discussion Paper sets out a proposed 30-year vision for mobility in the region to guide and align decisions and investments over the long term.

The proposed vision is of an interconnected transportation system that provides a safe, seamless, and accessible transportation experience for all.

The proposed 2051 vision includes three pillars:

1. Getting People Moving on a Connected Transit System;
2. Enhancing Capacity and Performance on Congested Roads; and,
3. Efficiently Moving Goods Across the Region.

The proposed vision is generally supportive and complementary to Hamilton's strategic planning needs and objectives as outlined in the City's TMP, Official Plan, and the current Term of Council Priorities for 2018 to 2022 under Multi-modal Transportation.

The proposed Vision is articulated through nine descriptors, all of which are very important to Hamilton, such as improving access to jobs and services, creating more active and sustainable modes, and making it easier to travel by transit. The Vision also includes reference to "supporting a more sustainable and resilient region". However, it is staff's opinion, informed by Council's declaration of a Climate Emergency, that climate change and its impacts should be more explicit in the 2051 Vision. Notwithstanding this, several of the near-term actions are related to climate change, as is the pillar related to a Connected Transit System. Similarly, several other themes such as public health, an aging population, and the need for sustainable funding are not prominent in the Vision.

Staff are also supportive of the direction to include a mix of solutions including new infrastructure, better services, and new policies. This is preferred over more traditional plans which are focused primarily on capacity-based solutions.

Transit Elements

"Getting People Moving on a Connected Transit System" is the first of three pillars in the 2051 Vision. It includes eight components as follows:

- Delivering on major transit investments;
- Exploring a new east-west cross-regional connection;
- Exploring a new transit loop that connects to the Ontario Line (Toronto);
- Increasing the frequency of local services;
- Fully integrating transit fares;
- Ensuring 24-hour public transportation access;
- Planning services to support equity of access and mobility; and,
- Promoting walking and cycling.

All of these components are important to Hamilton and support the City's target of achieving a 12% modal share for transit by 2031 as identified in the City's TMP. The concept of ensuring 24-hour transit service to the Region's largest employers is also significant for Hamilton's growing Airport Employment Growth District (AEGD) and other hubs; however, it is unclear what role the Province would play in achieving these enhanced service standards. The integration of transit fares is also critical to capture growing cross-boundary transit trips.

In terms of infrastructure, the Discussion Paper explicitly references Hamilton Light Rail Transit (LRT) consistent with recent commitments by the Province and Federal government. Mapping and background documentation also include the A-Line Bus Rapid Transit (BRT), all-day two-way GO service, and extension of GO Rail to Niagara Region. There is no explicit recognition, however, of Metrolinx's proposed Frequent Transit Network which includes the remaining BLAST Corridors in Hamilton.

One potential gap that staff have identified in the preliminary plans is a higher order connection between Hamilton, Brantford/Brant County, and Waterloo Region. By 2051, the combined population of these three centres will be close to two million people, and currently the only transit connections are by GO Bus. Given the size of these areas, a more robust transit solution, potentially utilizing managed lanes on Highway 403 and Highway 6, will be required.

Road Elements

"Enhancing Capacity and Performance on Congested Roads" is the second of three pillars in the 2051 Vision. It includes six components as follows:

- Delivering major highway projects;
- Expanding highways at strategic locations;
- Establishing a network of continuous managed lanes;
- Exploring options to manage passenger travel demand and congestion;
- Supporting innovation and leveraging new technologies; and,
- Planning, designing, and managing the road network and rights-of-way to support safety and mobility for all users.

Overall, these elements of the Vision are consistent with Hamilton's TMP and past directions provided by Council to the Province. In particular, Council has, on multiple occasions, directed correspondence to the Minister of Transportation with respect to key highway improvements including the 403 widening, QEW widening, and improvements on Highway 6 North (i.e. Highway 5/6 Interchange).

One area of discrepancy with the proposed highway projects is with respect to limits of widening on Highway 403. In the 2013 Niagara to GTA Corridor Planning and EA Study Phase 1 Transportation Development Strategy, the proposed widening limits were from King Street/Main Street to Jerseyville Road. Conversely, the current discussion paper leaves a gap between Aberdeen Avenue and the Lincoln Alexander Parkway (LINC). It is unclear if this is based on the needs assessment or physical constraints with respect to the escarpment. However, this determination is best dealt with through the formal Environmental Assessment which has not yet been initiated by MTO.

In reviewing future options for Highway 403, staff intend to raise the idea of reconfiguring the ramps at King Street and Main Street to allow for the potential for two-way operations.

Another omission from the Discussion Paper or background documents is the Highway 5/6 interchange; however, it is understood that this is included in the modelling work but not specifically mentioned as there are many such interchange improvements throughout the Greater Toronto and Hamilton Area (GTHA).

Staff are supportive of all other elements of the Roads pillar including those related to Travel Demand Management (TDM), managed lanes, and leveraging technology. It is noteworthy that Hamilton is a leader in the testing of new technology around connected and autonomous vehicles through the Autonomous Vehicle Innovation Network (AVIN). Hamilton is one of six Regional Technology Development Sites (RTDS).

Goods Movement Elements

"Efficiently Moving Goods Across the Region" is the third of three pillars in the 2051 Vision. It includes three components as follows:

- Planning for and managing the movement of freight;
- Connected corridors; and,
- Network performance and monitoring.

Overall, these elements are appropriate as high-level criteria, however, there could be a greater recognition of the importance of data collaboration given its importance in goods movement planning.

The discussion paper also includes a map of the Strategic Goods Movement Network (SGMN) which is important in terms of providing positive guidance on goods movement corridors. The map depicts a higher-level network than Hamilton's Truck Route System, which is currently under review.

Near Term Actions

In addition to the long-term vision, the Discussion Paper also presents a series of seven interconnected near-term goals comprising a sample of infrastructure, policies and services:

1. Improve Transit Connectivity;
2. Relieve Congestion;
3. Give Users More Choice;
4. Keep Goods Moving;
5. Safe and Inclusive;
6. Future Ready; and,
7. Muskoka, Haliburton, and Connections Beyond the GGH.

Key near term actions of significance for Hamilton are the building of rapid transit and implementation of two-way, all-day GO Rail service (now recently implemented). Several major highway corridor planning and environmental studies throughout the GTHA are referenced; however, there is no reference to advancing studies for Highway

403, the QEW or Highway 5/6 interchange. As such, staff have re-iterated Council's previous directions on these matters in comments submitted to the Province.

Overall, staff are supportive of the breadth of near-term actions highlighted as they represent a balance of infrastructure, policies and services. Many of the actions such as making it easier to walk or cycle to or from transit stations, improving local and regional cycling linkages, developing transit-oriented communities, applying an Indigenous inclusion lens, and developing a framework for transportation access and inclusion are already things that Hamilton is taking action on and thus represent opportunities for partnership with the Province for greater leverage.

Next Steps and Implementation Considerations

The Discussion Paper does not include a detailed implementation plan which is assumed to be part of the next stage as the Final GGH Transportation Plan is developed. Rather the plan recognizes the need for collaboration with various partners including municipalities to advance the shared vision. In circulating the Discussion Paper, the Province specifically asked, "What implementation considerations do you see as most critical as we develop the GGH Transportation Plan to support effective implementation at a regional level, for the province and for its partners?"

Staff have highlighted three critical areas with respect to implementation:

- Coordination of Land Use and Transportation Planning

The success of the GGH Transportation Plan is contingent on strong land use policies that direct and facilitate compact mixed-use developments focused on transit corridors. Similarly, major transit investments in rapid transit and the GO Rail network are drivers of more efficient land use patterns. The GGH Plan presents an opportunity to align land use and transportation plans starting with the Provincial Growth Plan through to municipal Official Plans and Secondary Plans.

- Embracing Innovation

Events that have taken place over the past year and a half as a result of COVID-19 have demonstrated the potential for innovation to have a profound effect on transportation. One example is the move to working from home that was facilitated through rapid deployment of technology in combination with policy changes. It is expected that this type of innovation, along with vehicle technologies, data gathering, and shared mobility will continue to change at a rapid pace and require partnerships between governments, the private-sector and individuals. It will be important, however, to closely monitor this innovation to ensure that interests of individual citizens are

protected, and that changes do not result in greater inequalities because of income, ethnic background or physical abilities.

- Sustainable and Predictable Funding

The past several years has seen major investments in transportation by senior levels of government, and in some cases, investments in areas not traditionally funded, such as active transportation. Notwithstanding these unprecedented investments, there remains many challenges for municipalities in terms of funding for operations, maintenance, and asset preservation. To be successful, the GGH Transportation Plan needs to be grounded by a long-term financial strategy that provides predictability to investments and operations at all levels of government. This is particularly important as many of the actions identified in the plan, such as provision of 24-hour transit service to major employment hubs, may require different funding models than are currently in place.

ALTERNATIVES FOR CONSIDERATION

Council could direct staff to provide revised comments on the Discussion Paper.

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.

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

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

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PED21169 – Staff Comments on June 2021 Towards a Greater Golden Horseshoe Transportation Plan

BH:cr

City of Hamilton
City Hall, 71 Main Street West
Hamilton, Ontario
Canada L8P 4Y5
www.hamilton.ca

Transportation Planning Section, Planning & Economic Development Department
Mailing Address: 71 Main Street West, Basement – Mail Room,
Hamilton, ON. L8P 4Y5
Phone: 905-546-2424 ext. 2953
Email: brian.hollingworth@hamilton.ca

August 27, 2021

Katerina Downard
Environmental Policy Office
777 Bay Street
Suite 700
Toronto, ON
M7A 2J8
Canada

Re: ERO 019-3839 Greater Golden Horseshoe (GGH) Transportation Plan

Dear Ms. Downard:

The City of Hamilton (the City) appreciates the opportunity to provide feedback with respect to the Greater Golden Horseshoe (GGH) Transportation Plan and specifically the June 2021 "Towards a Greater Golden Horseshoe Transportation Plan Discussion Paper." The City welcomes recognition of the need for an integrated transportation system in the GGH region and beyond that provides seamless, safe and accessible mobility for people and goods.

The following is a summary of the City of Hamilton's staff comments on the Discussion Paper and proposed Vision. Due to reporting Council lead times, staff comments will be formally presented to the City's Public Works Committee on September 20, 2021 and subsequently to Council on September 29, 2021. Any additional comments or revisions that are raised by City Council will be provided as a supplemental submission.

Proposed 30-Year Vision

The proposed Vision as articulated through nine descriptors, appropriately focuses on key factors such as safety, accessibility, and seamless mobility, all of which are very important to Hamilton. The Vision also includes reference to "supporting a more sustainable and resilient region". However, it is staff's opinion, that climate change and its impacts should be more explicit in the 2051 Vision. Notwithstanding this, several of the near-term actions are related to climate change, as is the pillar related to a Connected Transit System. Similarly, several other themes such as public health, an aging population, and the need for sustainable funding are not prominent in the Vision. It may be useful to provide an explanation of the links between the Vision elements and higher-level issues such as climate change and public health.

The City of Hamilton is very much supportive of the direction to include a mix of solutions including new infrastructure, better services, and new policies. This is preferred over more traditional plans which are focused primarily on capacity-based solutions.

Connected Transit Systems

The City supports the identified policies and mix of new infrastructure and enhanced transit services. Moving people locally and regionally on a connected and frequent transit system supports the City of Hamilton in achieving its targeted 12% transit mode share as identified in the City's TMP. The City offers the following comments:

(a) The plan explicitly references the Hamilton Light Rail Transit (LRT) consistent with the recent commitments by the Province and Federal governments as well as the A-line Bus Rapid Transit (BRT) in the mapping, however, there is no mention of the Metrolinx's proposed Frequent Rapid Transit Network (FRTN). The FRTN, which includes Hamilton's BLAST corridors, is a critical part of the City and Regional Transportation Plan. Additionally, there is no mention of the Dundas BRT which would traverse Highway 5 and connect Waterdown.

(b) A better and connected regional transit system reduces congestion and emissions, increases productivity, and provides faster commute times. It is also critical that these transit connections connect key urban communities and employment centres. The proposed conceptual east-west cross-regional connection (Burlington to Oshawa), which is shown to terminate in Burlington, will not achieve this connectivity unless it is accessible for Hamilton residents and employees. As such, the City looks forward to exploring options for this connector and its potential extension, or alternatively fast frequent feeder connections.

(c) Increasing the frequency of local transit to every ten minutes across all urban areas is an aspirational target and critical to support more compact mixed-use development. However, such service increases would have significant operational costs and, also require investments in infrastructure to efficiently achieve these service levels. It is recommended that the Final GGH Plan provide greater context to this recommendation and, also outline the financial implications and funding options.

(d) Similarly, the concept of ensuring 24-hour transit service to the Region's largest employers is also significant for Hamilton's growing Airport Employment Growth District (AEGD) and other hubs; however, it is unclear what role the Province would play in achieving these enhanced service standards.

(e) One potential gap that the City identified is a higher-order connection between Hamilton, Brant County, and Kitchener/Waterloo Regions. By 2051, the combined population of the three centres will be close to two million people. Currently, there is no viable transit connection between these centres and Hamilton. Given the projected population and employment increase for these three areas, a robust transit solution and managed lanes potentially utilizing managed lanes on Highway 403 and Highway 6 will be required.

(f) The plan identifies the significance of promoting active/alternative transportation modes as the first choice for short trips and to access transit stations. The City supports this element and looks forward to continuing to work with the Province to improve multimodal connectivity and deliver active transportation infrastructure improvements.

Road Elements

The City supports the second pillar of the proposed 2051 vision and the provision of a resilient road network that provides more capacity in the most congested areas, more efficient freight routes and better route alternatives. The City also supports policies related to Travel Demand Management, managed lanes, and leveraging intelligent technologies to address congestion.

We provide the following comments for consideration:

(a) Hamilton Council has consistently advocated for highway widening projects for Highway 403, Highway 6 South, and the QEW as identified in the discussion paper and background documents. As such, the City is pleased that these are identified explicitly in the GGH Plan.

(b) The discussion paper recommends widening of Highway 403 between the limits of Paris Road to the Aberdeen and Lincoln Alexander Parkway (LINC) and then from Aberdeen Avenue to Highway 407. As such, there is a gap between Aberdeen and the LINC that is not identified for widening. It is unclear if it is based on the forecasting and needs assessment or due to physical constraints with respect to escarpment. In the 2013 Niagara to GTA Corridor Planning and EA Study Phase 1 Transportation Development Strategy, the proposed widening limits were from King Street/Main Street to Jerseyville Road. The City would like to better understand the background behind this network decision.

(c) Hamilton Council is on record of requesting the MTO initiate the EA for the Widening of Highway 403, which is the most appropriate way to evaluate widening alternatives and transition points. As part of this work, staff intend to raise the idea of reconfiguring the ramps at King Street and Main Street to allow for two-way operations.

(d) It is our understanding that interchange improvements are not listed in this discussion paper, however, they are incorporated in the modelling work and will be programed as part of the capital improvement projects by the year 2051. Hamilton Council is on record of advocating for the acceleration of the Highway 5 and 6 interchange in Waterdown given the existing need and rapid growth in this area.

(e) The City of Hamilton supports the Province's concept for managed lanes as part of any highway expansion which prioritizes higher occupancy modes and other approaches to encourage more sustainable transportation. Map 2 in the Discussion Paper shows managed lanes on both Highway 403 and the QEW, which is appropriate. However, in a recent meeting on the Highway 403/Highway 6 Interchange Study, representatives from MTO indicated that a decision had been made to not extend HOV lanes past the Freeman Interchange. Staff are seeking clarification on the GGH plan in this regard and would advocate that the HOV lanes or other forms of managed lanes are key to achieving more sustainable transportation and consistent with the 2051 Vision.

Freight and Goods Movement

The City is supportive of the high-level criteria identified for the development of an integrated, multimodal Strategic Goods Movement Network (SGMN) to efficiently move goods across the

Region. The City is also supportive of real-time system management and deployment of new technologies such as truck platooning. We offer the following suggestions:

(a) Hamilton is well positioned as a goods movement hub given existing air, rail, marine, and highway infrastructure. All efforts should be made to maximize intermodal connectivity, to, from, and between these assets.

(b) Off-Peak Delivery (OPD) has the potential to distribute the peak hour traffic, relieve congestion, reduce emission and improve air quality. Conversely, OPD negatively impacts the quality of life for residential communities where land uses are not freight-supportive. Accordingly, Hamilton may adopt a hybrid approach for OPD. Specifically, as part of the City's Truck Route Master Plan Update, the concept of day-time only routes in the downtown is being considered. Ultimately, the decision on OPD may be location specific.

(c) Working with partners and establishing a framework for truck-pooling to reduce the volume of empty mile trucks on the road system would help achieve the vision of efficient goods movement.

(d) Given the importance of data collaboration in goods movement planning, the City strongly suggests the development of a freight data collection and collaboration strategy between all levels of governments and key private sector partners. To improve road user safety, the use of electronic logging devices should be a requirement for any mid-size and large-size trucks.

(e) The development of a regional truck navigation system, inclusive of local and regional strategic goods movement networks, that provides truck drivers direction on-route to legally travel on and places to safely rest could be identified as an early action.

(f) The City's truck route system is currently under review and will be modified as such to balance the needs of the community and the goods movement industry while providing truck accessibility to key employment destinations. The City observed one discrepancy in the SGMN maps showing the Westbrook Road as a key goods movement corridor. We recommend, in the final plan, the SGMN maps be updated to reflect the council-approved updated truck route network and, in the interim, replace the Westbrook Road with Regional Road 56.

(g) The Hamilton Transportation Master Plan (TMP) recognizes the need for a strategic goods movement link connecting Hamilton AEGD (Provincially Significant Employment Lands) to Red Hill Valley Parkway. It provides direct connectivity between major transportation terminals (Port and Airport) and significant employment lands.

(h) There is no mention of policies and plans concerning the use of alternative fuel for goods movement vehicles and infrastructure to support the transition from diesel to carbon-neutral fuel sources.

NEAR TERM ACTIONS

The City is supportive of the breadth of the near-term actions as they represent the balance of infrastructure, policies and services. The near-term actions highlighted in the discussion paper

are in line with the actions identified in the Hamilton TMP, thus represents opportunities for partnership with the Province for greater leverage.

Key near-term actions of significance for Hamilton are advancing the Hamilton LRT, completion of the Highway 5/6 interchange, and extending two-way, all-day GO rail service.

Notably, Hamilton is a leader in the testing of new technology around connected and autonomous vehicles through the Autonomous Vehicle Innovation Network (AVIN). Hamilton is one of six Regional Technology Development Sites (RTDS). In partnership with the RTDS, Hamilton is exploring the deployment of emerging technologies to improve safety and efficiency in multimodal transportation systems. Moreover, Hamilton's soon to be implemented pilot project for on-demand transit will serve as a test model for other communities.

NEXT STEPS AND IMPLEMENTATION CONSIDERATIONS

In response to the question posed by the Province: "What implementation considerations do you see as most critical as we develop the GGH Transportation Plan to support effective implementation at a regional level, for the province and for its partners?", we would like to highlight three critical areas with respect to implementation:

1. Coordination of Land Use and Transportation Planning

The success of the GGH Transportation Plan is contingent on strong land use policies that direct and facilitate compact mixed-use developments focused on transit corridors. Similarly, major transit investments such as Hamilton's LRT project and the GO Rail enhancements are drivers of more efficient land use patterns. The GGH Plan presents an opportunity to align land use and transportation plans starting with the Provincial Growth Plan through to municipal Official Plans and Secondary Plans.

2. Embracing Innovation

Events that have taken place over the past year and a half as a result of COVID-19 have demonstrated the potential for innovation to have a profound effect on transportation. One example is the move to working from home that was facilitated through rapid deployment of technology in combination with policy changes. It is expected that this type of innovation, along with vehicle technologies, data gathering, and shared mobility will continue to change at a rapid pace and require partnerships between governments, the private-sector and individuals. It will be important, however, to closely monitor this innovation to ensure that interests of individual citizens are protected, and that changes do not result in greater inequalities because of income, ethnic background or physical abilities.

3. Sustainable and Predictable Funding

The past several years has seen major investments in transportation by senior levels of government, and in some cases, investments in areas not traditionally funded, such as active transportation. Notwithstanding these unprecedented investments, there remains many challenges for municipalities in terms of funding for operations, maintenance, and asset preservation. To be successful, the GGH Transportation Plan needs to be grounded by a long-term financial strategy that provides predictability to investments and operations at all

levels of government. This is particularly important as many of the actions identified in the plan, such as provision of 24-hour transit service to major employment hubs, may require different funding models than are currently in place.

Sincerely,

Brian Hollingworth

Brian Hollingworth, P.Eng.
Director, Transportation Planning and Parking
City of Hamilton (COH)

cc: Mike Field, Acting Director, Transportation Operations and Maintenance, COH
Edward Soldo, Chief Road Official, COH
Tony Sergi, Senior Director, Growth Management, COH
Gord McGuire, Director, Engineering Services, COH
Steve Robichaud, Chief Planner and Director of Planning, COH
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CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations & Maintenance Division
and
CORPORATE SERVICES DEPARTMENT
Legal and Risk Management Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	September 20, 2021
SUBJECT/REPORT NO:	Automated Speed Enforcement Update (PW20002(a)/LS21035) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Ryan Krantz (905) 546-2424 Ext. 5663 Peter Locs (905) 546-2424 Ext. 6015
SUBMITTED BY: **SIGNATURE:**	Mike Field Acting Director, Transportation Operations & Maintenance Public Works Department  Stephen Spracklin, City Solicitor Legal and Risk Management Services Corporate Services Department 

RECOMMENDATIONS

(a) That the one-year automated speed enforcement (ASE) pilot approved through Report PW20002 be implemented as a permanent roadway safety program utilizing two mobile ASE units installed at rotating and scheduled operating locations;

(b) That the proposed 24 ASE program operating locations and associated schedule, comprised of one location per Ward and nine school zones, attached to Report (PW20002(a)/LS21035) as Appendix “A”, be approved for implementation in 2022;

(c) That the cost of transitioning from a pilot and operating a permanent ASE program be funded from the Red Light Camera (RLC) Reserve #112203;

(d) That the ASE program operating locations, which have not previously been designated as Community Safety Zones (CSZ), be approved for designation and Traffic By-law 01-215 be amended accordingly, through passage of the amending by-law attached to Report (PW20002(a)/LS21035) as Appendix “B”; and

(e) That the General Manager of Public Works, or their designate, be authorized and directed to enter into and/or extend the appropriate agreements with the Ministry of Transportation, City of Toronto and Redflex Traffic Systems (Canada) Limited for the permanent ASE program.

EXECUTIVE SUMMARY

ASE was piloted in the City of Hamilton between October 2020 and September 2021 operating at 18 different locations as approved by Council. Data collected during the pilot demonstrates that ASE technology is effective at reducing motor vehicle speeds and increasing driver compliance with posted speed limits. Evidence suggests that the presence of ASE on a roadway changes driver behaviour because when the units were removed from operating locations there was a measurable residual benefit in vehicle speeds.

During operations the ASE equipment was impacted by intentional damage and vandalism which interfered with their function in some instances. Measures were put in place during the pilot which reduced instances of damage and vandalism and were effective at reducing impacts. The site selection strategies utilized were found to be effective and experience from the pilot has provided additional enhancement criteria related to site selection to ensure equipment is not located on sections of roadways that have little to no natural surveillance.

Financial and resourcing analysis of the ASE pilot indicates that the pilot could be successfully transitioned from a pilot to a permanent roadway safety program. However, there are considerable barriers related to expanding the program beyond two ASE units utilized by the pilot related to financial sustainability, legal impacts on the court system and resourcing pressures.

The Province of Ontario is likely to allow ASE to be processed through an Administrative Monetary Penalty system beginning in 2023/2024 which would be beneficial and provide financial relief, enabling future ASE program expansion. Many municipalities in similar positions to Hamilton are delaying implementation or expansion

of ASE until Administrative Monetary Penalty systems become available for these offences, based on concerns with the impact on Courts and POA enforcement. Since ASE has proven to be an effective tool at reducing motor vehicle speed limit compliance, it is recommended that it is implemented as a permanent roadway safety program and matching the scale of deployment to what was used during the pilot.

Further, it is recommended that proposed operating locations and program schedule for 2022 be approved, which includes 1 ASE location per Ward and 9 school zones which when evaluated were found to be locations that receive the highest degree of benefit from ASE operations. Locations beyond 2022 would be selected and presented to Public Works Committee for approval in the future.

Alternatives for Consideration – See Page 11

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Net operational costs of ASE exceed ticket fees recovered through violations. The following is the approximate yearly annual operating cost, given current volumes and operating two mobile ASE units, for the implementation a permanent ASE program:

ASE Equipment Contract	$	300,000
ASE Infraction Processing (City of Toronto)	$	400,000
Vehicle License Information (MTO)	$	30,000
POA Administration	$	1,250,000
Communications (OTC Working Group)	$	20,000
Regulatory Signage and Internal Operations	$	200,000
Total estimated operating cost (without HST)	$	2,200,000
Estimated Recovery Costs of Violations (20,000 @ $80/ticket)	$	1,600,000
Net Projected 2022 Operating Cost	$	600,000

The RLC Reserve #112203 has approximately $5.6 million in available funds and is utilized to fund roadway safety initiatives as defined by the Vision Zero Action Plan 2019-2025. If ASE is expanded by as few as two additional units (doubling of the recommendation) the RLC reserve is projected to be exhausted as early as 2024. This would result in considerable cost pressures and the City would need to determine a different funding model for roadway safety initiatives. Operating two ASE cameras, as recommended, will enable the RLC reserve to be sustained with a positive balance until AMPS is implemented which would considerably ease the associated program cost pressures.

Staffing: Given current volumes, there are no staffing impacts based upon the recommendations for the ongoing operation of 2 ASE units compared to what was required for the pilot. Any increases to the number of ASE units will result in the possible need for additional staffing resources for POA Legal, POA Administration and Transportation Operations & Maintenance.

Legal: It is expected that Hamilton's POA judicial resources (as appointed by the Province of Ontario) will continue to be constrained from increased volumes of cases, due to the COVID-19 related court closures. Without the addition of judiciary and a growing, rather than shrinking court schedule, the volume of additional charges has an adverse effect on POA fine revenues. This impact is on the full range of fine revenue received by the City, not just newly added charges. Expansion beyond the proposed ASE operating structure will result in additional pressure on the provincial court system; specifically, judicial resources as well as an increased need for prosecution and administration staff. The costs of the courts in Hamilton are borne by the City, but the availability of judicial staff and judicial control of court schedules rely on Provincial appointments.

Although there has been discussion with respect to the transitioning of ASE to the Administrative Monetary Penalty System (AMPS), the regulatory framework still requires development by the Ministry of the Attorney General which will govern AMPS across the Province and is expected to be released in mid-2022 for a mid-2023 potential launch. Even with the transition from POA to AMPS, there will be an overlap with courts processing charges and AMPS section for a few years.

HISTORICAL BACKGROUND

On September 1, 1998, the *Highway Traffic Act*, R.S.O. 1990, c. H.8 (HTA) was amended to permit municipalities to establish community safety zones (CSZ) on public roads under their jurisdiction. Under Section 214.1(1) of the HTA, delegated authority was given to the Council of municipalities to designate, by by-law, a part of a highway under its jurisdiction as a community safety zone if, in the Council's opinion, public safety is of special concern on that part of the highway.

On May 30, 2017, the Province of Ontario passed Bill 65, the Safer School Zones Act, which amended the HTA to facilitate the municipal adoption of Automated Speed Enforcement (ASE) technology on roads with speed limits under 80 km/h in designated school zones and CSZ's.

On February 13, 2019, Council approved the Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019-2025 through Report PW19015, which identified the use of ASE technology.

On January 22, 2020 Council directed, via a motion amending recommendations in Report PW20002, the use of ASE for a one-year limited use pilot in designated school zones and CSZs utilizing two mobile ASE units.

On July 10, 2020 Council approved the implementation and use of CSZ's via amendments to By-law 01-215, a Community Safety Zone Guideline, designation of 12 CSZ locations and an ASE pilot location operation schedule through Report PW20045. Further, Transportation Operations & Maintenance were directed to consult with Ward Councillors and report back in Q4 of 2020 with an auxiliary list of proposed ASE pilot locations.

In October 2020, the ASE pilot began operations at the first scheduled location on Stone Church Road East between Pritchard Road and Dartnall Road.

On December 16, 2020, Council approved an auxiliary list of 6 additional CSZ/ASE locations, and a revised ASE pilot schedule through Report PW20045(a).

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

There are ongoing discussions with respect to the transitioning of ASE to Administrative Monetary Penalty System (AMPS). The regulatory framework is still in development by the Ministry of the Attorney General which will govern AMPS across the Province and is expected to be released in mid-2022 for a mid-2023 potential launch. Even with the transition from POA to AMPS, there will be an overlap with courts processing charges under the current Provincial Offences framework and the AMPS section for a few years until in-process trials and early resolution meetings are resolved.

The proposed recommendations comply with and support Ontario Regulation 398/19 Highway Traffic Act, Hamilton Council Strategic Plan 2016-2025, Hamilton Transportation Master Plan and the City of Hamilton Vision Zero Action Plan 2019-2025.

RELEVANT CONSULTATION

The following key stakeholders have been consulted with respect to the development and content of this report:

- Provincial Automated Speed Enforcement Steering Committee;
- Hamilton Strategic Road Safety Committee;

- Road Safety Committee of Ontario (ROSCO);
- Ontario Ministry of Transportation;
- Hamilton Police Services
- Ontario Traffic Council and other municipalities implementing ASE;
- City Clerks; and
- Corporate Services (POA Legal and POA Admin).

ANALYSIS AND RATIONALE FOR RECOMMENDATIONS

The 2017, 2018, 2019 and 2020 Annual Collision Reports consistently identify that speeding and aggressive driving are contributing factors for approximately 50% of all collisions City wide. The Council approved Vision Zero Action Plan 2019-2025 identifies that ASE technology is a possible roadway safety measure that could aid in altering driver behaviour for the benefit of all road users and further improve the safety performance.

Like RLC's, ASE technology is an automated roadway safety measure system that utilizes cameras and sensors to detect operational parameters of motor vehicles, specifically speed. ASE units detect vehicles that exceed the posted speed limit and logs information that is used to issue speeding fines to identified registered vehicle plate owners. ASE is actively being used in other Ontario jurisdictions as both permanent and pilot programs, notably the City of Toronto, City of Mississauga, York Region and Region of Durham.

The objectives of the City of Hamilton one-year ASE pilot project were to gauge the technology's effectiveness to mitigate speeding, change driver behaviour and enhance roadway safety in alignment with the Vision Zero Action Plan 2019-2025's goals and objectives. The pilot also examined operational characteristics, cost of use/implementation, resourcing requirements and impacts on the Provincial Offences Court system. Analysis and results of the pilot project was leveraged to formulate recommendations (a) through (e) in Report PW20002(a)/LS21035 regarding transitioning from a pilot to a permanent roadway safety program.

Roadway Safety

ASE was approved to operate as a pilot at 18 different locations between October 2020 and September 2021. Units were installed and operated at the approved locations either for two week or one-month intervals, in compliance with the approved schedule.

Transportation Operations & Maintenance conducted pre-enforcement and post-enforcement speed and volume data collection for all ASE locations to assess changes in driver behavior (vehicle speeds). This information, as well as data from the ASE units

for each location was published on the ASE City's webpage (www.hamilton.ca/automatedspeedenforcement).

Data from all 18 ASE locations was not available during the development of Report PW20002(a)/LS21035, however, data from approximately two-thirds of the locations demonstrates that vehicle speeds were reduced on roadways where the units were operating and lasted residually after they were removed.

Vehicle compliance to the posted speed limit increased by 29% and the average reduction of the 85th percentile speed (the speed at or below which 85% of vehicles travel) between the pre-enforcement period and enforcement period was 10 km/h. Mountain Brow Boulevard between Broker Drive and Mohawk Road East benefitted the most from ASE operation as the 85th percentile speed was reduced from 67 km/h during the pre-enforcement period to 48 km/h during the enforcement period, which is a total reduction of 19 km/h. The posted speed limit on Mountain Brow Boulevard is 40 km/h. The highest recorded non-compliant speed was 78 km/h above the posted speed limit which occurred at the Stone Church Road East location.

Residual benefits were observed after ASE units were removed and relocated as the average reduction of the 85th percentile speed between the pre-enforcement period and post-enforcement period was 5 km/h.

A detailed list of ASE operation statistics is attached as Appendix "C" to Report (PW20002(a)/LS21035) for reference.

Based upon the empirical results of the pilot when compared to other speed management traffic calming measures, the results demonstrate that ASE technology can considerably reduce vehicle operating speeds and therefore increase roadway safety performance for all road users.

Pilot Operations

The pilot utilized two mobile ASE units which worked paired monitoring both directions of vehicular traffic at each location. They were cycled from one location to the next as per the Council approved ASE operating location and schedule. The 18 ASE pilot locations provided thorough and representative types of roadways and were selected using the Community Safety Zone Selection Guideline and with the aid of consultation with all Ward Councillors.

The process to select and approve ASE operating locations was effective since it was evidence based and included Ward consultation. It is preferred that this process be used for location selection and approval if ASE is approved to transition from pilot to a permanent program.

Unfortunately, ASE units were regularly targeted and suffered varied degrees of intentional damage and vandalism. In some instances, this interfered or disabled the operation of the units until they were able to be attended to by the City or the ASE vendor. To address these scenarios, Transportation Operations & Maintenance regularly monitored the status of the cameras, conferred with Corporate Security on mitigation techniques and worked with Hamilton Police Services. While this approach did not stop damage and vandalism, it reduced and lessened operational impacts. The mobile ASE units are susceptible to damage and vandalism since they are ground mounted and the camera/radar lenses easily accessible to the public.

The Vendor is investigating additional security measures which could be implemented that would assist in identifying individuals intentionally causing damage. There is ASE equipment in which the camera/radar is mounted on a post out of reach of the general public, however this type of equipment is not mobile and only suitable for permanent and static locations, like RLC units. Permanent ASE locations could be considered in the future should the program be implemented and expanded.

Enhanced evaluation of site selection could assist in further mitigating damage and vandalism by considering the availability of natural surveillance. ASE units which operated on roadways that were rural or semi-urban (with minimal natural surveillance) were generally more susceptible to being impacted. Applying Crime Prevention through Environmental Design (CPTED) principles could improve site selection criteria. Operating ASE units in isolated environments should be avoided.

Transportation Operations & Maintenance utilized internal resources in both the Transportation Operations and Roadway Maintenance sections to manage the ASE pilot and conduct regular in-field monitoring. Existing staff resources are adequate to support the proposed recommendations and additional internal resources may be required to support an expanded program.

Resourcing, Pressures and Provincial Offences Court System

ASE processing is managed through a contractual agreement with the City of Toronto and charges issued are filed with the City's resources in POA Court Administration. The processing and resolution of these infractions is done in collaboration with POA Legal, the Provincial Prosecution Offices and the Judiciary. Existing resources adequately supported the pilot and proposed recommendations. However, an expanded program would result in a direct resource impact based on increased volumes. Estimated staffing impacts are the addition of:

- One Court Administration Clerk (per 5,000 charges);
- One Court Reporter;
- Three Prosecutors; and
- One Prosecution Administration Clerk.

The above cost would result in an additional pressure against RLC and ASE revenues of approximately $1,000,000 per year. Staffing and work space costs have not been included as part of the cost estimation.

These, or potentially greater staffing implications, will affect available space or capital costs in the City's Courthouse and higher levels of charges may need consideration of expanded court space for courtrooms if a court schedule expansion were likely to be approved. Costs and implications outlined above would potentially affect City POA revenues and the RLC Reserve #112203, though the fiscal impact may develop over a period of time.

Hamilton utilizes an Administrative Monetary Penalty System for parking and licensing violations which has proven to be an efficient process for resolving parking/licensing ticket disputes. Currently AMPS is not available for processing ASE violations however the City of Hamilton, along with other participating municipalities and organizations, including the Ontario Traffic Council (OTC), have been in contact with the Ministry of Transportation, requesting the use of the AMPS to process ASE violations. The request includes legislative amendments that would direct the revenue from ASE penalties to municipalities. Guidelines from the Province indicate that Municipal revenue collected under any Municipal ASE program that exceeds the costs of delivering the ASE program is used to support local public safety and educational initiatives.

Further, the City of Hamilton is also participating in the ASE AMPS working group led by the OTC. The working group will continue the advocacy and communication towards a shift from Provincial Offenses Act (POA) to an AMPS process for administering ASE, RLC and automated school bus camera offences (ASBC).

The latest indication from the MTO is that AMPS may be available to process ASE in 2022/2023. However, the City of Hamilton would need to review and develop a program to accommodate this change. It is the opinion of Transportation Operations & Maintenance, Legal Services and POA, that the operation of AMPS would not be ready for operation until the Q2/Q3 of 2023. Enabling AMPS for ASE would be of great benefit as it would likely provide financial sustainability and therefore any expansion of the program beyond the recommendations should be held until that time.

Permanent Program

Based on the operational experiences gained from the ASE pilot, it is recommended that it is established as a permanent roadway safety program.

The recommendations propose that the City continues to operate two mobile ASE units and not expand operations until AMPS in implemented in the future. To enhance deployment without introducing unsustainable impacts the two units can be un-paired

and operated independently at different locations simultaneously. This approach would double the number of operational locations but only enable enforcement of one direction of travel per location. The most optimal direction of travel with the poorest recorded speed limit compliance would be used and the direction of travel not being monitored would still benefit from the 'halo' effect of ASE operating on the roadway. Regulatory signage required for ASE does not indicate directional enforcement, only that equipment is in operation.

Operating two mobile ASE units, as outlined above, requires the selection of 24 locations. Transportation Operations & Maintenance evaluated candidate locations city wide using the Community Safety Zone Selection Guideline.This guideline, prepared as part of Report PW20045, provides a consistent, repeatable, transparent and defined method for designating CSZ's and ASE and is in alignment with Provincial Guidelines. Secondary screening was also conducted as ASE technology has operational constraints such as a limit to the total number of lanes being monitored, physical obstructions and availability of natural surveillance. Of the evaluated candidates, top scoring locations from each Ward were identified and the top scoring school zone locations.

Appendix 'A' attached to Report (PW20002(a)/LS21035) contains the list of the proposed 15 Ward (one per Ward) and 9 school zone operating locations. When combined this provides 24 locations for ASE operations. Providing equal distribution across all Wards will enable changing drivers' behaviour regarding speed management in a holistic manner.

The ASE operation list, attached to Report (PW20002(a)/LS21035) as Appendix 'A', includes a deployment schedule for 2022. The schedule details when advanced signage is required to be posted and when the ASE units would be deployed, ensuring that they are planned and align with the school season for selected school zone locations.

ASE is only permitted to be used for roadways that have been designated as a CSZ and/or a school zone. Designation, via amendments to City of Hamilton By-law 01-215, is required for the 15 identified locations as detailed in Appendix 'B' to Report (PW20002(a)/LS21035). The nine identified school zones have also been included in the proposed amendments as school zones can have dual designation, thereby benefitting from the doubling of traffic offence fines that is permitted with CSZ's per the Highway Traffic Act.

The proposed deployment of the permanent ASE program only encapsulates 2022 as recommended in Report PW20002(a)/LS21035. Locations beyond 2022 would be brought forward by Transportation Operations & Maintenance for approval at a future date and prior to subsequent operating cycles on a go-forward basis.

ALTERNATIVES FOR CONSIDERATION

Alternatives include discontinuing the program or expanding the program.

Discontinuing the ASE program would remove an effective tool in the City's Vision Zero toolbox. Data collected at ASE pilot locations shows that it is successful in reducing operating speeds on roads where other traffic calming measures may not be a viable option.

Expanding the program and increasing the number of cameras beyond those recommended in the report at this time has impacts from a processing, staffing and financial perspective.

City staff may not have the resources to accommodate an increase in cameras without hiring additional staff, which could put further strain on the RLC fund.

While expansion of the ASE system in the future may be desirable, it should only be expanded beyond the current level after the Province implements legislation that would permit the processing of ASE offences by way of an AMPS process, and after such a process is appropriately developed, budgeted for, and staffed. Premature expansion of the ASE system would create an even greater challenge for POA due to the court closures and judicial constraints that have been compounded by the pandemic. Adding potentially tens of thousands of ASE offence matters to the current dockets without having an AMPS process in place would have an adverse effect on the administration of the POA Courts and reduce POA fine revenues for all offences, not just fines for ASE speeding offences.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

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

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

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

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

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report (PW20002(a)/LS21035) – 2021 ASE Operating Locations & Schedule

Appendix “B” to Report (PW20002(a)/LS21035) – Amending By-law to City of Hamilton By-law 01-215, being a By-law to Regulate Traffic, to designate Community Safety Zones

Appendix “C” to Report (PW20002(a)/LS21035) – ASE Pilot Operation Statistics

City of Hamilton
Automated Speed Enforcement Deployment Schedule - 2022

Location	Ward	Zone Type	"Coming Soon" Sign Installation Date	ASE Operation Date
Upper Sherman Avenue - Limeridge Road East to Mohawk Road East	7	Community Safety Zone	October 2021	January 2022
Cranbrook Drive - Gretna Court to Glenvale Drive	14	Community Safety Zone & School Zone		
Aberdeen Avenue - Locke Street South to Longwood Road South	1	Community Safety Zone & School Zone	November 2021	February 2022
West 5th Street - Limeridge Road West to Mohawk Road West	8	Community Safety Zone & School Zone		
Scenic Drive - Mohawk Road West to Sanatorium Road	14	Community Safety Zone	December 2021	March 2022
Centre Road - Parkside Drive to Concession 5 East	15	Community Safety Zone & School Zone		
Winterberry Drive - Glenhollow Drive to Paramount Drive	9	Community Safety Zone & School Zone	January 2022	April 2022
Parkdale Avenue North - Queenston Road to Melvin Avenue	4	Community Safety Zone & School Zone		
Millen Road - Maple Drive to Highway No. 8	10	Community Safety Zone	February 2022	May 2022
Jerseyville Road East - Fiddler's Green Road to Meadowbrook Drive	12	Community Safety Zone & School Zone		
Old Ancaster Road - Ogilvie Street to Turnbull Road	13	Community Safety Zone	March 2022	June 2022
Mohawk Road East - Upper Wentworth Street to Upper Sherman Avenue	7	Community Safety Zone & School Zone		
Victoria Avenue North - Charlton Avenue East to Wilson Street	3	Community Safety Zone	April 2022	July 2022
Centennial Parkway North - Queenston Road to Barton Street East	5	Community Safety Zone		
Upper Ottawa Street - Fennell Avenue East to Mohawk Road East	6	Community Safety Zone	May 2022	August 2022
Robson Road - Parkside Drive to Concession 5 East	15	Community Safety Zone		
Kitty Murray Lane - Stonehenge Drive to Garner Road East	12	Community Safety Zone	June 2022	September 2022
Dundurn Street South - Herkimer Street to Aberdeen Avenue	1	Community Safety Zone & School Zone		
James Street South - St. Joseph's Drive to Aberdeen Avenue	2	Community Safety Zone	July 2022	October 2022
Lake Avenue North - Jackson Lane to Barton Street East	5	Community Safety Zone & School Zone		
Kenilworth Avenue North - Cannon Street East to Barton Street East	4	Community Safety Zone	August 2022	November 2022
Upper Wellington Street - Limeridge Road East to Mohawk Road East	7/8	Community Safety Zone & School Zone		
Upper James Street - Lincoln Alexander Parkway to Stone Church Road East	8	Community Safety Zone	September 2022	December 2022
Trinity Church Road - Pinehill Drive to Golf Club Road	11	Community Safety Zone		

Authority: Item ,
Report
CM:
Ward:

Bill No.

CITY OF HAMILTON

BY-LAW NO.

To Amend City of Hamilton By-law 01-215, being a By-law to Regulate Traffic, to designate Community Safety Zones in Hamilton

WHEREAS Council enacted a By-law to Regulate Traffic in the City of Hamilton, By-law 01-215;

AND WHEREAS this amending by-law amends By-law 01-215 to designate Community Safety Zones as hereinafter described and depicted;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That the amendments in this By-law include any necessary grammatical, numbering and letter changes.

2. That the following definition be added in Part 1, Definitions & Interpretations:

   “Community Safety Zone” means a part of a highway which is designated by an authorized sign as a community safety zone and is listed in Schedule 34 of this By-law, being areas where public safety is of special concern, as identified by the City, and where fines imposed upon conviction of a moving violation, are increased.

3. That Part 2 – Traffic Regulations, be amended by adding the following section:

   COMMUNITY SAFETY ZONES DESIGNATION

   7.1 Community Safety Zones are established where an Authorized Sign to that effect has been posted on any Highway set out in Column 1 of Schedule 34 between the limits set out in Column 2, during the time of day set out in Column 3.

4. That the following Schedule 34 be included in and form part of By-law 01-215:

Schedule 34: Designated Community Safety Zones		
Column 1 Highway	Column 2 Between	Column 3 Times of day
Upper Sherman Avenue	Limeridge Road East to Mohawk Road East	Anytime
Cranbrook Drive	Gretna Court to Glenvale Drive	Anytime
Aberdeen Avenue	Locke Street South to Longwood Road South	Anytime
West 5th Street	Limeridge Road West to Mohawk Road West	Anytime
Scenic Drive	Mohawk Road West to Sanatorium Road	Anytime
Centre Road	Parkside Drive to Concession 5 East	Anytime
Winterberry Drive	Glenhollow Drive to Paramount Drive	Anytime
Parkdale Avenue North	Queenston Road to Melvin Avenue	Anytime
Millen Road	Maple Drive to Highway 8	Anytime
Jerseyville Road East	Fiddler's Green Road to Meadowbrook Drive	Anytime
Old Ancaster Road	Dundana Avenue to Turnbull Road	Anytime
Mohawk Road East	Upper Wentworth Street to Upper Sherman Avenue	Anytime
Victoria Avenue North	Charlton Avenue East to Wilson Street	Anytime
Centennial Parkway North	Queenston Road to Barton Street East	Anytime
Upper Ottawa Street	Fennell Avenue East to Mohawk Road East	Anytime
Robson Road	Parkside Drive to Concession 5 East	Anytime
Kitty Murray Lane	Stonehenge Drive to Garner Road East	Anytime
Dundurn Street South	Herkimer Street to Aberdeen Avenue	Anytime
James Street South	St. Joseph's Drive to James Mountain Road	Anytime
James Mountain Road	James Street South to West 5th Street	Anytime
Lake Avenue North	Jackson Lane to Barton Street East	Anytime
Kenilworth Avenue North	Cannon Street East to Barton Street East	Anytime
Upper Wellington Street	Limeridge Road East to Mohawk Road East	Anytime

Upper James Street	Lincoln Alexander Parkway to Stone Church Road	Anytime

4. That in all other respects By-law 01-215 is confirmed; and

5. That the provisions of this by-law shall become effective on the date approved by City Council.

PASSED this day of September, 2021

F. Eisenberger
Mayor

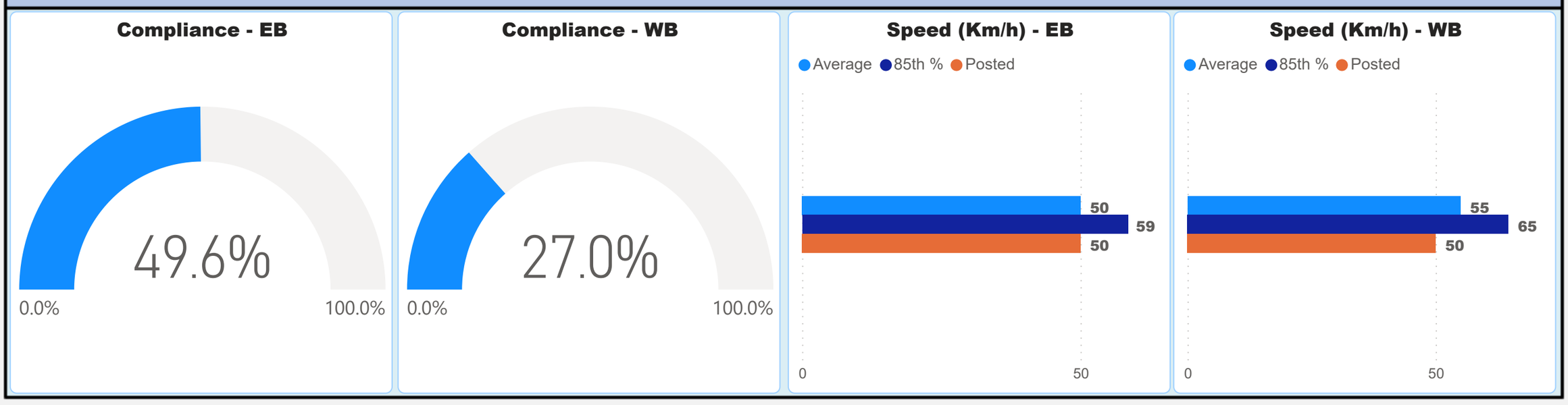
A. Holland
City Clerk

City of Hamilton - ASE Pilot Operation Statistics

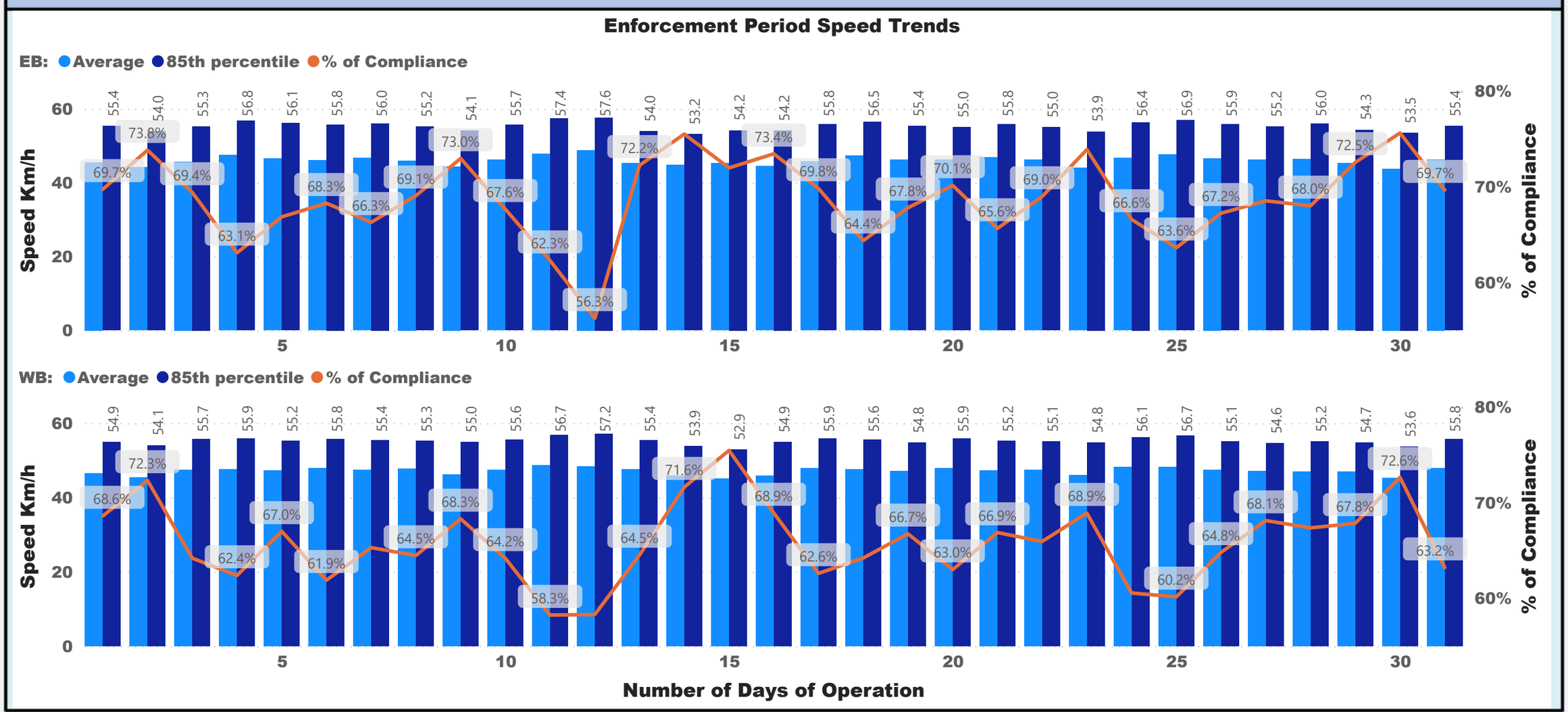
Location	Direction of Travel	Compliance Before ASE Implementation	Compliance During ASE Implementation	Compliance After ASE Implementation	Average Speed Before ASE Implementation	Average Speed During ASE Implementation	Average Speed After ASE Implementation	85th% Percentile Speed Before ASE Implementation	85th% Percentile Speed During ASE Implementation	85th% Percentile Speed After ASE Implementation	Highest Speed Observed During ASE Implementation	Posted Speed Limit
Stone Church Road between Dartnall Road and Pritchard Road	Westbound	27.0%	65.8%	63.4%	55	47.2	47.0	64.6	55.3	57.1	119	50
	Eastbound	49.6%	68.8%	39.7%	50	46.0	52.0	58.5	55.4	63.3	128	50
Glancaster Road between Rymal Road and Twenty Road	Northbound	11.2%	65.6%	24.6%	62	49.0	55.6	72.5	57.6	63.0	114	50
	Southbound	13.3%	67.4%	36.7%	59	48.6	53.3	67.9	57.3	61.0	115	50
Bellagio Drive between Fletcher Road and Keystone Crescent	Eastbound	74.6%	56.9%	20.1%	42	31.6	36.8	55.7	39.6	45.0	80	30
	Westbound	84.6%	61.5%	17.8%	41	30.0	38.8	50.3	37.7	48.0	70	30
Lawrence Road between Gage Avenue and Ottawa Street	Westbound	11.0%	62.8%	42.2%	57	48.8	50.8	65.4	55.2	58.0	105	50
	Eastbound	20.8%	47.9%	45.2%	56	51.2	50.2	64.7	57.3	57.0	110	50
Lawrence Road between Cochrane Avenue and Mount Albion Road	Eastbound	13.6%	63.5%	21.6%	56	48.9	54.3	62.4	54.2	60.0	100	50
	Westbound	22.1%	81.1%	25.2%	54	45.9	54.0	59.9	51.2	60.0	101	50
Lewis Road between Barton Street and Highway 8	Northbound	3.2%	67.2%	32.4%	57	37.9	45.2	66.0	48.7	56.0	84	40
	Southbound	5.1%	68.0%	25.2%	53	37.1	45.9	61.0	47.4	55.0	89	40
Trinity Church Road between Rymal Road and Golf Club Road	Northbound	52.7%	77.0%	23.9%	60	56.3	65.4	69.9	63.0	72.0	115	60
	Southbound	15.9%	65.7%	10.7%	69	59.1	68.4	78.8	66.3	75.0	127	60
Broker Drive between Kingslea Drive and Brentwood Drive	Eastbound	50.8%	66.3%	48.3%	39	37.4	40.6	49.8	45.2	47.0	73	40
	Westbound	26.8%	73.8%	48.0%	45	35.8	40.7	56.3	42.9	48.0	65	40
Harvest Road between Tews Lane and Forest Avenue	Eastbound	40.5%	0.0%	17.9%	42	0.0	46.6	52.1	0.0	53.0	0	40
	Westbound	34.6%	69.6%	17.3%	43	41.2	46.0	54.0	44.6	52.0	92	40
Lottridge Street between Cannon Street and Beechwood Avenue	Northbound	16.0%	31.9%	16.5%	38	33.6	36.8	45.0	40.1	43.0	69	30
	Southbound	14.6%	37.5%	18.0%	38	32.7	37.0	45.0	38.9	44.0	68	30
Gage Avenue between Cannon Street and Beechwood Avenue	Northbound	74.0%	85.4%	72.4%	45	43.8	47.0	55.2	50.0	53.0	113	50
	Southbound	86.8%	88.4%	79.3%	37	42.5	45.7	49.3	49.1	52.0	105	50
Hunter Street East between Wellington Street South and James Street South	Westbound	82.6%	64.5%	58.2%	44	37.9	39.1	51.0	44.5	46.0	76	40
Mountain Brow Boulevard between Broker Drive and Mohawk Road	Northbound	1.9%	53.0%	33.6%	57	40.7	43.1	66.7	47.7	50.0	92	40
	Southbound	1.0%	36.3%	19.5%	61	43.8	46.2	71.1	52.2	53.0	99	40
Second Street North between Charles Street and King Street	Northbound	81.7%	93.7%	TBD	43	37.6	TBD	52.1	45.9	TBD	76	50
	Southbound	85.8%	97.4%	TBD	40	34.8	TBD	49.8	34.0	TBD	62	50

Automated Speed Enforcement Evaluation
(Stone Church Rd. E. between Dartnall Rd. and Pritchard Rd.)

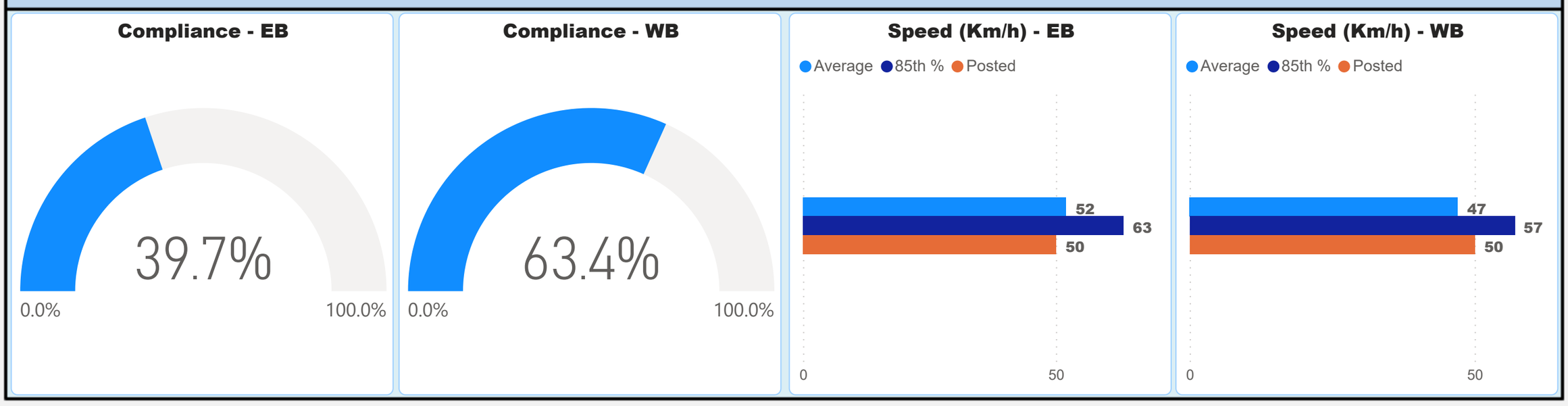
Pre Enforcement Data (September 17, 2019 – September 20, 2019)



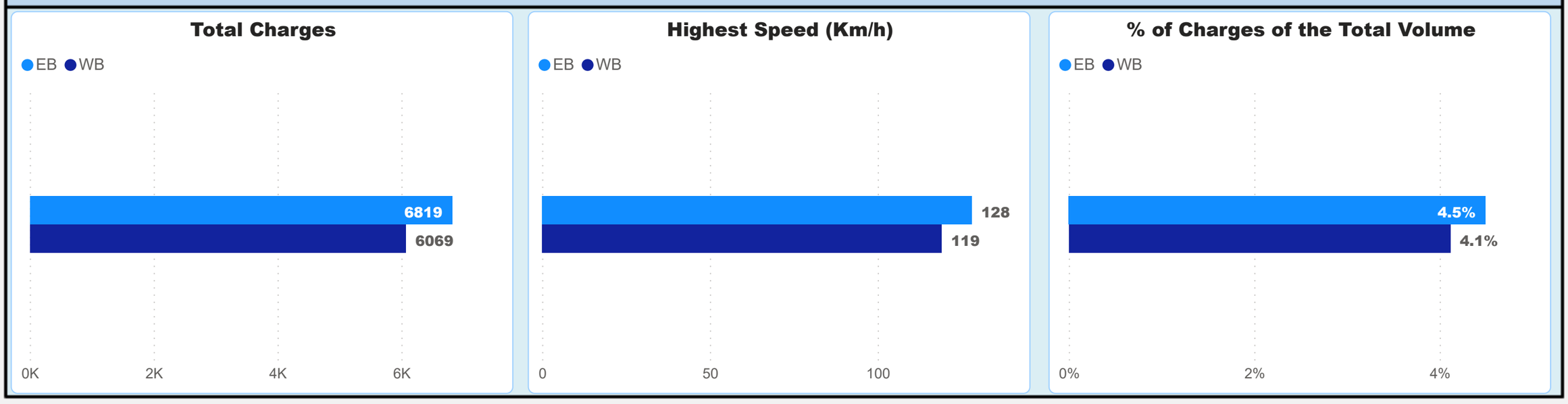
Enforcement Data (October 1, 2020 – October 31, 2020)



Post Enforcement Data (November 11, 2020 – November 14, 2020)

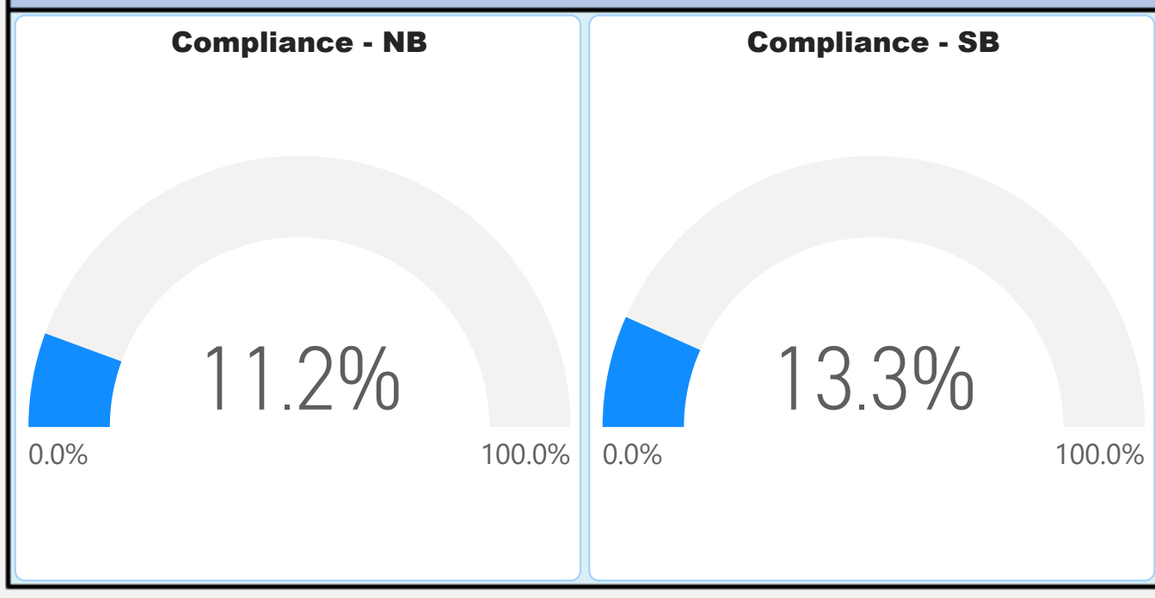


Enforcement Statistics

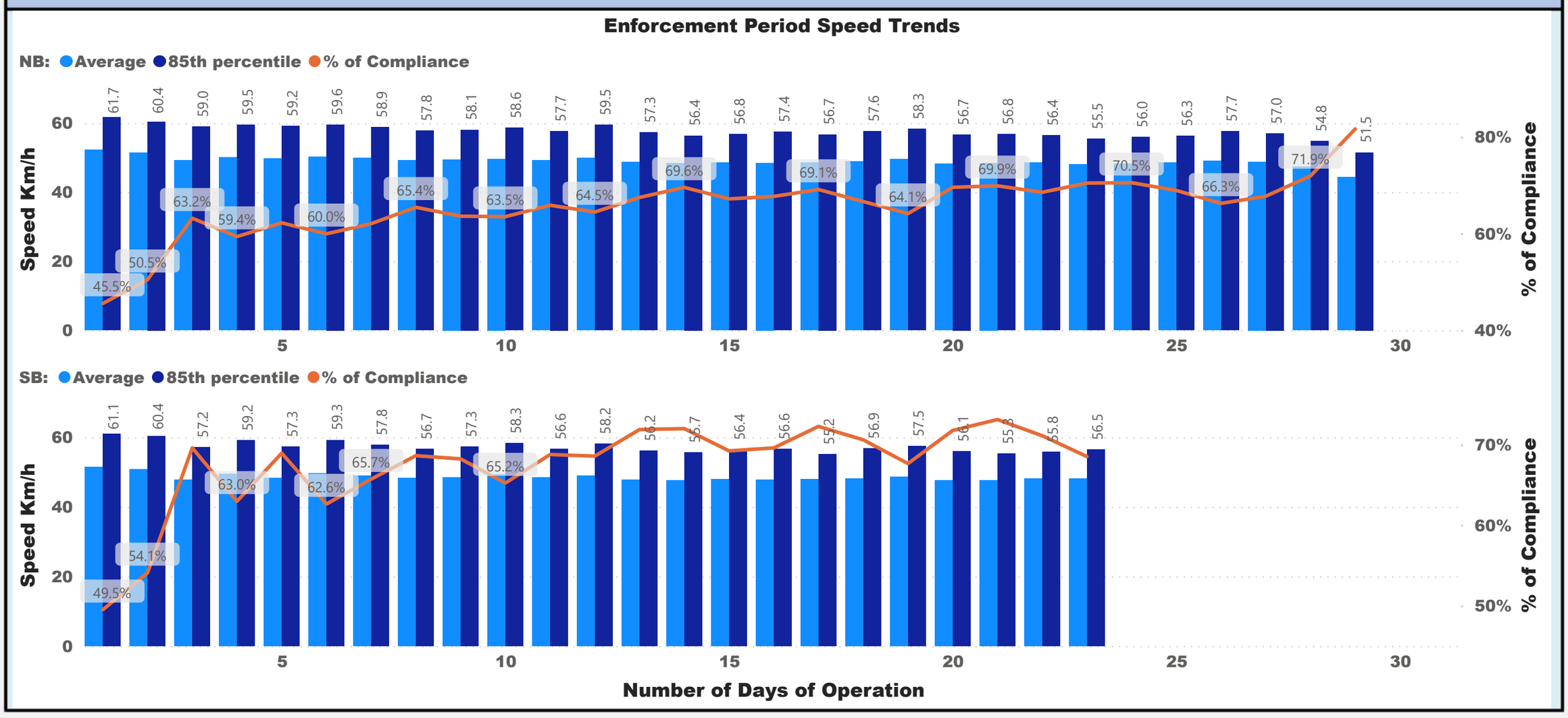


Automated Speed Enforcement Evaluation
(Glancaster Rd. between Rymal Rd. and Twenty Rd.)

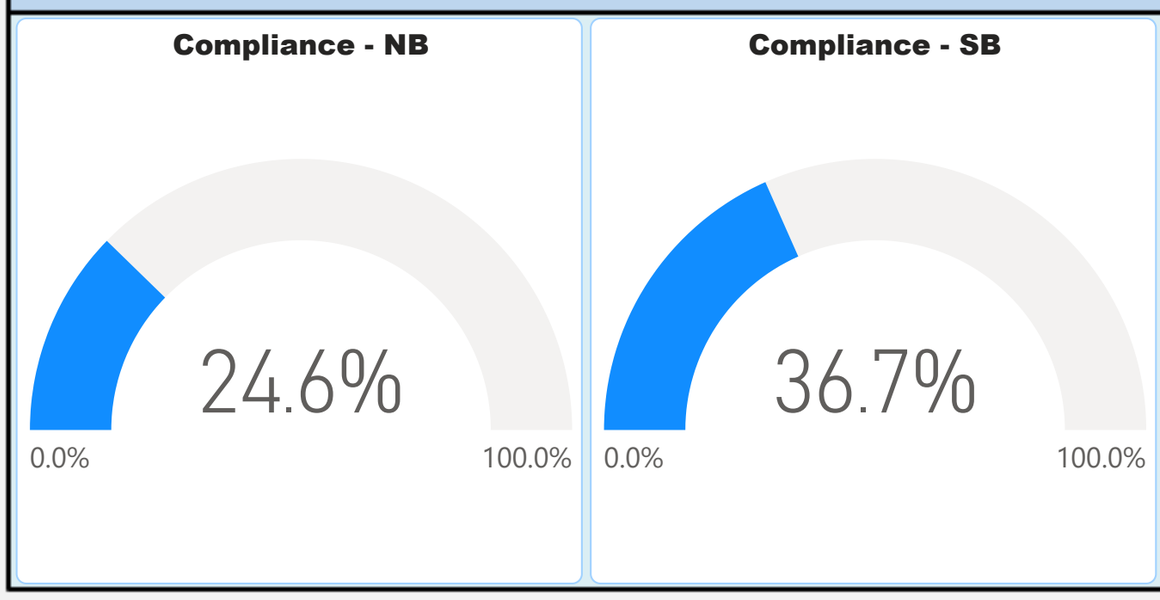
Pre Enforcement Data (October 16, 2019 – October 19, 2019)

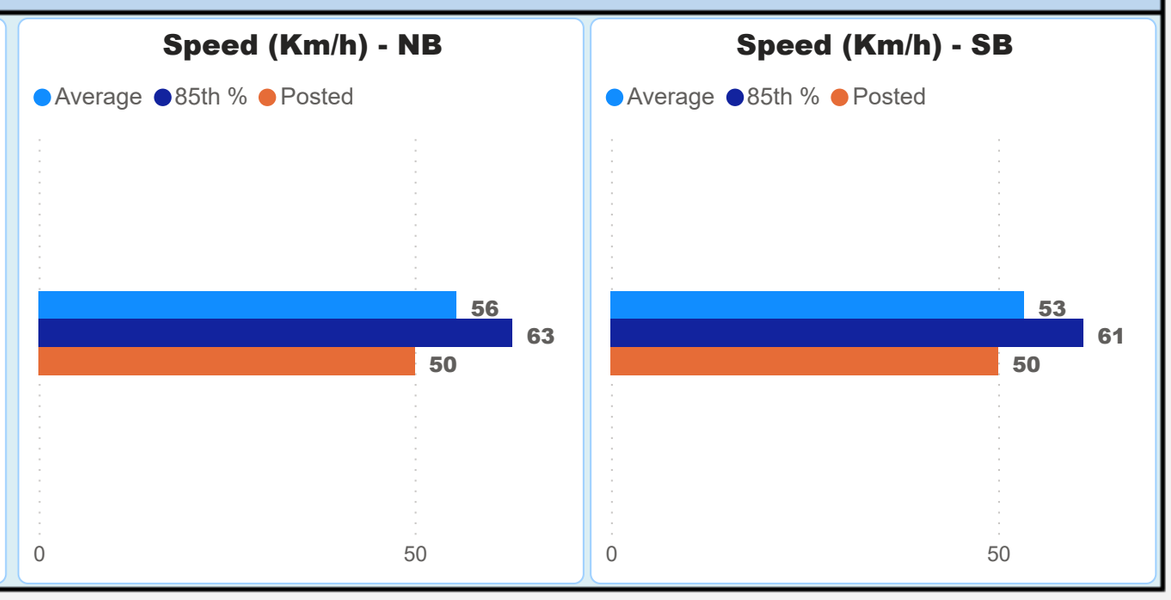


Enforcement Data (November 2, 2020 – December 1 , 2020)

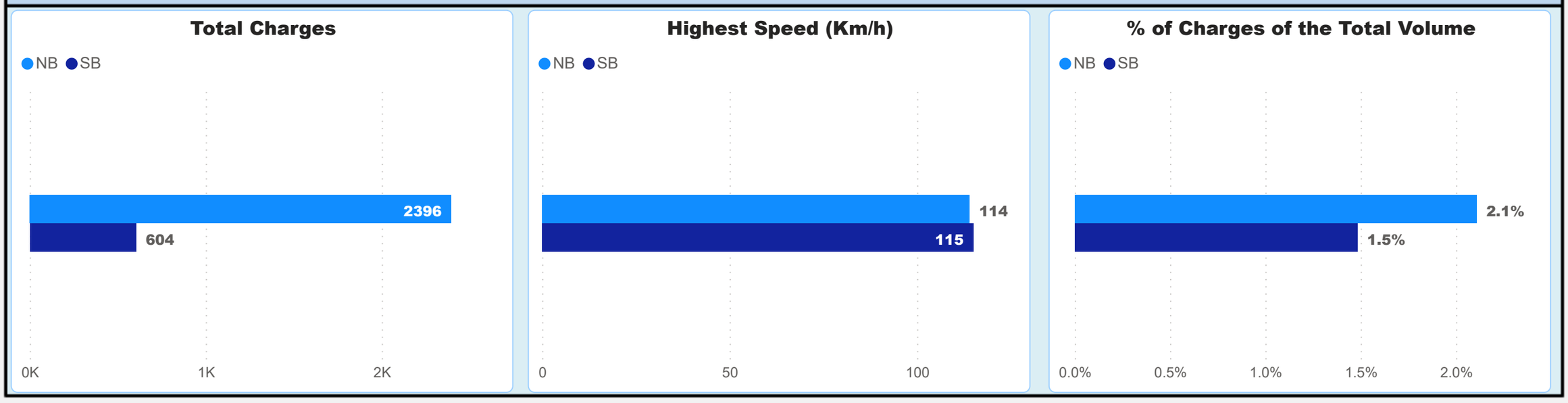


Post Enforcement Data (December 14, 2020 – December 18, 2020)



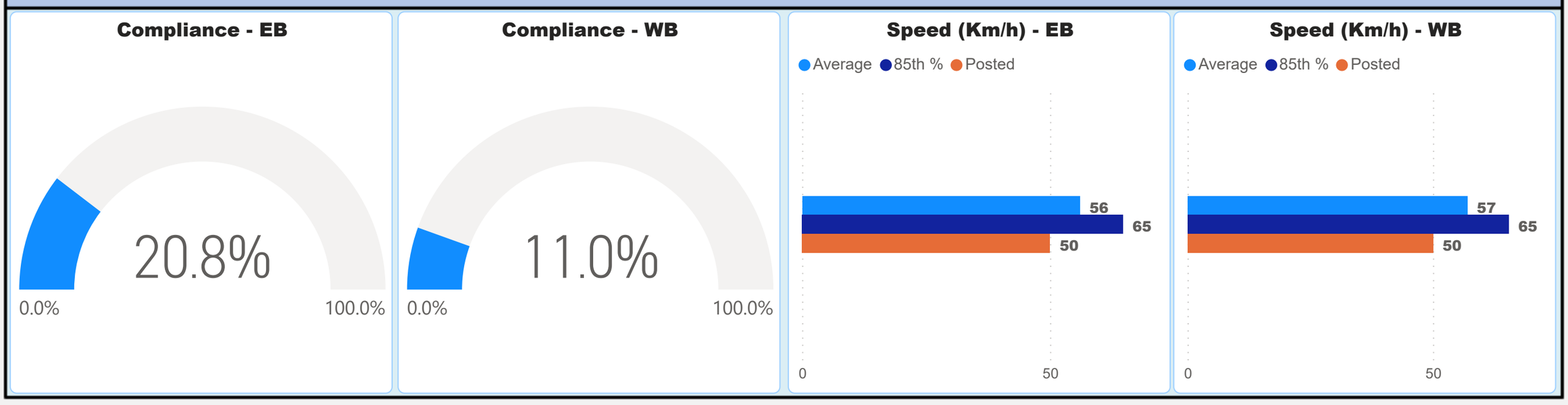


Enforcement Statistics

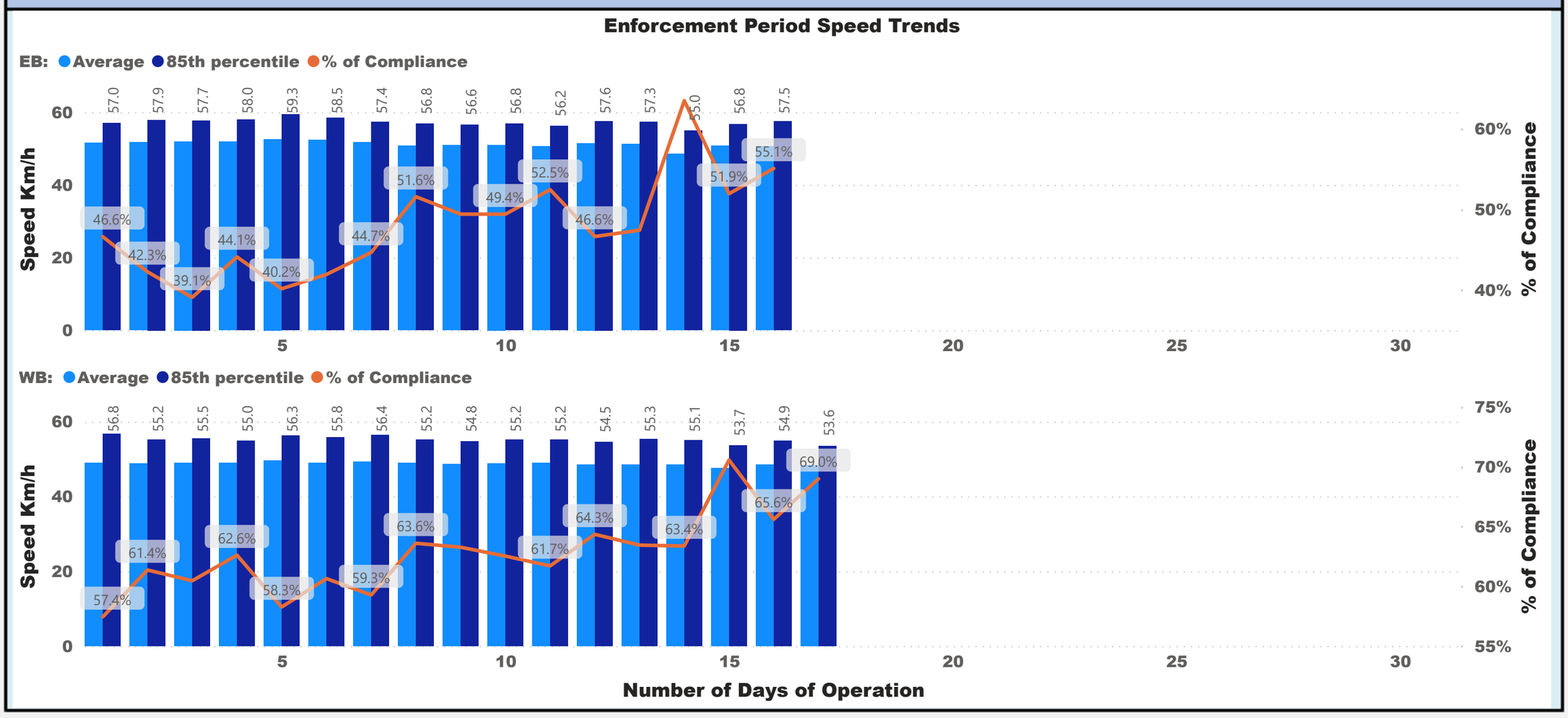


Automated Speed Enforcement Evaluation
(Lawrence Rd. between Gage Ave. and Ottawa St.)

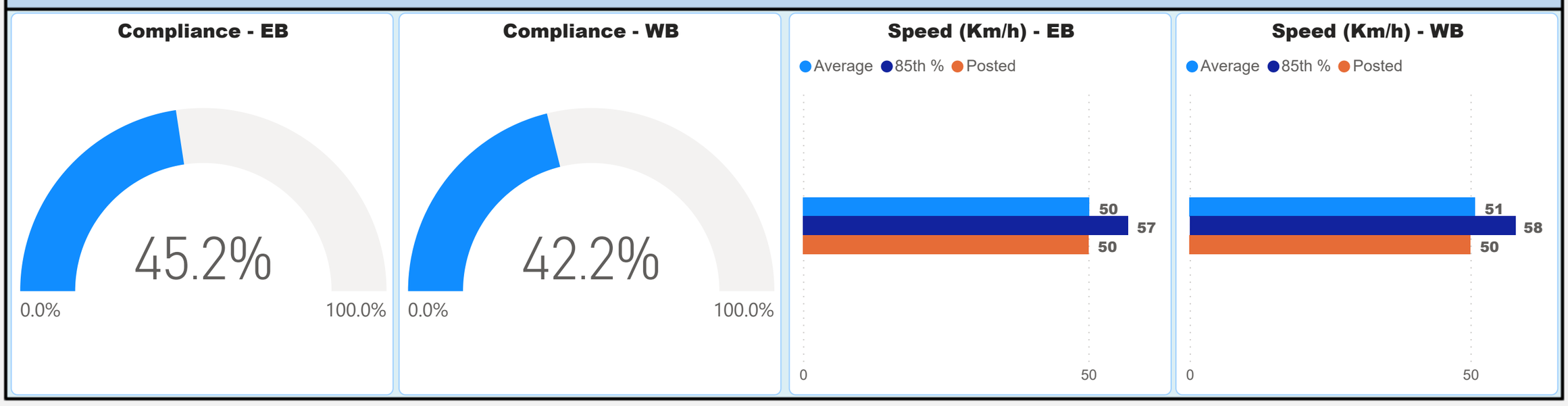
Pre Enforcement Data (July 7, 2015 – July 10, 2015)



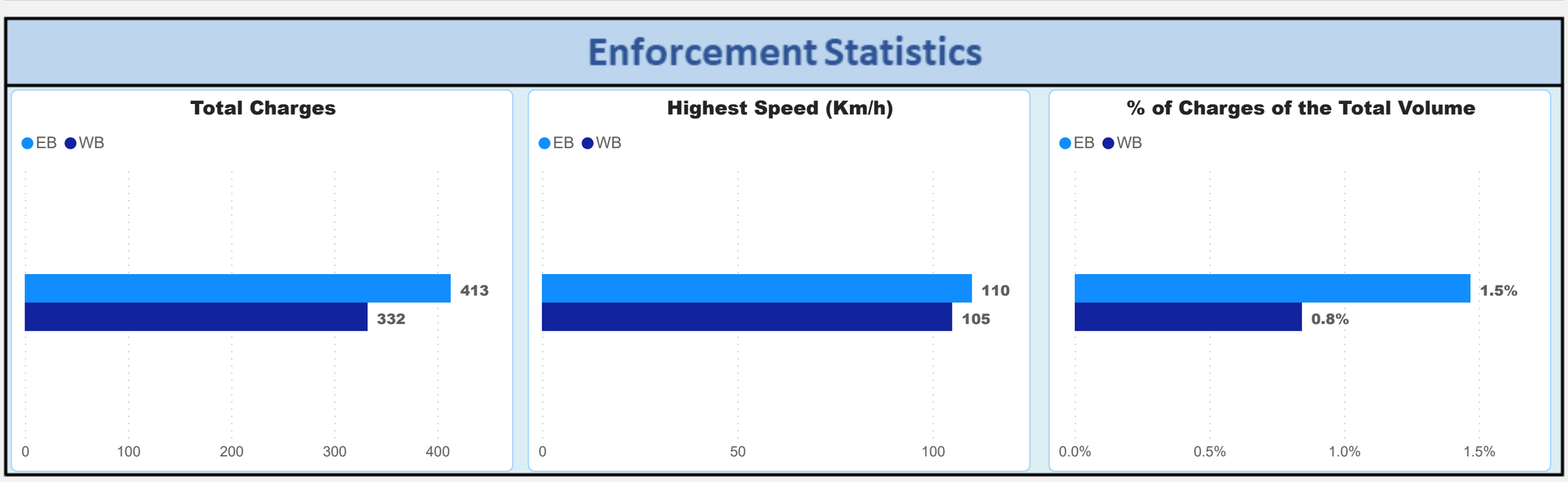
Enforcement Data (January 4, 2021 – January 20, 2021)



Post Enforcement Data (February 18, 2021 – February 25, 2021)

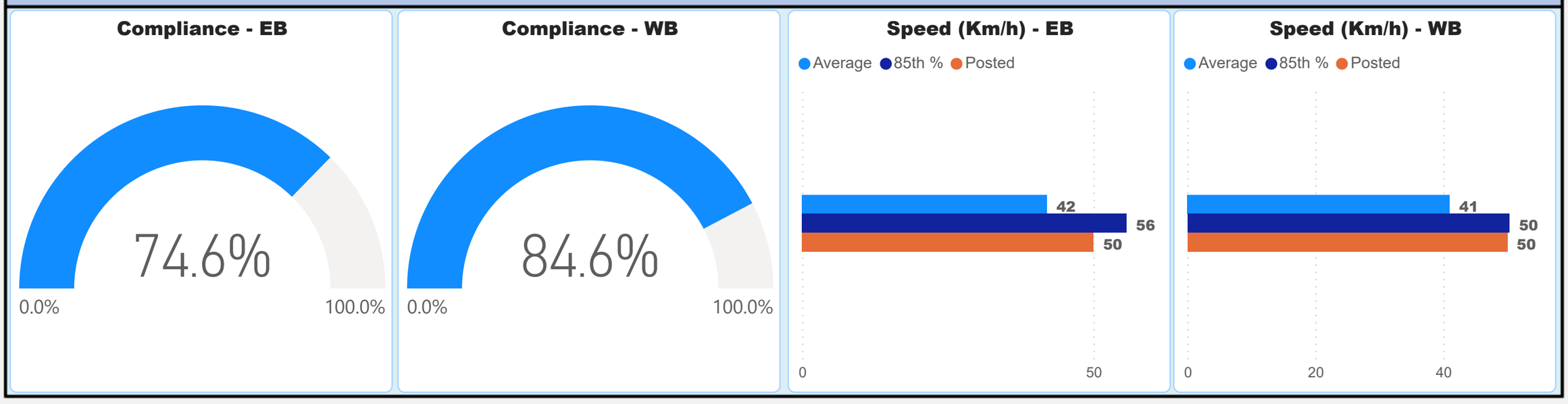


Enforcement Statistics

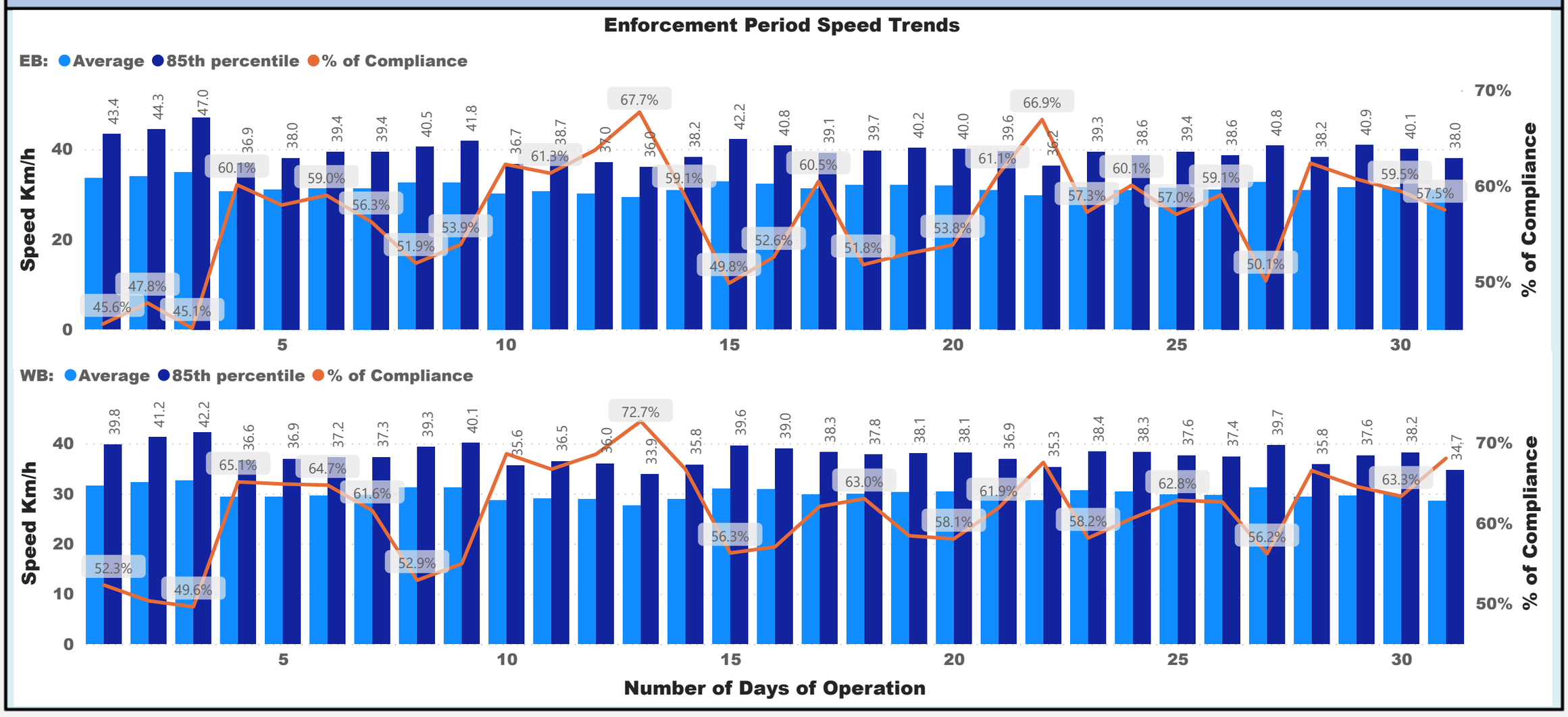


Automated Speed Enforcement Evaluation
(Bellagio Av. between Fletcher Rd. and Keystone Cres.)

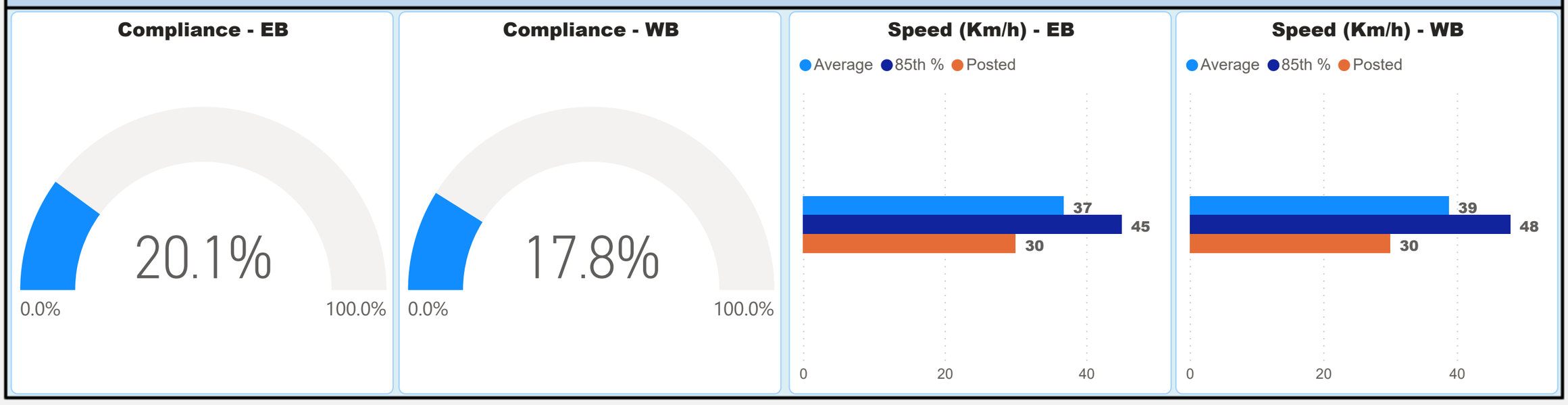
Pre Enforcement Data (November 13, 2018 – November 16, 2018)



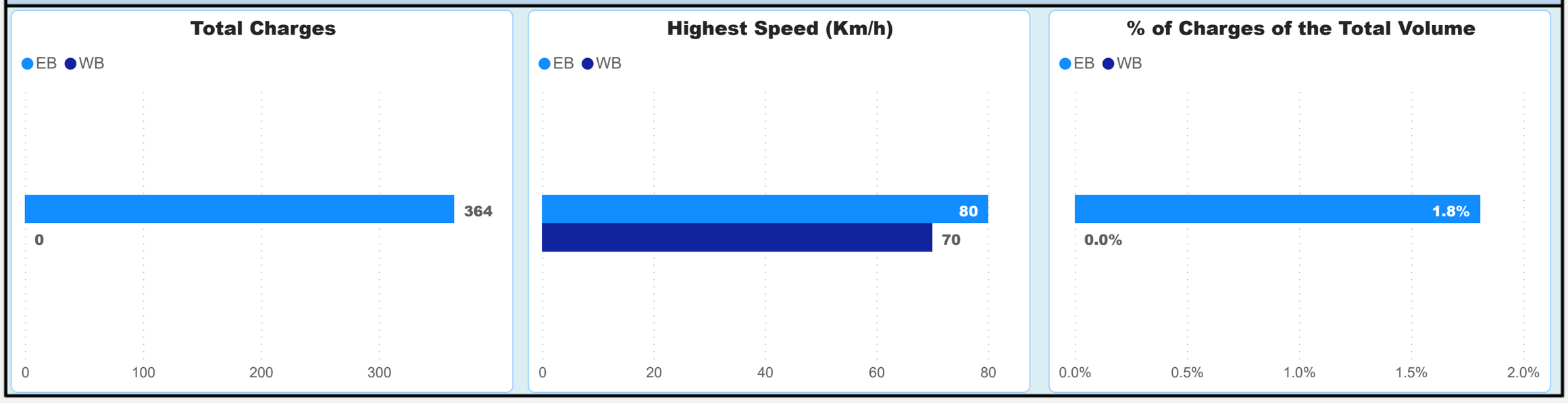
Enforcement Data (December 4, 2020 – January 4, 2021)



Post Enforcement Data (January 14, 2021 – January 21, 2021)

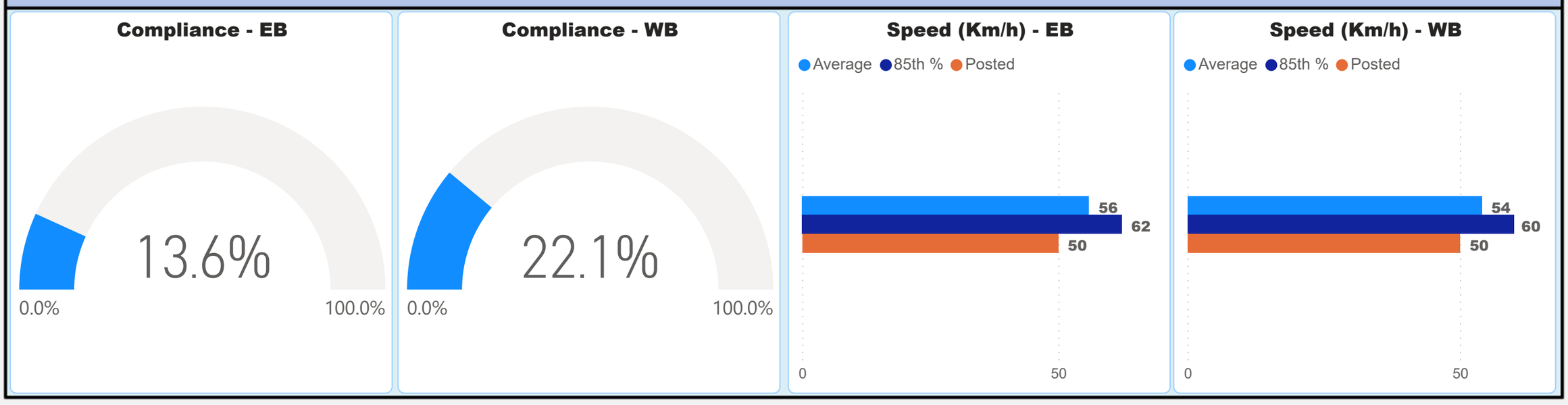


Enforcement Statistics

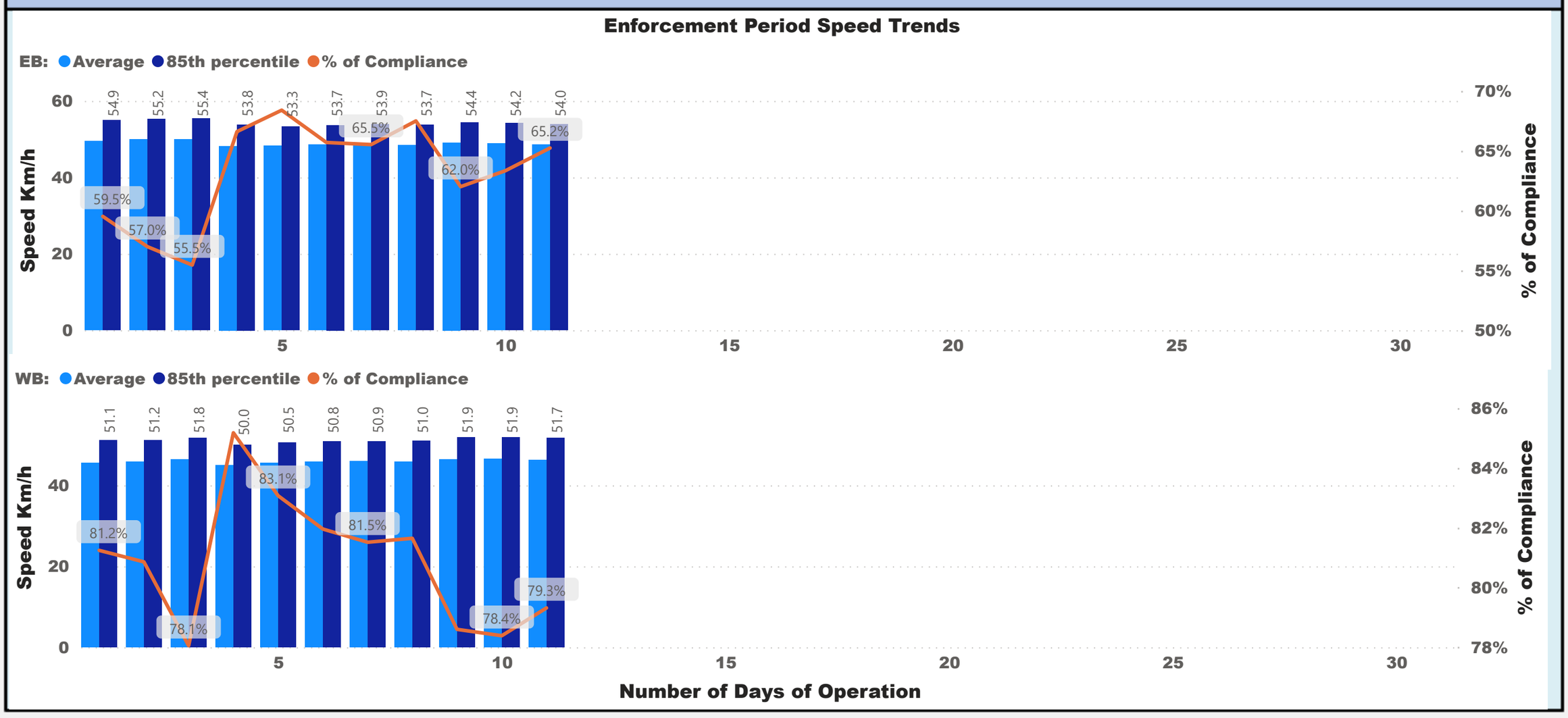


Automated Speed Enforcement Evaluation
(Lawrence Rd. between Cochrane Ave. and Mount Albion Rd.)

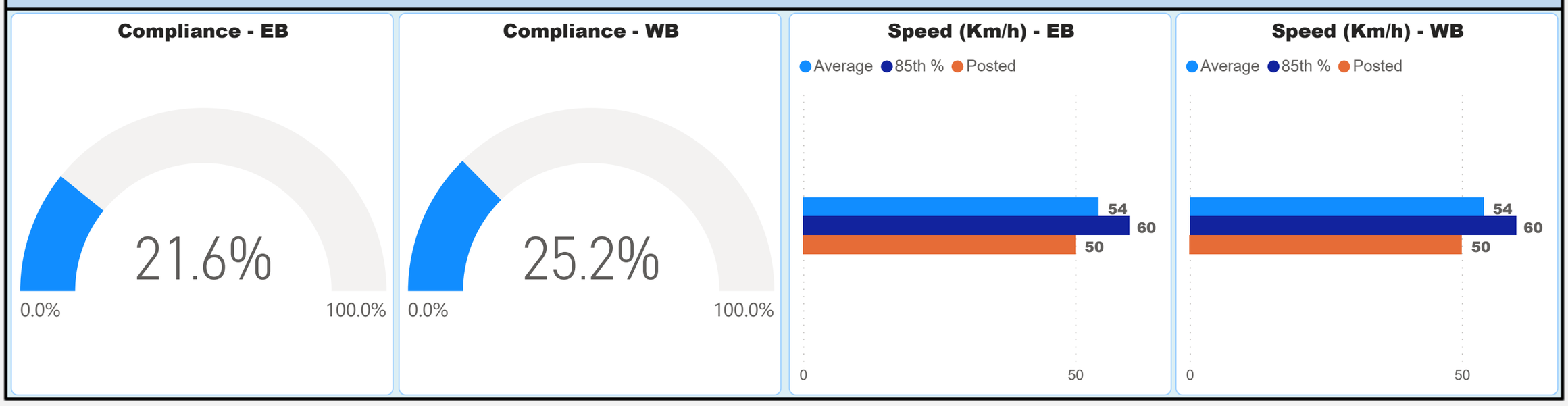
Pre Enforcement Data (September 29, 2009 – October 1, 2009)



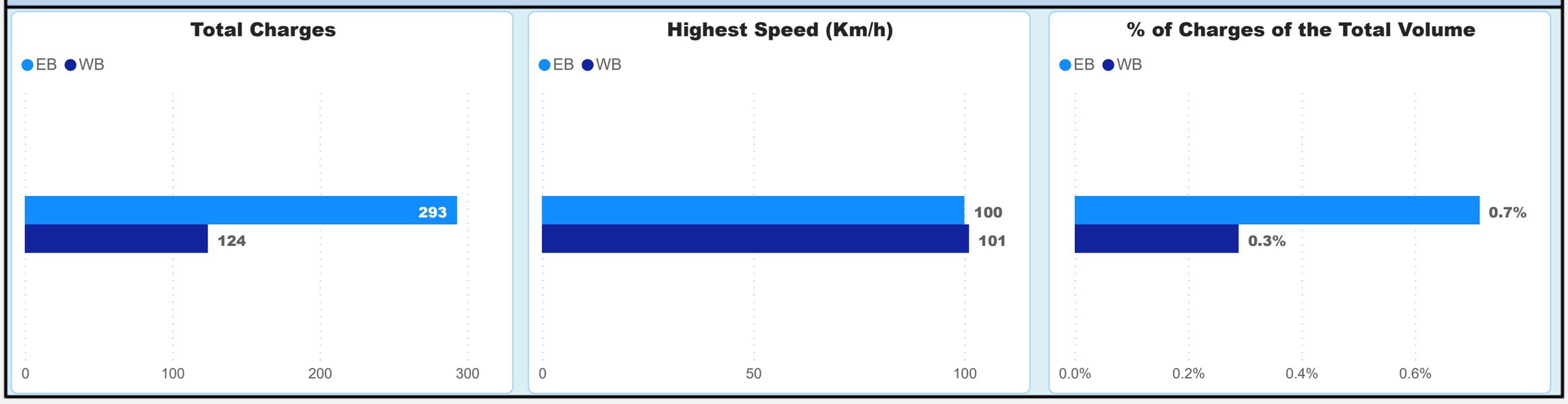
Enforcement Data (February 19, 2021 – March 1, 2021)



Post Enforcement Data (April 14, 2021 – April 20, 2021)

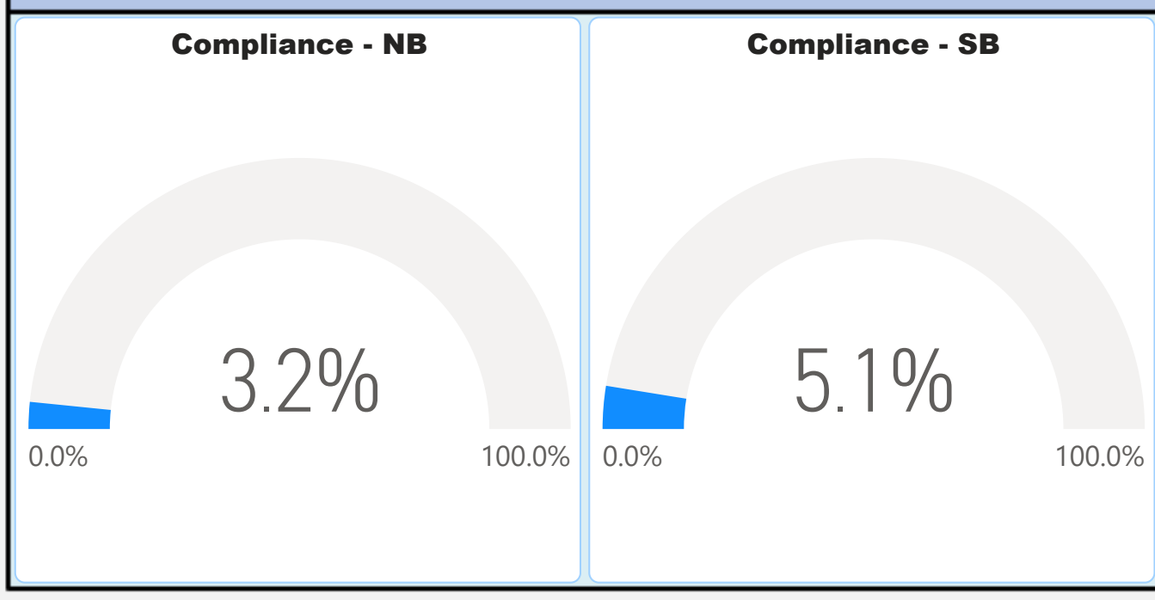


Enforcement Statistics

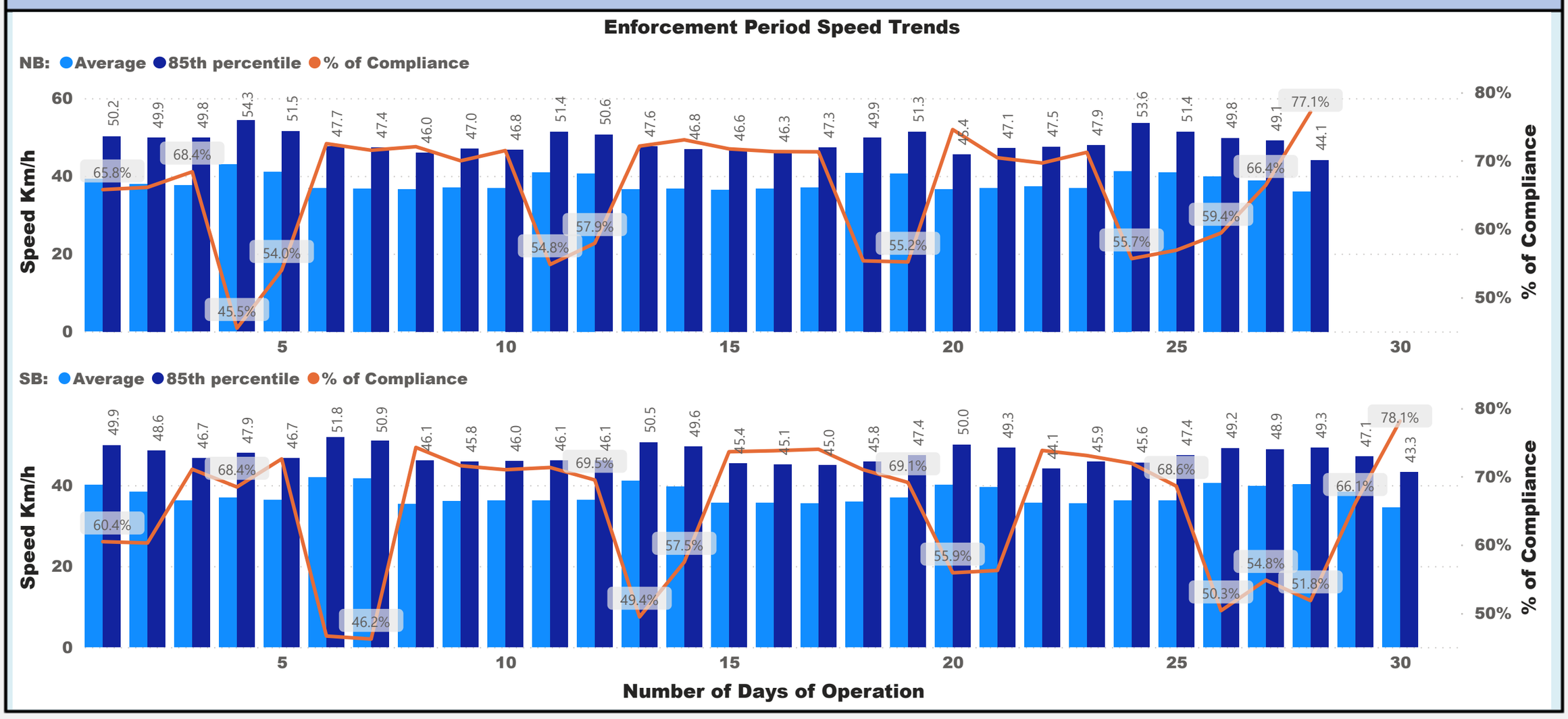


Automated Speed Enforcement Evaluation
(Lewis Rd. between Barton St. and Highway 8)

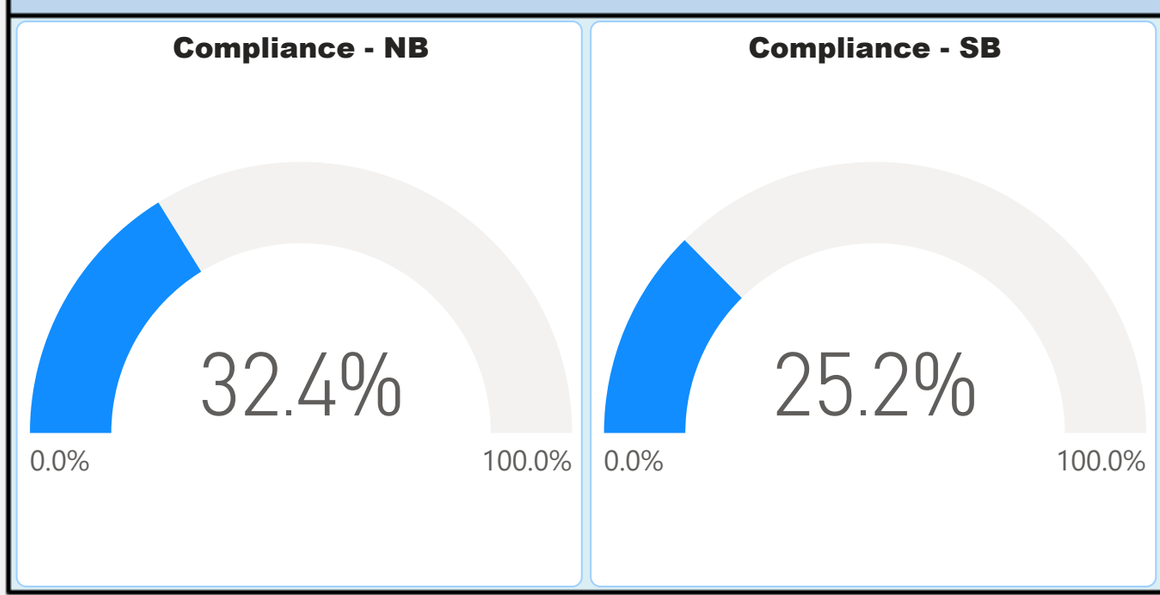
Pre Enforcement Data (March 4, 2020 – March 9, 2020)



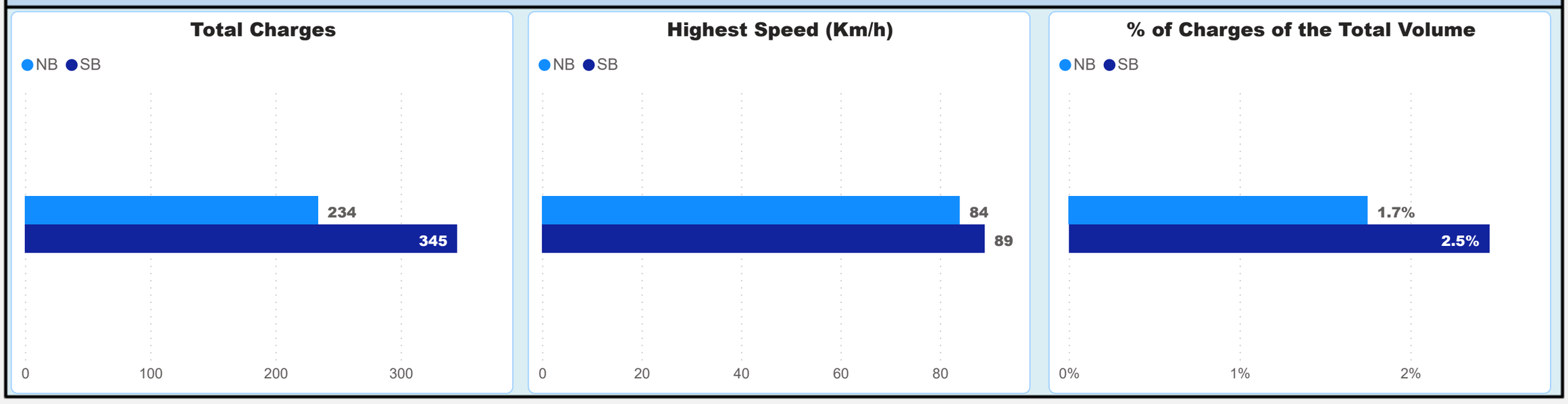
Enforcement Data (March 8, 2021 – April 6, 2021)



Post Enforcement Data (April 14, 2021 – April 20, 2021)



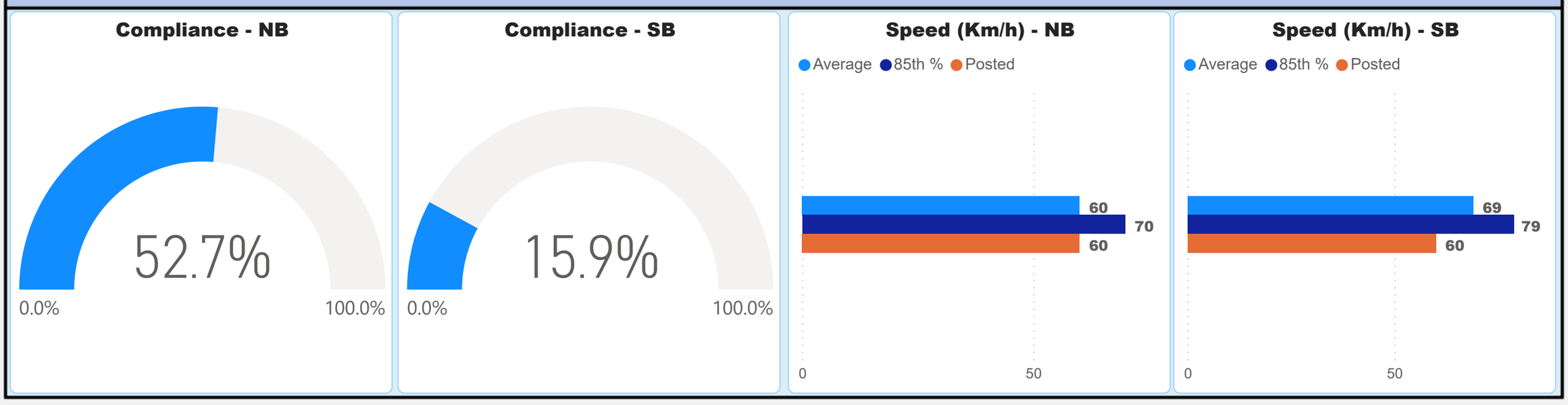
Enforcement Statistics



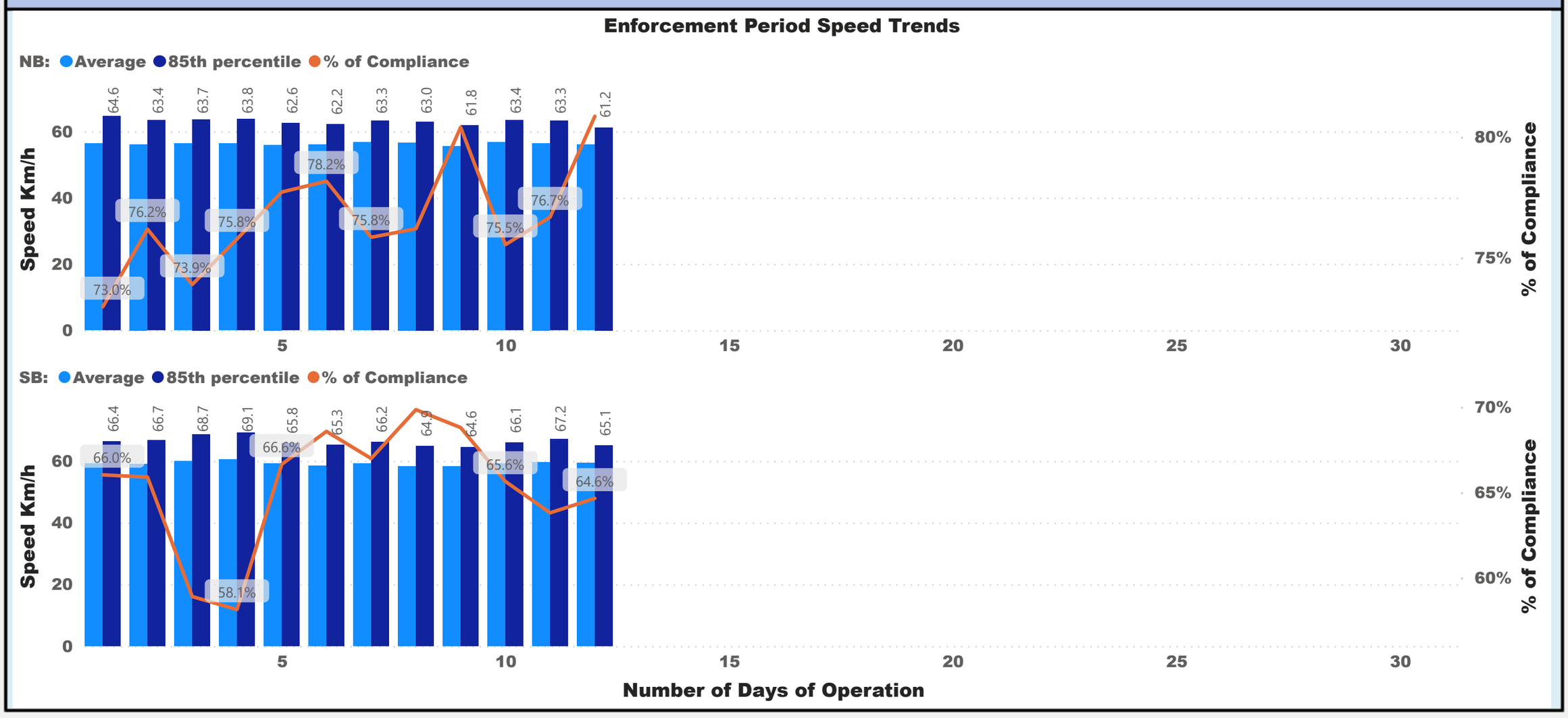
Hamilton

Automated Speed Enforcement Evaluation
(Trinity Church Rd. between Rymal Rd. and Golf Club Rd.)

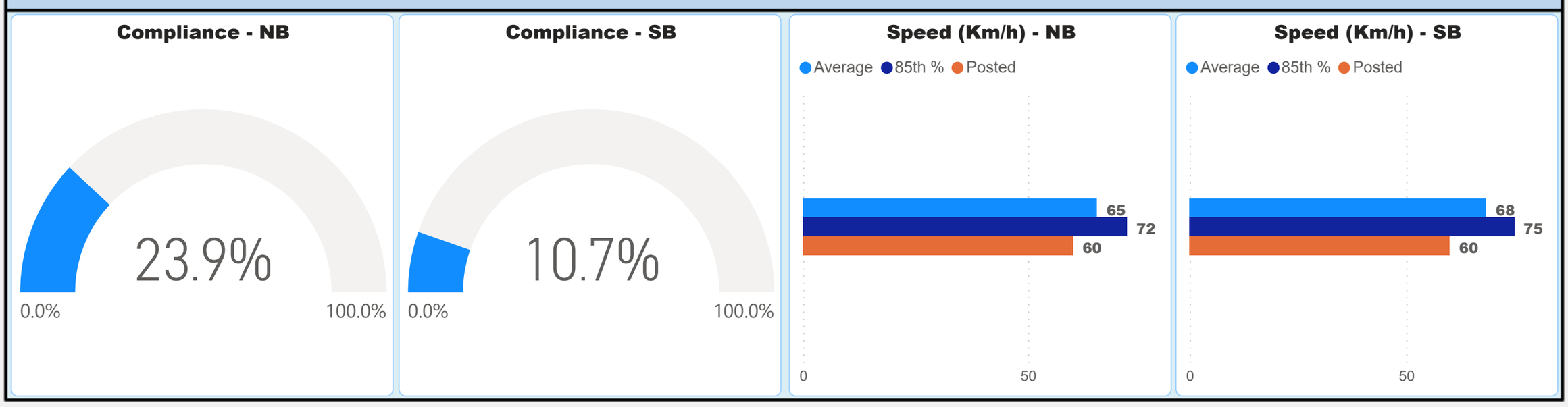
Pre Enforcement Data (June 11, 2019 – June 14, 2019)



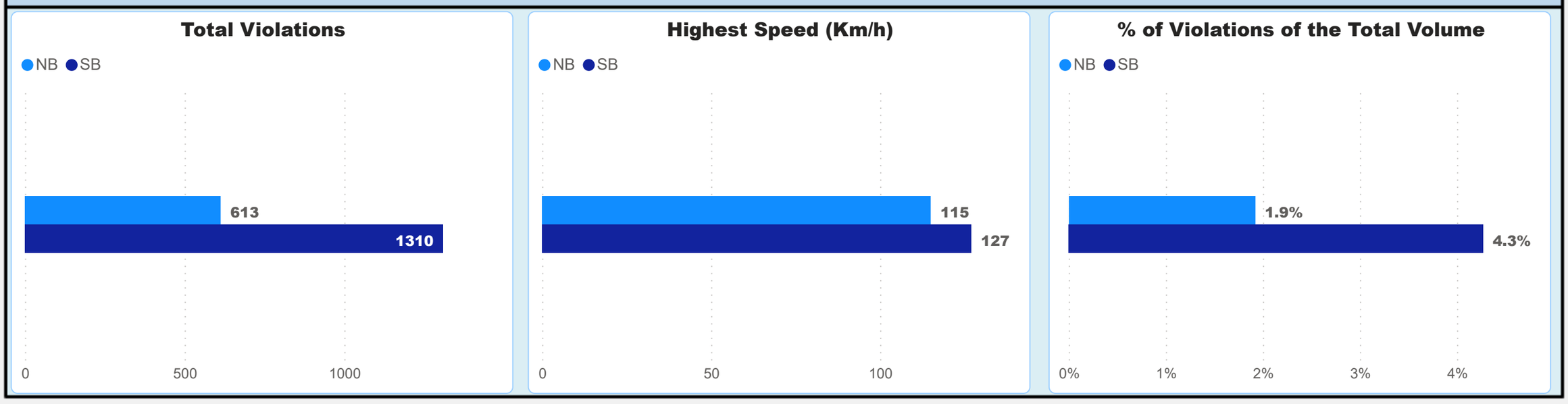
Enforcement Data (April 8, 2021 – April 19, 2021)



Post Enforcement Data (May 3, 2021 – May 10, 2021)

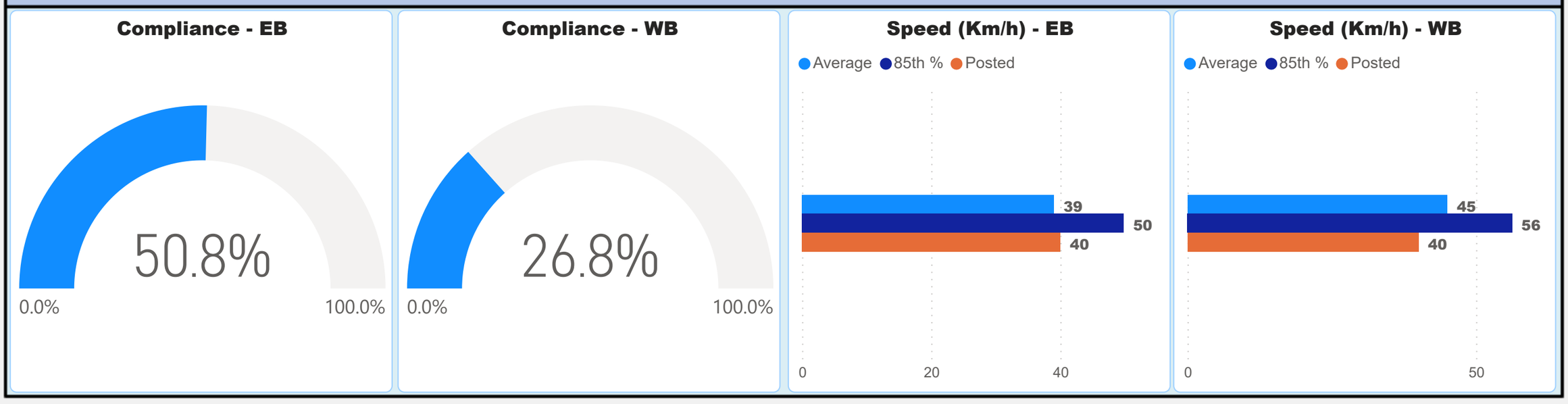


Enforcement Statistics

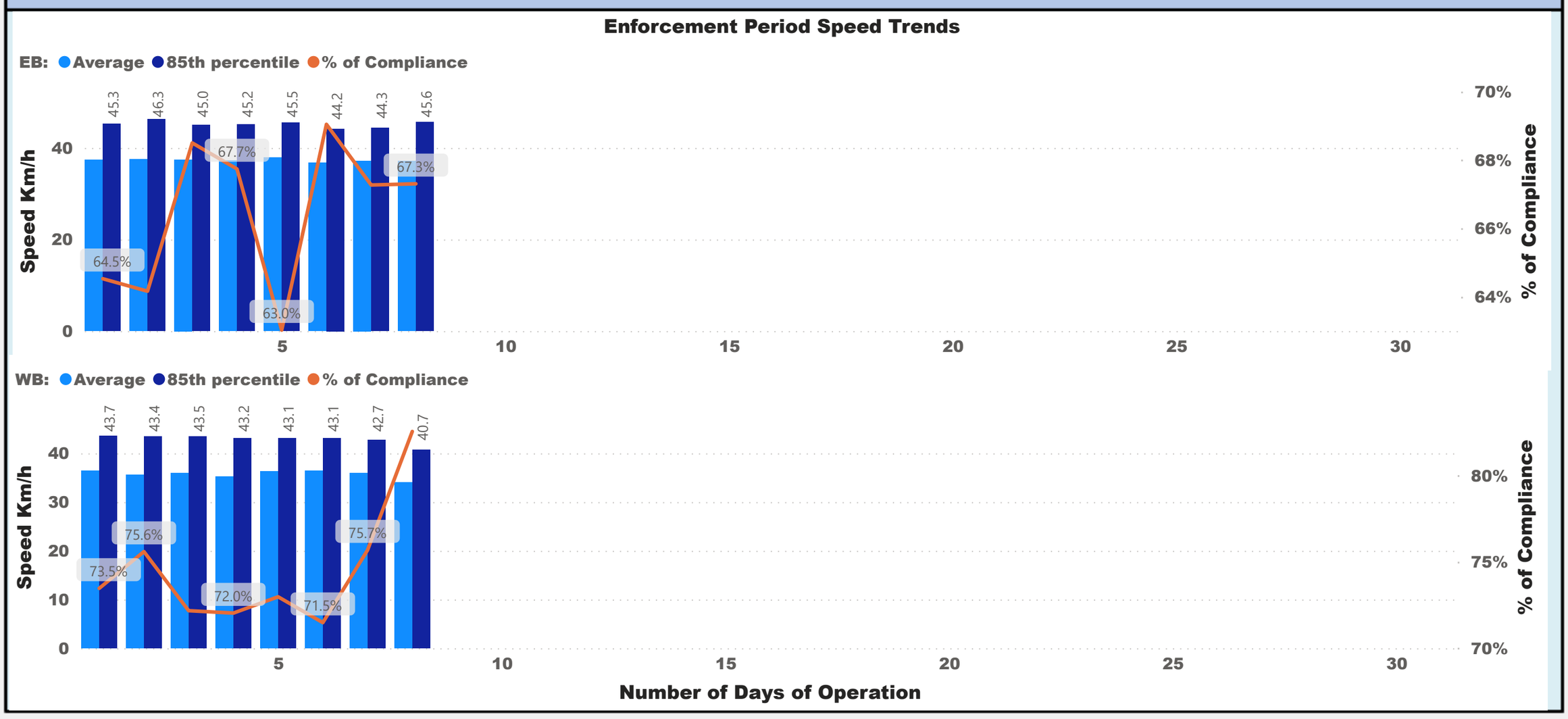


Automated Speed Enforcement Evaluation
(Broker Dr. between Kingslea Dr. and Brentwood Dr.)

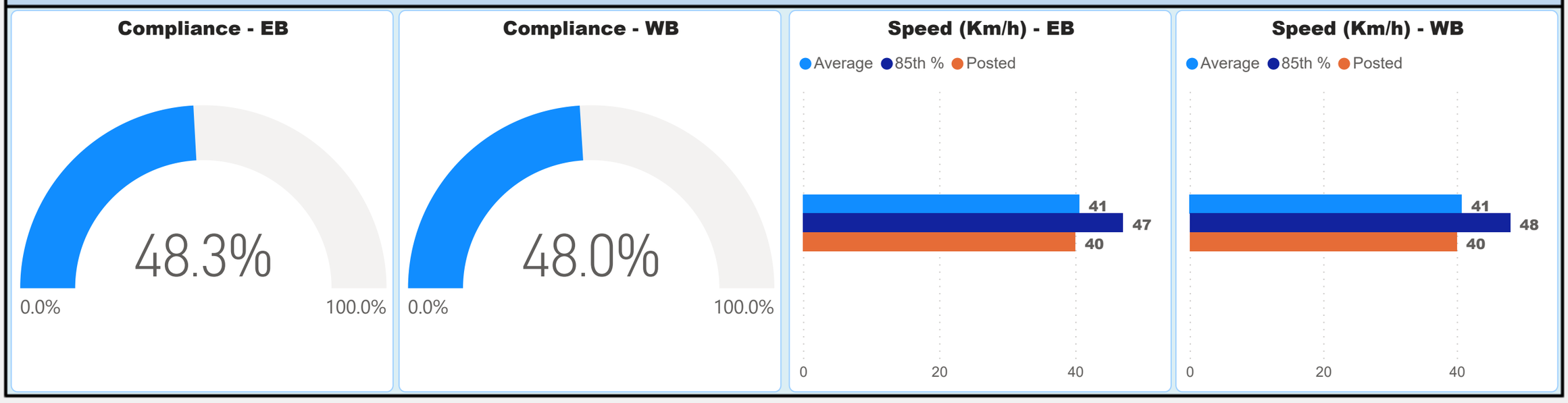
Pre Enforcement Data (April 8, 2014 – April 9, 2014)



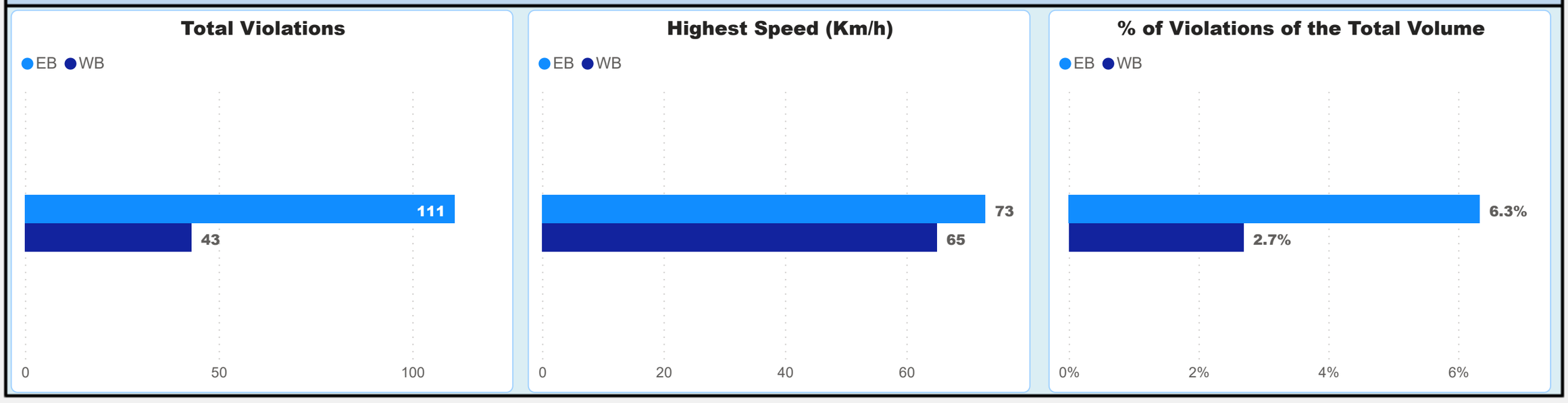
Enforcement Data (April 26, 2021 – May 3, 2021)



Post Enforcement Data (June 9, 2021 – June 16, 2021)

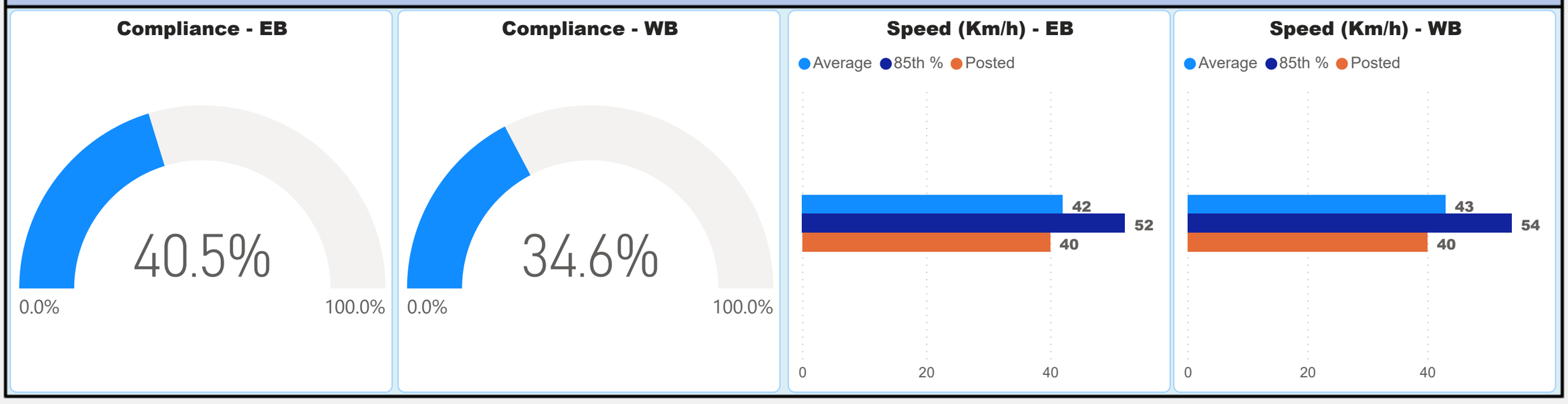


Enforcement Statistics

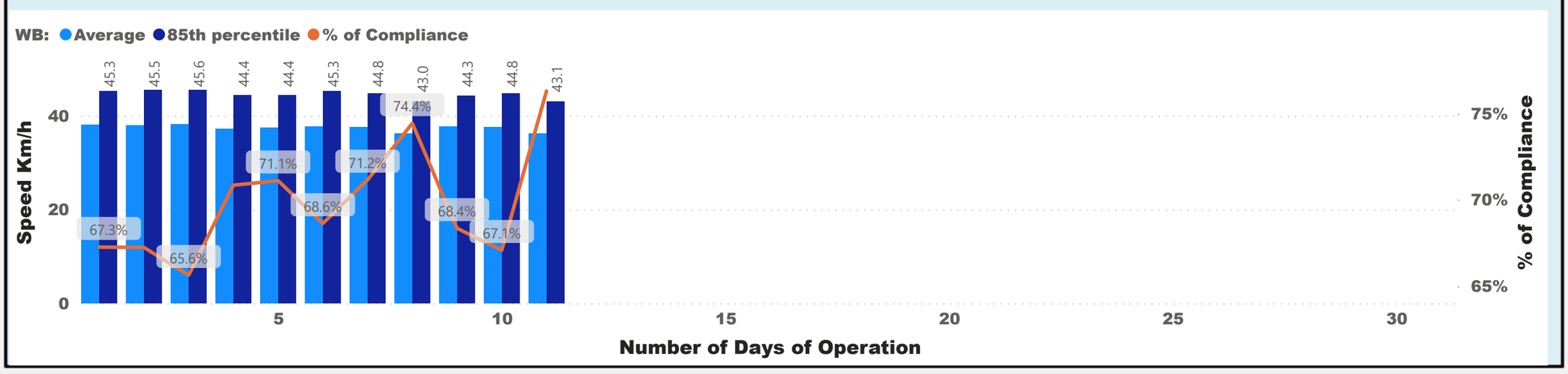


Automated Speed Enforcement Evaluation
(Harvest Rd. between Tews Ln. and Forest Ave.)

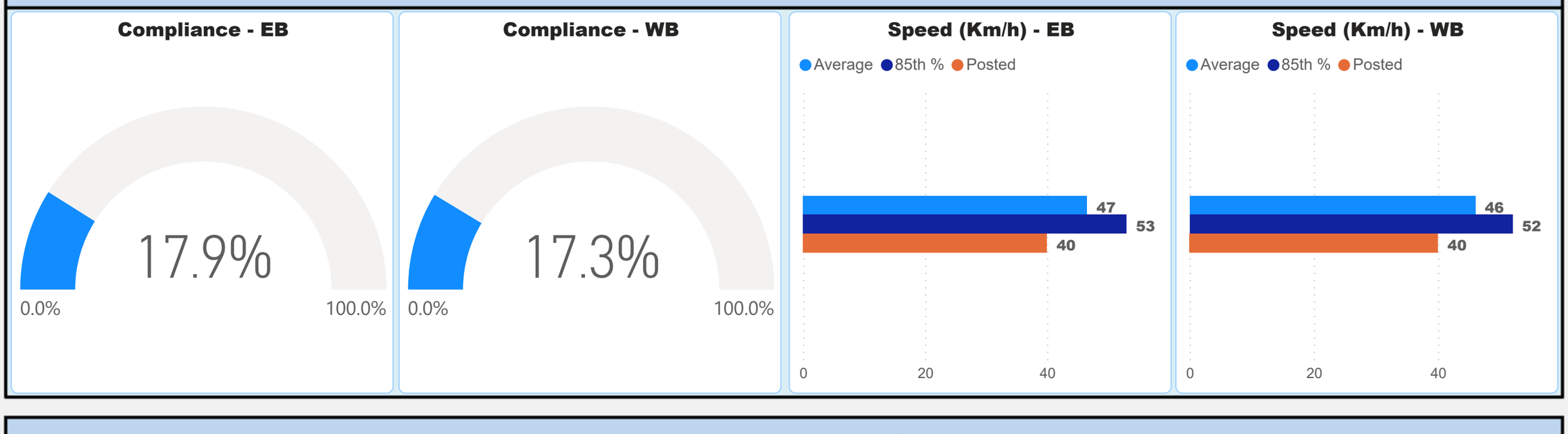
Pre Enforcement Data (June 1, 2016 – June 7, 2016)



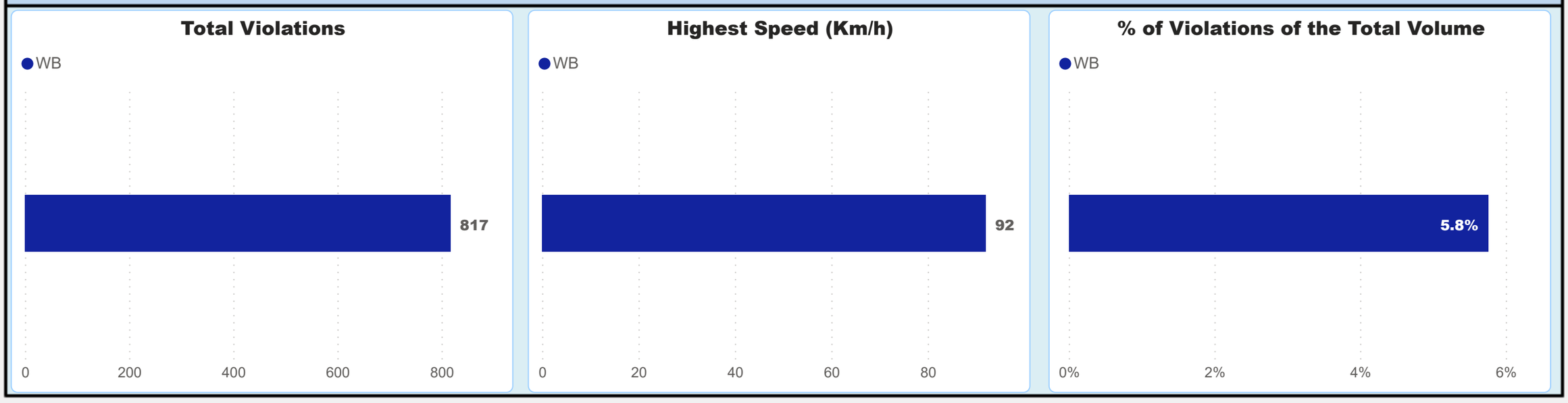
Enforcement Data (May 7, 2021 – May 17, 2021)



Post Enforcement Data (June 11, 2021 – June 18, 2021)



Enforcement Statistics



11.1

CITY OF HAMILTON

M O T I O N

Public Works Committee: September 20, 2021

MOVED BY COUNCILLOR J. FARR……...

SECONDED BY COUNCILLOR ……..……..

Amendments to By-law 12-031, a By-law for Responsible Animal Ownership, for the Purpose of the Inclusion of the Rail Trail Leash Free Dog Park (Ward 2) and the Globe Leash Free Dog Park (Ward 4) and Updating Mapping for the Corporal Nathan Cirillo Leash Free – Free Running Area (Ward 12)

WHEREAS, Council enacted a by-law for responsible animal ownership being City of Hamilton By-law 12-031;

WHEREAS, this By-law provides for the addition of a Leash Free Area to subsection 7.4(a) of By-law 12-031;

WHEREAS, Corporal Nathan Cirillo Leash Free – Free Running Area is operated as a secondary function within Storm Water Management Facility (SWMF) #70;

WHEREAS, for operational, and health and safety considerations, Hamilton Water is restricting public access to a portion of SWMF #70; and,

WHEREAS, a housekeeping amendment to By-law 12-031 is required to include the leash free dog park locations in Corktown Park (named Rail Trail Leash Free Dog Park) (Ward 2) and Globe Park (named Globe Leash Free Dog Park) (Ward 4) and to reflect the permitted leash free portion of SWMF #70;

THEREFORE, BE IT RESOLVED:

(a) That By-law 12-031 be amended to:

(i) Include the dog park portion of Corktown Park known as Rail Trail Leash Free Dog Park as a Leash Free Dog Park location, as indicated in Appendix “A” (Map 1 of proposed Leash Free Dog Park);

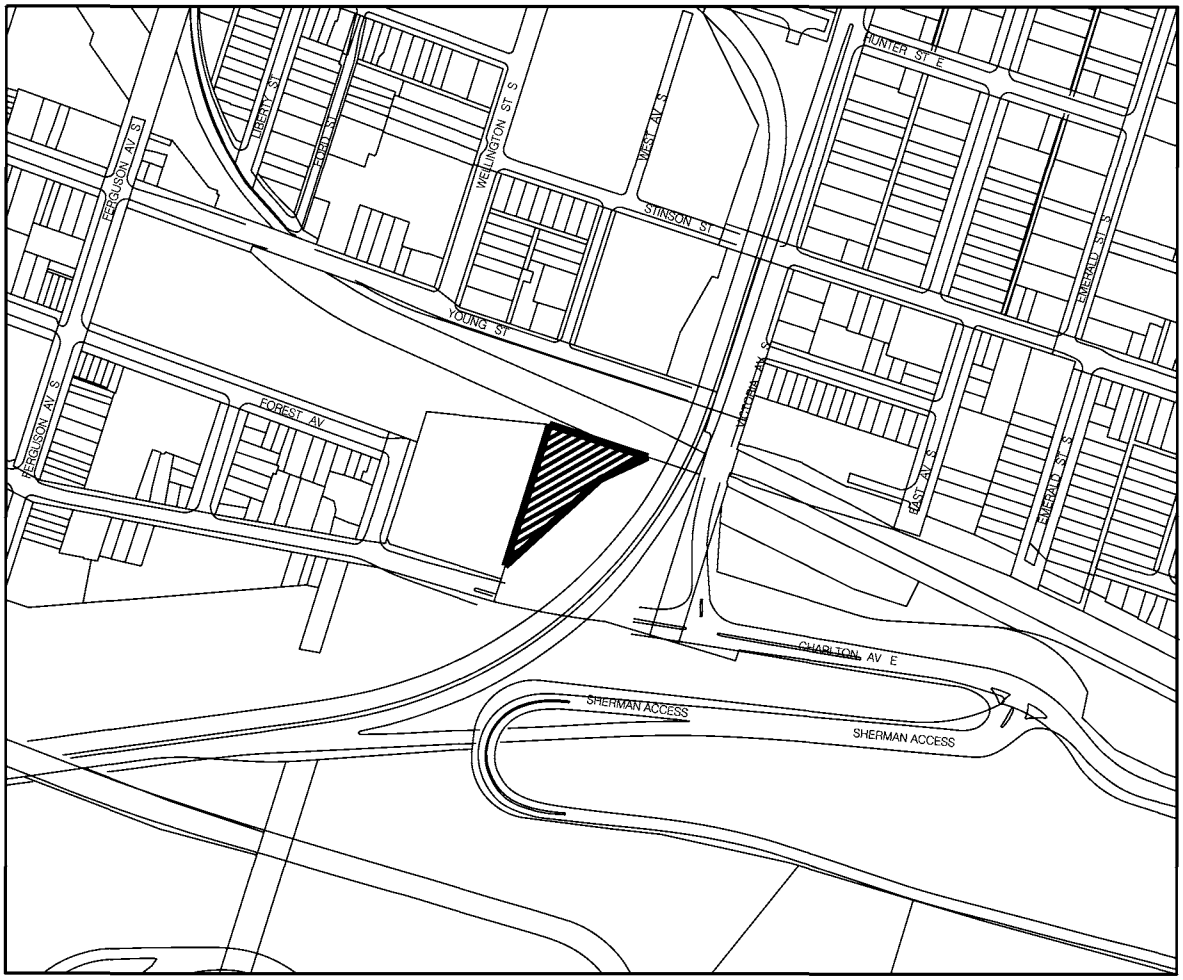
(ii) Include the dog park portion of Globe Park known as Globe Leash Free Dog Park as a Leash Free Dog Park location, as indicated in Appendix "A" (Map 2 of proposed Leash Free Dog Park);

(iii) Accurately depict the publicly accessible area of SWMF #70 for the purpose of Corporal Nathan Cirillo Leash Free - Free Running Area, as indicated in Appendix "A" (Map 3);

(b) That the City Solicitor be authorized and directed to prepare the appropriate by-law to amend By-law 12-031, a By-law for Responsible Animal Ownership, in the City of Hamilton, to include Rail Trail Leash Free Dog Park in Corktown Park and Globe Leash Free Dog Park in Globe Park as leash free dog park locations; and,

(c) That the City Solicitor be authorized and directed to prepare the appropriate by-law to amend By-law 12-031, a By-law for Responsible Animal Ownership, in the City of Hamilton to accurately reflect the publicly accessible area of SWMF #70/Corporal Nathan Cirillo Leash Free – Free Running Area.

Appendix A, Map 1



Leash Free Area

City of Hamilton

Ward 2

Rail Trail Leash Free Dog Park

CITY OF HAMILTON

Public Works Department

General Manager, Dan McKinnon

September 2020

Leash Free Area

City of Hamilton

Ward 4

Globe Leash Free Dog Park

CITY OF HAMILTON

Public Works Department

General Manager, Dan McKinnon

September 2020

Leash Free Area

City of Hamilton

Ward 12

Corporal Nathan Cirillo Leash Free - Free Running Area

CITY OF HAMILTON

Public Works Department

General Manager, Dan McKinnon

August 2021

11.2

CITY OF HAMILTON

M O T I O N

Public Works Committee: September 20, 2021

MOVED BY COUNCILLOR E. PAULS……..…….……..…

SECONDED BY COUNCILLOR ……..……..

Installation of Traffic Calming Measures on East 13th Street between Fennell Avenue East and Brucedale Avenue East, Hamilton (Ward 7)

WHEREAS, Ward 7 residents have repeatedly advocated for the installation of speed cushions on East 13th Street between Fennell Avenue East and Brucedale Avenue East 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 East 13th Street (1 speed cushion), between Fennell Avenue East and Brucedale Avenue East, as part of the 2022 Traffic Calming program;

(b) That all costs associated with the installation of traffic calming measures on East 13th Street be funded from the Ward 7 Minor Maintenance Account (4031911607) at an upset limit, including contingency, not to exceed $7,000; 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.