



City of Hamilton

PUBLIC WORKS COMMITTEE ADDENDUM

Meeting #: 21-018
Date: December 6, 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>

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<https://www.youtube.com/user/InsideCityofHamilton> or Cable 14

Carrie McIntosh, Legislative Coordinator (905) 546-2424 ext. 2729

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- *14.1.b.a. HSR / ATS / DARTS Passenger Policies for Persons with Disabilities

Item on OBL: ABR

Current Due Date: December 6, 2021

Proposed New Due Date: November 28, 2022

15. PRIVATE AND CONFIDENTIAL

- *15.1. Appendix "B" to Report PW21069 respecting Lymantria dispar dispar (LDD) Aerial Control Program

Pursuant to Section 9.1, Sub-section (k) of the City's Procedural By-law 21-021, and Section 239(2), Sub-section (k) of the *Ontario Municipal Act*, 2001, as amended, as the subject matter pertains to a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

Please refer to Item 11.3, for the public report.



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, November 3, 2021

5:45 p.m.

Virtual Meeting

Present: Chair: Chris Ritsma
Vice-Chair: William Oates
Members: Jeff Axisa, Kate Berry, Roman Caruk, Sharon Gibbons, Jane Jamnik, Yaejin Kim, Ann McKay, Jessica Merolli, Cora Muis, Gary Rogerson, Cathy Sutherland, Kevin Vander Meulen, Christine Yachouh,

Absent with Regrets: Joachim Brouwer, Councillor Esther Pauls, Councillor Terry Whitehead.

Also Present: Danny Pimentel, Active Transportation Technologist, Sustainable Mobility
Peter Topalovic, Program Manager, Sustainable Mobility
Daryl Bender, Project Manager, Sustainable Mobility
Mike Field, Acting Director, Transportation Operations and Maintenance
Ken Coit, Manager Placemaking Public Art and Projects, Tourism and Culture

1. APPROVAL OF AGENDA

(Caruk/Oates)

That the agenda of the November 3, 2021 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

2. DECLARATIONS OF INTEREST

C. Muis declared a conflict of interest for Item 7.2.2 (Cycling Without Ages) and will be abstaining from voting.

W. Oates declared a conflict of interest for Item 7.2.3 (Dundas Rides) and will be abstaining from voting.

3. APPROVAL OF MINUTES OF PREVIOUS MEETING

(i) HCyc Meeting Minutes - October 6, 2021 (Item 3.1)

(Muis/Berry)

That the minutes of the October 6, 2021 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

4. STAFF PRESENTATIONS

(i) Keddy Trail Public Art (Item 6.1)

K.Coit provided a presentation on public art along the walls/columns and benches of the Keddy Trail as well as a memorial in recognition of Mr. Keddy. The committee expressed gratitude and excitement on the proposed project/locations and asked questions regarding budget/cost, timing and themes of paintings. Staff indicated that the project would be completed mid 2022, as weather permits.

(Caruk/Jamnik)

That the Staff Presentation be received:

CARRIED

5. DISCUSSION ITEMS

(i) HCyc 2022 Budget (Item 7.1)

The committee discussed the proposed 2022 budget, which was voted on and approved:

Item	2022 Budget
Social Media Campaign	\$500
Special Projects	\$5,000
Tourism Promotions - supporting Ontario By Bike	\$500
Supporting Community Events to Raise Awareness for Cycling	\$3,000
Special Committee Cycling Events	\$2,000
Training, Conferences and Memberships	\$2,000
Meeting Expenses	\$1,000
TOTAL	\$14,000
Funds from levy	\$10,000
Funds from reserve	\$4,000

(Caruk/Axisa)

That the 2022 Hamilton Cycling Committee budget be approved and presented to a December Public Works Committee as a Staff Report, as a recommendation to be approved and referred to the 2022 budget process for consideration.

CARRIED

(ii) HCyc 2021 Budget Expenses (Item 7.2)

The committee discussed the remaining 2021 budget and allocated expenses to the following:

- Bike 4 Mike & Daily School Routes (Item 7.2.1) - Wayfinding Signage
- Cycling Without Ages (New Hope Community Bikes) (Item 7.2.2) - Additional bicycle equipment
- Dundas Rides (Item 7.2.3) - Christmas Light Bike Ride

(Merolli/McKay)

That up to \$1,000 from “Special Projects” within the 2021 Cycling Committee budget, be allocated to Bike 4 Mike (Daily School Routes) “Wayfinding Sign” project request.

CARRIED

(Caruk/Oates)

That up to \$2,000 from “Special Projects” within the 2021 Cycling Committee budget, be allocated to Cycling without Ages (New Hope Community Bikes) request.

CARRIED

(Caruk/Rogerson)

That up to \$250 from “Group Rides” within the 2021 Cycling Committee budget, be allocated to Dundas Rides request.

CARRIED

The committee discussed additional expense items to be considered for 2021.

(Vander Meulen/Merolli)

That \$750 from “Group Rides” be moved into “Conferences” within the 2021 Cycling Committee budget.

CARRIED

(Vander Meulen/Merolli)

That up to \$1,750 from “Conferences” within the 2021 Cycling Committee budget, be allocated to have 3 committee members (K.Berry, C.Ritsma, W. Oates) attend OTM Book 18 Training (Virtual) and 2 committee members (A. McKay and J. Merolli) attend School Zone Safety (Online Symposium).

CARRIED

(Merolli/Oates)

That the discussion items be received and approved as follows:

(iii) Social Determinants of Health in COVID-19 (Item 7.3)

The committee reviewed the report and had no questions.

(iv) Planning and Project Update (Item 7.4)

Staff provided the Committee with an update on 2021 planned cycling infrastructure projects. Staff provided additional updates/information on Victoria Ave and York Blvd as well as comments regarding 2022 projects.

(v) Gender in Cycling Research Project Update (Item 7.5)

The committee discussed the Literature Review: Cycling and Gender.

(vi) School Streets Project (Item 7.6)

The committee was provided a written update on the School Streets Project. Committee members asked how many schools are part of the project and if the committee can provide recommendations on which schools should be considered. Staff will look into the program and follow up with the committee.

CARRIED

6. NOTICE OF MOTION

(i) Upper Wellington Environmental Assessment Network Connectivity Motion (Item 8.1)

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;

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;

WHEREAS a multi-use pathway slows down commuter cycling traffic;

WHEREAS a multi-use pathway causes unease for both cyclists and pedestrians; and,

WHEREAS pedestrians with ear-buds do not hear the bells of cyclists

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; and,
- (b) That the cycling infrastructure be clearly separated (e.g. separated facility) from the pedestrian traffic along Upper Wellington.

(Vander Muellen/Rogerson)

That the motion be deferred to the December meeting.

CARRIED

(Ritsma/Merolli)

That the following motion be deferred to a future meeting.

(ii) Barton & Fifty Road Environmental Assessment Cycling Infrastructure (Item 8.2)

WHEREAS Barton Street East, between Fruitland Road and Fifty Road, and Fifty Road, between South Service Road and Highway 8, are on the cycling master plan;

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 make connections to the local schools in the area;
- (b) That Barton Street East cycling lanes be in the direction of expected automobile traffic;
- (c) That Fifty Road cycling lanes cross the QEW bridge and connect to Winona; and,

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

CARRIED

(Ritsma/Merolli)

That the following motion be deferred to a future meeting:

(iii) Bike Lane Asphalt (Item 8.3)

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:

- (a) 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.

CARRIED

7. ADJOURNMENT

(Caruk/Merolli)

That, there being no further business, the meeting adjourned at 7:46 p.m.


Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Danny Pimentel
Active Transportation Technologist, Sustainable Mobility
Transportation Planning, Planning & Economic Development



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Environmental Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 6, 2021
SUBJECT/REPORT NO:	<i>Lymantria dispar dispar</i> (LDD) Aerial Control Program (PW21069) (City Wide) (Outstanding Business Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Sam Scarlett (905) 546-2424 Ext. 3919
SUBMITTED BY:	Cynthia Graham Acting Director, Environmental Services Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the amending By-law, attached as Appendix "A" to Report PW21069, being a By-law to Amend By-law 08-070, respecting Gypsy Moth Infestation, which has been prepared in a form satisfactory to the City Solicitor, be enacted and effective immediately;
- (b) That, pursuant to By-law 08-070, respecting Gypsy Moth Infestation, staff be directed to implement a *Lymantria dispar dispar* (LDD) Aerial Control Program involving aerial application of the biological control agent *bacillus thuringiensis* 'kurstaki' (Btk);
- (c) That infested areas which exceed 2,500 egg masses per hectare, as identified in By-law 08-070 as the treatment threshold, be the areas to receive aerial application of the biological control agent *bacillus thuringiensis* 'kurstaki' (Btk);
- (d) That the direction provided to staff in Closed Session, as detailed in confidential Appendix "B" to Report PW21069, respecting *Lymantria dispar dispar* (LDD) Aerial Control Program, be approved;

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

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

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

**SUBJECT: *Lymantria dispar dispar* (LDD) Aerial Control Program
(PW21069) (City Wide) - Page 2 of 8**

- (e) That Appendix “B” to Report PW21069, respecting *Lymantria dispar dispar* (LDD) Aerial Control Program, remain confidential until after a contract has been executed with Zimmer Air Services Inc. or negotiations have ceased with no intent of executing a contract with Zimmer Air Services Inc.; and
- (f) That staff be directed to report back to Public Works Committee in Q1 of 2022 detailing the terms of the agreement with Zimmer Air Services Inc., the recommended aerial treatment areas and to seek approval to execute the contract.

EXECUTIVE SUMMARY

Council directed staff through Report PW21-009, ratified at the June 23rd, 2021 Council meeting, to monitor *Lymantria dispar dispar* (LDD) egg mass counts, budget for and report back to Council on a potential treatment program for 2022.

In recent years, the common name for LDD, Gypsy Moth has been identified as being culturally insensitive. Instead, the City will use the Latin name of the pest, *Lymantria dispar dispar* or LDD for short. The new nomenclature will be used in all documentation and communications moving forward by the City of Hamilton. Staff have been working to educate the public about the transition over the past several months.

By-law 08-070 Respecting Gypsy Moth Infestation directs the General Manager of Public Works to deem any areas with LDD egg mass counts over 2,500 per hectare a public nuisance. This Bylaw also authorizes the General Manager of Public Works to implement an aerial spray program using biological control agent *bacillus thuringiensis 'kurstaki'* (Btk).

In 2021, LDD was observed in the City of Hamilton (City) at varying levels of infestation, which resulted in the defoliation of public and private trees; thus, negatively impacting the City’s tree canopy and causing a nuisance to residents. Significant and repeated defoliation of the many tree species who act as hosts and a food source for LDD will likely result in mortality.

The most effective method to control LDD on a large scale is the aerial application of Btk. Btk is an organic pesticide that controls LDD during the early stages of its larval form, prior to any significant defoliation to the host tree. To ensure effectiveness of Btk, its application must be completed during a narrow development window of the pest and the application is subject to environmental constraints, such as wind and rain.

There is only one qualified vendor identified who operates in Southern Ontario, Zimmer Air Service Inc., who meets Transport Canada’s Aviation Regulations for the specialized application of Btk over urban/ suburban areas at low altitude. Given the short supply of

**SUBJECT: *Lymantria dispar dispar* (LDD) Aerial Control Program
(PW21069) (City Wide) - Page 3 of 8**

qualified vendors and the proliferation of LDD throughout Ontario in 2021, staff are seeking approval to single source the services, enter into negotiations with the vendor and provide the treatment of up to an estimated 3,000 hectares over a 2-year program, in 2022 and 2023.

The results of the negotiation and planned treatment areas for 2022, based on field surveys completed in the fall of 2021, will be presented to Council in Q1 of 2022 for approval.

Alternatives for Consideration – See Page 7

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Refer to Appendix “B” of Report PW21069 for financial details.

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

Legal: The Procurement Section and Legal & Risk Management Services Division will be engaged in reviewing any contract.

Recommendation (e) of Report PW21069 enacts an update of By-law 08-070 Respecting Gypsy Moth Infestation in order to change all references to Gypsy Moth to *Lymantria dispar dispar* (LDD), found in Appendix “A” attached to Report PW21069. This update was prepared in conjunction with legal services staff.

HISTORICAL BACKGROUND

LDD is an invasive species that is known to be a significant defoliator of primarily, but not limited to, hardwood tree species common in Southern Ontario. The pest was introduced accidentally to North America in 1869, and it was first discovered in Canada in 1969 on Wolfe Island, Ontario. Since that time, this pest has continued to move westward, and has impacted rural and urban forests throughout Southern Ontario, with notable impact to the City in 2007, 2017, and 2021.

LDD populations are known to exhibit three phases of infestation: innocuous (low density), release (transition/growth), and outbreak (high density population). Data suggests that the City is currently in the release phase. Portions of the City’s Urban Forest have been significantly defoliated two or three consecutive times in recent years, which can lead in some cases to tree mortality.

Btk is a soil-borne bacterium which has been used worldwide for over 30 years as a biological control agent. Health Canada's Pest Management Regulatory Agency

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(PMRA) permit the application of Btk as a “restricted” product, and the Canadian General Standards Boards permits the use of Btk in Organic Productions Systems for crop production (CAN/CGSB-32.311-2020).

In accordance with the Ontario Pesticide Act, Ontario Regulation 63/09, a licensed exterminator is required to post signage that details the nature of the work being performed on site. Given the large-scale nature of the proposed aerial application of Btk, there is a mechanism within the Act whereby an applicant can perform an alternative notification of pesticide use. This mechanism was implemented for the 2018/2019 spray programs through a comprehensive communications strategy, which included: mail outs to impacted properties as well as social and print media outreach and information. Staff also maintained information about the program on the City webpage, which was updated regularly.

When Btk is applied to the leaves of host trees, immature (early instar) caterpillars voraciously feed on the Btk laden leaves. The Btk enters and disrupts the digestive systems of the caterpillar. This disruption causes the caterpillars to stop feeding and succumb to the effects of the pesticide with 24-48 hours. Btk has very low residual qualities in the natural environment. Sunlight and fungi deteriorate the bio-pesticide within 1-4 days. Because Btk requires an alkaline environment in the gut in order to be effective, it does not have any detrimental effects to humans, birds, or bees. Due to its low residue and the narrow spray window due to larval development requirement, the non-target moth and butterfly impact is low.

The City has implemented aerial control programs using Btk in 2008, 2018 and 2019. In 2017, egg mass surveys found that the infestation of this pest increased, and intervention was required, as per By-law 08-070 Respecting Gypsy Moth Infestation. Over 2018 and 2019, 2,550 hectares were treated aerially with Btk with a budget of \$2.5M. Follow up tree defoliation and egg mass surveys in 2018 and 2019 indicated the spray program was successful in significantly reducing LDD population in the treated areas. The 2018/2019 program was completed by Zimmer Air Services Inc.

LDD egg mass surveys must be completed when deciduous trees species drop their leaves in the fall. Egg mass surveys are undertaken as part of an Integrated Pest Management (IPM) program to monitor population changes over time. Staff have engaged a consultant to complete surveys throughout the City in the fall of 2021. This will provide staff with the data to determine recommended treatment areas for aerial application of Btk in 2022. Staff will continue to monitor LDD populations throughout the spring and summer of 2022 and 2023 as part of an ongoing IPM program.

In the absence of an IPM intervention, the City’s urban canopy may experience tree mortality from LDD defoliation over the next several years. Additionally, the LDD population will advance to the outbreak phase.

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(PW21069) (City Wide) - Page 5 of 8**

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

By-law 08-070 is in place to address LDD infestations as a nuisance, with City staff being given authority to treat with Btk when egg mass quantities exceed 2,500 per hectare.

Transport Canada has only approved twin engine helicopters for use in the application of Btk over built-up areas, as per Canadian Aviation Regulations Standard 722 – Aerial Work. This type of work also requires the air operator to apply for a Special Flight Operations Certificate for aerial work. Staff have confirmed that the vendor Zimmer Air Services Inc., identified in Recommendations (b), (f), (g) and (h) of Report PW21069, is the sole vendor in Ontario that has this certification and equipment required to complete the work.

Recommendation (f) of Report PW21069 recommends that By-law 20-207, Procurement Policy 4.11, Policy #11 – Non-Competitive Procurement be implemented for the reasons stated in Report PW21069.

RELEVANT CONSULTATION

The following internal groups were consulted and are supportive of the recommendations in Report PW21069:

Corporate Services Department, Financial Services and Taxation, Procurement Section;
Corporate Services Department, Legal and Risk Management Division;
Corporate Services Department, Financial Planning, Administration & Policy Division,
Finance & Administration Section; and,
City Manager's Office, Human Resources Division, Diversity and Inclusion.

Staff have consulted with the Canadian Aircraft Regulations and Ministry of the Environment, Conservation and Parks to establish the requirements for the implementation of the recommended program detailed in Report PW21069.

Staff have consulted with the Aerial Applicators Association of Canada finding that Zimmer Air Services Inc. are the only vendor to have received the appropriate licenses and approvals to date.

Staff have consulted with the following municipalities, Conservation Authorities and non-government organizations on their plans for the control of LDD. The City of Burlington and the Grand River Conservation Authority are planning to implement an aerial spray program in 2022. The City of Mississauga and the City of Toronto have been approved through single source procurement to enter into a contract with Zimmer Air Services Inc. for a 2022/2023 aerial spray program. Additionally, the Town of Oakville, Hamilton

**SUBJECT: *Lymantria dispar dispar* (LDD) Aerial Control Program
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Conservation Authority, Halton Conservation Authority, and Royal Botanical Gardens are developing their 2022 programs based on egg mass monitoring in late 2021 into Q1 of 2022.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

In the Spring of 2021, LDD activity was recorded by mapping addresses and the severity of the infestation. A considerable rise in resident calls to the Customer Contact Centre and Ward Councillor offices was found in Spring 2021 compared to the previous year. As a result, staff were directed by Council through Report PW21-009, ratified at the June 23rd, 2021 Council meeting, to monitor LDD egg mass counts, budget for and report back to Council on the potential for a treatment program for 2022.

Hamilton's tree canopy has widespread benefits to residents through improving air quality, reducing temperatures, filtering water, amongst many other environmental and social benefits. It also supports wildlife and is critical in maintaining biodiversity within the region.

To protect the existing tree canopy from LDD, By-law 08-070 Respecting Gypsy Moth Infestation directs the General Manager of Public Works to control the infestation with Btk. In order to treat LDD on a landscape scale, aerial applications of Btk are required between mid-May and mid-June, utilizing specialized helicopters by qualified and experienced applicators.

Since the aerial application of Btk is likely to be predominately over urban and suburban areas, Transport Canada Aviation Regulations require a twin-engine helicopter be used for this low altitude flight work. Canadian Aircraft Regulations also require air operators to submit an application to Transport Canada with a detailed workplan at least 21 working days prior to the initiation of the aerial application program. Upon approval, the air operator is granted Ministerial Authorization through a Special Flight Operations Certificate for Aerial Work. Due to the technical and highly specialized nature of this work, there is only one qualified vendor in Ontario/ Eastern Canada.

Zimmer Air Services Inc. has a demonstrated ability and experience completing programs of this scale and complexity. In 2008 and 2018, Zimmer Air Services Inc. was contracted by the City through single source procurement to complete aerial applications of Btk. In 2021, Zimmer Air Services Inc. completed an aerial spray program for the City of Mississauga, the City of Toronto, the City of Burlington, Royal Botanical Gardens, and Hamilton Conservation Authority.

Given that Zimmer Air Services Inc. is the only known qualified vendor for the aerial application of Btk over urban areas, combined with a high demand for their services throughout Ontario and a short window in which to spray, the recommendations of

**SUBJECT: *Lymantria dispar dispar* (LDD) Aerial Control Program
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Report PW21069 would allow staff to negotiate for their services for the 2022/2023 program. If the City is not able to negotiate a contract with Zimmer Air Services Inc. it is likely that other agencies and municipalities will occupy all available spray times, and an aerial application for LDD Moth will not be completed in Hamilton in 2022.

It is likely that potential severe infestations experienced in 2021 will occur again in 2022, which would be the second and third consecutive years (area dependent) which puts those trees at risk of death.

The purpose of proposed amendments to By-law 08-070 Respecting Gypsy Moth Infestation are for 2 reasons. Firstly, use of the name Gypsy Moth is culturally insensitive and is considered an ethnic slur. As part of the City's commitment to Culture and Diversity, one of the key Council Strategic Plan Priorities, this year we will replace the name Gypsy Moth and introduce the Latin name *Lymantria dispar dispar* (LDD) in our communications. Staff are changing the name of the pest in all existing By-laws, policies, procedures and public communication material.

Secondly, the By-Law amendment is to remove appendices which contains specific maps of treatment areas from the 2008 LDD Control Program.

ALTERNATIVES FOR CONSIDERATION

That staff be directed to complete a Policy 5.3 Request for Tenders form, through the Procurement Section, to go out to the open market for the aerial application of Btk services. This alternative is not recommended, as staff do not anticipate that there are any other vendors that are qualified to perform these services.

Financial: There is a high likelihood that Zimmer Air Service Inc. would be the only qualified vendor; therefore, the financial impact would be the same as the recommended approach of the non-competitive procurement.

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

Legal: There are no legal implications associated with the recommendation in this report.

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.

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Clean and Green

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

Built Environment and Infrastructure

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

Our People and Performance

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

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW21069 – Amending By-law Respecting Gypsy Moth Infestation By-law 08-070

Appendix "B" to Report PW21069 – Financial (confidential)

Authority: Item ,
Report (XXX)
CM:
Ward: City Wide

Bill No.

**CITY OF HAMILTON
BY-LAW NO. 21-**

**To Amend City of Hamilton By-law No. 08-070,
being a By-law Respecting Gypsy Moth Infestation**

WHEREAS Council enacted a by-law respecting gypsy moth infestation in the City of Hamilton, being City of Hamilton By-law No.08-070;

AND WHEREAS Council wishes to amend By-law No. 08-070;

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

1. The amendments in this By-law include any necessary grammatical, numbering and lettering changes.
2. By-law 08-070 is amended by replacing "Gypsy moth" to "*Lymantria dispar dispar*" in all instances where they appear, including, without limitation, the title.
3. Section 2 of By-law 08-070 is amended by deleting "identified in Report PW08028a as Appendices A-1 through A-6 and A-8 though A-10 to this By-law".
4. Section 3 of By-law 08-070 is amended by deleting "identified in Report PW08028a as Appendices A-11 and A-12 to this By-law".
5. This By-law shall come into effect on the day it is passed.
6. In all other respects, By-law 08-070 is confirmed.


PASSED this _____ day of _____, 2021.

F. Eisenberger
Mayor

A. Holland
City Clerk



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

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 6, 2021
SUBJECT/REPORT NO:	Hamilton Cycling Committee Budget 2022 (PED21189) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Danny Pimentel (905) 546-2424 Ext. 4581
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That the Hamilton Cycling Committee 2022 Base Budget submission, in the amount of \$10,000, as described in Appendix "A" attached to Report PED21189, be approved and referred to the 2022 Budget process for consideration;
- (b) That, in addition to the base funding, a one-time budget allocation for 2022 of \$4,000 to support community events and initiatives that meet the mandate of the Committee, funded by the Hamilton Cycling Committee Reserve, be approved and referred to the 2022 Budget process for consideration;
- (c) That remaining funds from the 2021 Hamilton Cycling Committee Budget be allocated into the Hamilton Cycling Committee Reserve, to the upmost allowable amount.

EXECUTIVE SUMMARY

The Hamilton Cycling Committee (HCyC) has developed a request for funding for planned activities in 2022. With the endorsement of the HCyC Members, this request for funding is submitted to the Public Works Committee as Appendix "A" attached to this Report. This Report presents this proposed budget to the Public Works Committee for consideration as part of the 2022 Budget Process.

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

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

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

**SUBJECT: Hamilton Cycling Committee Budget 2022 (PED21189) (City Wide) -
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The HCyC is proposing a 2022 Budget of \$14 K. Their proposed budget would be financed with \$10 K from the Levy through the Public Works Standing Committee and \$4 K from the HCyC Reserve. As of September 2021, the HCyC has a Reserve of \$15,949.97, therefore, there is no request to increase from the Levy in 2022.

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Annually, citizen advisory committees are funded by the Levy to fund activities that supports the Committee’s Mandate. Typically, the annual budget for advisory committees is \$10,000. For 2022, the HCyC has requested a budget of \$14,000. The proposed budget will finance community educational activities, plus the production of safety and promotional materials. The \$4,000 from the Reserve will be used to support community events and initiatives that meet the mandate of the HCyC. As of September 2021, the Hamilton Cycling Committee has a Reserve of \$15,949.97.

The following table highlights the proposed 2022 Budget.

Item	Proposed 2022 Budget
Social Media Campaign	\$500
Special Projects	\$5,000
Tourism Promotions - supporting Ontario by Bike	\$500
Supporting Community Events to Raise Awareness for Cycling	\$3,000
Special Committee Cycling Events	\$2,000
Training, Conferences and Memberships	\$2,000
Meeting Expenses	\$1,000
TOTAL	\$14,000
Funds from Levy	\$10,000
Funds from Reserve	\$4,000

Staffing: N/A

Legal: N/A

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HISTORICAL BACKGROUND

The HCyC advises the City of Hamilton on all matters related to cycling; provides input on the implementation of the Hamilton Cycling Master Plan, planning for bicycling facilities (e.g. bike parking), educating citizens on matters of traffic safety, and promoting cycling, both for recreation and commuting. Cycling helps to maintain personal health; thus, it helps to foster a healthier community. In 2021, approximately 21 kms of cycling infrastructure was installed in Hamilton.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

In preparation of this Report, the HCyC, the City of Hamilton, Corporate Services, Financial Planning, Administration, and Policy staff, and, the Office of the City Clerk were consulted. This Report is consistent with the legislative requirements to request funding for advisory committees.

RELEVANT CONSULTATION

In preparation of this Report, the HCyC, the City of Hamilton, Corporate Services, Financial Planning, Administration, and Policy staff, and, the Office of the City Clerk were consulted. This Report has been prepared in consistency with the legislative requirements to request funding for advisory committees.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

As a result of COVID-19, typical projects and events were not able to be conducted in 2020 or 2021.

The Committee promotes cycling safety through their very successful distribution of Share the Road car magnets and stickers, and the distribution of bicycle lights at special events, to stress the importance of improved visibility of cyclists.

Committee Members, in conjunction with community groups, promote cycling in Hamilton during events like Bike Day, Supercrawl, and other City festivals. The HCyC also proposes to grow the profile of cycling in Hamilton by promoting and hosting more cycling events across the City

Historically, projects or events have typically included film screenings, bicycle rides, various campaigns and project research. Members have also served as volunteer staff for the HCyC booth at the Toronto International Bike Show, promoting Hamilton as a cycling destination. They receive and share feedback from people that cycle on Hamilton facilities, including Hamilton residents attending the show. The Committee works with Tourism Hamilton to promote the City's recreational assets by distributing

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the City map “Bike Routes, Trails & Parks”, pamphlets printed by the Hamilton Conservation Authority, and financially contributes to the Ontario Cycling Organization - Ontario By Bike, to provide Hamilton specific information online.

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

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

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

Economic Prosperity and Growth

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

Healthy and Safe Communities

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

Clean and Green

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

Built Environment and Infrastructure

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

Culture and Diversity

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

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PED21189 - 2022 Advisory Committee Budget Submission Form

CITY OF HAMILTON

2022

ADVISORY COMMITTEES

BUDGET SUBMISSION FORM

HAMILTON CYCLING ADVISORY COMMITTEE

PART A: General Information

ADVISORY COMMITTEE MEMBERS:

Joachim Brouwer	Kate Berry
Yaejin Kim	Jeff Axisa
William Oates	Christine Yachouh
Roman Caruk	Cathy Sutherland
Jessica Merolli	Gary Rogerson
Sharon Gibbons	Chris Ritsma
Ann McKay	Cora Muis
Kevin Vander Meulen	

MANDATE:

- To advise City Council, through the Public Works Committee, on all matters related to cycling.
- To monitor implementation of the Hamilton Cycling Plan.
- To encourage and participate in planning for bicycling facilities.
- To encourage citizens to cycle instead of drive.
- To educate on the benefits and necessities of cycling.
- To integrate the work of area municipal bicycle committees.

PART B: Strategic Planning

STRATEGIC OBJECTIVES:

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

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

ALIGNMENT WITH CORPORATE GOALS:

PART C: Budget Request

INCIDENTAL COSTS:

Meeting Expenses	\$1,000
SUB TOTAL	\$1,000

SPECIAL EVENT/PROJECT COSTS:

Social Media Campaign	\$500
Special Projects	\$5,000
Tourism Promotions - supporting Ontario By Bike	\$500
Supporting Community Events to Raise Awareness for Cycling	\$3,000
Special Committee Cycling Events	\$2,000
Training, Conferences and Memberships	\$2,000
SUB TOTAL	\$13,000

TOTAL COSTS	\$14,000
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Funding from Advisory Committee Reserve (only available to Advisory Committees with reserve balances)	\$4,000
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TOTAL 2022 BUDGET REQUEST (net of reserve funding)	\$10,000
PREVIOUS YEAR (2021) APPROVED BUDGET (2021 Request \$14,000)	\$14,000

CERTIFICATION:

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

Representative's Name: **Chris Ritsma**

Signature: **Chris Ritsma**

Date: Nov 8, 2021

Telephone #: [REDACTED]
