



**City of Hamilton
PUBLIC WORKS COMMITTEE
AGENDA**

Meeting #: 25-002
Date: February 24, 2025
Time: 1:30 p.m.
Location: Council Chambers
Hamilton City Hall
71 Main Street West

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

	Pages
1. CALL TO ORDER	
2. CEREMONIAL ACTIVITIES	
3. APPROVAL OF AGENDA (Added Items, if applicable, will be noted with *)	
4. DECLARATIONS OF INTEREST	
5. APPROVAL OF MINUTES OF PREVIOUS MEETING	
5.1 February 3, 2025	4
6. DELEGATIONS	
7. ITEMS FOR INFORMATION	
8. PUBLIC HEARINGS	
8.1 PW25002	19
Proposed Permanent Closure and Sale of a Portion of Untravelled Road Allowance Between Concessions 1 and 2, Lynden	

9. ITEMS FOR CONSIDERATION

- | | | |
|-----|--|----|
| 9.1 | PW25004 | 31 |
| | Approval of Non-competitive Procurement (Policy #11) – Niagara Escarpment Project (NEEP) March 2023 – McMaster University & the City of Hamilton | |
| 9.2 | PW25005 | 46 |
| | Transit By-law Update | |
| 9.3 | Amendments to the Outstanding Business List: | |
| | a. Items Considered Complete and Needing to be Removed: | |
| | a. Stormwater Gap Evaluation | |
| | Added: November 20, 2020 | |
| | Completed: December 6, 2021, Public Works Committee Report 21-018, Item 4 | |
| | b. Items Requiring a New Due Date: | |
| | a. Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)) (Ward 12) | |
| | Added: November 18, 2019 | |
| | Current Due Date: Q2 2025 | |
| | Proposed New Due Date: December 1, 2025 | |

10. MOTIONS

- | | | |
|------|--|----|
| 10.1 | Road Rehabilitation on Bellamy Road, Berkindale Drive, Capri Crescent, Colcrest Street, Crystal Court, Evelyn Street, Fairholme Court, Highridge Avenue, Honeywell Drive, Isle Street, Jason Court, Passmore Street, Prins Avenue, Riverbank Court, Rivercrest Road, Seabrooke Drive, Vittorito Avenue, and Wardrobe Avenue, Hamilton (Ward 5) | 60 |
| 10.2 | Support for Beautification Services in Westdale Business Improvement Area (BIA), Hamilton (Ward 1) | 62 |
| 10.3 | Sidewalk Maintenance throughout Ward 7 | 64 |

10.4	Sidewalk Maintenance throughout Ward 2	65
10.5	Creation of a Connection between Hamilton Street Railway (HSR) and Niagara Transit	66

11. NOTICE OF MOTIONS

12. PRIVATE AND CONFIDENTIAL

13. ADJOURNMENT



PUBLIC WORKS COMMITTEE MINUTES PWC 25-001

1:30 p.m.

February 3, 2025

Council Chambers (Hybrid), City Hall, 2nd Floor
71 Main Street West, Hamilton, Ontario

Present: Councillors E. Pauls (Chair), M. Francis (Vice Chair), J. Beattie (virtually), C. Cassar (virtually), J.P. Danko (virtually), T. Hwang, T. Jackson, C. Kroetsch (virtually), T. McMeekin, N. Nann, M. Spadafora, M. Tadeson, A. Wilson (virtually) and M. Wilson (virtually)

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. CALL TO ORDER

Chair E. Pauls called the meeting to order at 1:30 p.m.

2. CEREMONIAL ACTIVITIES

There were no ceremonial activities.

3. APPROVAL OF AGENDA

(McMeekin/Hwang)

That the agenda for the February 3, 2025 Public Works Committee meeting, be approved, as presented.

CARRIED

4. DECLARATIONS OF INTEREST

There were no Declarations of Interest.

5. APPROVAL OF MINUTES OF PREVIOUS MEETINGS

5.1 December 2, 2024

(Spadafora/Hwang)

That the minutes of the December 2, 2024 Public Works Committee, be adopted, as presented.

CARRIED

6. DELEGATIONS**6.1 Alex Sears respecting HSR Issues and Garbage Collection (In person)
(Approved December 2, 2024)**

Alex Sears was not present for their delegation when called upon.

**6.2 Erin L. Davis respecting the City's Work to Reinforce the Streambank
and its Connection to Protecting our Natural Water Heritage (In person)**

Erin L. Davis addressed the Committee respecting the Ancaster Wells, rather than the subject matter noted in the delegation request which was with respect to the City's Work to Reinforce the Streambank and its Connection to Protecting our Natural Water Heritage, with the aid of a PowerPoint Presentation.

(Spadafora/Tadeson)

That Erin L. Davis be granted an additional 2 minutes, beyond the 5-minute time limited to complete their delegation respecting the Ancaster Wells.

Result: MOTION, CARRIED by a vote of 14 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor John Paul Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor Mark Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

**6.3 Pete Zuzek respecting a petition to have one of the bike lanes removed
on Wimberly Avenue, between North Waterdown Drive to Nisbet
Boulevard (In person)**

Pete Zuzek addressed Committee respecting a petition to have one of the bike lanes removed on Wimberly Avenue, between North Waterdown Drive to Nisbet Boulevard, with the aid of a PowerPoint Presentation.

(McMeekin/Francis)

That the following delegations be received:

- 6.2 Erin L. Davis respecting the Ancaster Wells
- 6.3 Pete Zuzek respecting a petition to have one of the bike lanes removed on Wimberly Avenue, between North Waterdown Drive to Nisbet Boulevard

CARRIED

(McMeekin/Spadafora)

That staff be directed to review and report back to the Public Works Committee respecting the potential removal of one bike lane on Wimberly Avenue, including information about roadway safety and the larger context of active transportation plans for the area, by Q2 2025.

Result: MOTION, CARRIED by a vote of 9 to 5, as follows:

No – Ward 1 Councillor Maureen Wilson
 No – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 No – Ward 8 Councillor John Paul Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor Mark Tadeson
 No – Ward 12 Councillor Craig Cassar
 No – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

7. ITEMS FOR INFORMATION

There were no Items for Information.

8. PUBLIC HEARINGS

There were no Public Hearings.

9. ITEMS FOR CONSIDERATION**9.1 Truck Route Sub-Committee Minutes TRSC 25-001 - January 10, 2025**

(Nann/Francis)

That the Truck Route Sub-Committee Minutes dated January 10, 2025, be received, and the recommendations contained therein be approved.

Result: MOTION, CARRIED by a vote of 14 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor John Paul Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor Mark Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

9.2 Amendments to the Outstanding Business List:

(Hwang/Francis)

That the Amendments to the Outstanding Business List, be approved, as follows:

9.2(a) Items Considered Complete and Needing to be Removed:

Portable Temporary Washrooms in Parks
 Added May 13, 2024
 Completed: June 3, 2024, Public Works Committee Report 24-007, Item 7

9.2(b) Items Requiring a New Due Date:

Service Level Change for Hanging Basket Program
 Added: October 15, 2024
 Current Due Date: Q2 2025
 Proposed New Due Date: Q3 2025

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis

Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor John Paul Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor Mark Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Not Present – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

10. MOTIONS

10.1 Road Rehabilitation on Aberdeen Avenue, Beulah Avenue, Canada Street, Glenfern Avenue, Homewood Avenue, Hunter Street West, Jackson Street West, and South Street, Hamilton (Ward 1) - REVISED

(M. Wilson/Hwang)

WHEREAS, Aberdeen Avenue, Beulah Avenue, Canada Street, Glenfern Avenue, Homewood Avenue, Hunter Street West, Jackson Street West, and South Street, all in Ward 1, are in need of road rehabilitation to extend the life of these roadways and therefore improve service levels and reduce maintenance costs; and

WHEREAS, Beulah Avenue, Canada Street, Glenfern Avenue, Homewood Avenue, Hunter Street West, and South Street have not been designated as capital roads projects on the City of Hamilton's 10-year Transportation Network Capital Budget.

THEREFORE, BE IT RESOLVED:

- (a) That Public Works staff be authorized and directed to rehabilitate the road and associated concrete works (as required) on Aberdeen Avenue, Beulah Avenue, Canada Street, Glenfern Avenue, Homewood Avenue, Hunter Street West, Jackson Street West, and South Street;
- (b) That all costs associated with the road resurfacing scope of work, to be completed by Engineering Services, be funded from the Ward 1 Capital Re-Investment Reserve #108051 at an upset limit, including contingency, not to exceed \$2,110,000, with design anticipated to commence in 2025 and construction to be completed in 2026, on the following roads:
 - (i) Beulah Avenue, from Hillcrest Avenue to Aberdeen Avenue;

- (ii) Canada Street, from Locke Street South to Queen Street South;
 - (iii) Glenfern Avenue, from South Street to Undermount Avenue;
 - (iv) Homewood Avenue, from Macdonald Avenue to Dundurn Street South;
 - (v) Jackson Street West, from Locke Street South to Queen Street South;
 - (vi) South Street, from Dundurn Street South to Mountain Avenue;
- (c) That all costs associated with the road resurfacing scope of work, to be completed by Transportation, be funded from the Ward 1 Minor Maintenance Fund #4031911601 at an upset limit, including contingency, not to exceed \$400,000, with construction anticipated to be completed in 2025, on the following road:
- (i) Aberdeen Avenue, from Studholme Road to Dundurn Street South;
- (d) That all costs associated with the road resurfacing scope of work, to be completed by Engineering Services, be funded from the Ward 1 Minor Maintenance Fund #4032311601 at an upset limit, including contingency, not to exceed \$500,000, with design anticipated to commence in 2025 and construction to be completed in 2026, on the following road:
- (i) Hunter Street West, from Richmond Street to Queen Street South; and
- (e) That the General Manager and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor John Paul Danko

Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor Mark Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Not Present – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

10.2 Road Rehabilitation on Benson Avenue, Cannon Street East, and Hope Avenue, Hamilton (Ward 4)

(Hwang/M. Wilson)

WHEREAS, Benson Avenue, Cannon Street East, and Hope Avenue, all in Ward 4, are in need of road rehabilitation to extend the life of these roadways and therefore improve service levels and reduce maintenance costs.

THEREFORE, BE IT RESOLVED:

- (a) That Public Works staff be authorized and directed to rehabilitate the road and associated concrete works (as required) on Benson Avenue, Cannon Street East and Hope Avenue;
- (b) That all costs associated with the road resurfacing scope of work, be funded from the Ward 4 Capital Re-Investment Reserve #108054 (\$1,325,000), Ward 4 Minor Maintenance Account #4031911604 (\$26,000) and Ward 4 Minor Maintenance Account #4032311604 (\$374,000), at an upset limit, including contingency, not to exceed a total of \$1,725,000, with design anticipated to commence in 2025 and construction to be completed in 2026 for the following roads:
 - (i) Benson Avenue, from McAnulty Boulevard to Beach Road;
 - (ii) Cannon Street East, from Ottawa Street North to Kenilworth Avenue North; and
 - (iii) Hope Avenue, from Robins Avenue to Cope Street;
- (c) That the General Manager and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann

Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor John Paul Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor Mark Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Not Present – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

10.3 Road Reconstruction and Rehabilitation, Watermain Installation, Concrete Works, Traffic Signal and Streetlighting, Multi-Use Path on Concession Street and Mountain Brow Boulevard in Hamilton (Ward 6)

(Jackson/Francis)

WHEREAS, within the contract for the road reconstruction and rehabilitation, watermain installation, concrete works, traffic signal and streetlighting, and multi-use path on Concession Street and Mountain Brow Boulevard in Hamilton (Ward 6), there is a provision for the installation of a wood noise attenuation fence (noise wall) around the traffic circle on Mountain Brow Boulevard, at the top of the Kenilworth Access; and

WHEREAS, an upgrade has been requested to the noise attenuation fence from wood to a Durisol type (or approved equivalent) noise attenuation fence for improved appearance and also improved longevity.

THEREFORE, BE IT RESOLVED:

- (a) That Public Works staff be authorized and directed to coordinate with the Contractor to upgrade and install a Durisol type (or approved equivalent) noise attenuation fence, rather than the wood noise attenuation fence as outlined in the contract;
- (b) That all costs associated with the upgrade to the noise attenuation fence be funded from the Ward 6 Capital Re-Investment Reserve Fund #108056 at an upset limit, including contingency, not to exceed \$550,000, with construction to be completed in 2025; and
- (c) That the General Manager and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor John Paul Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor Mark Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Not Present – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

10.4 City of Hamilton Truck Route Master Plan

(Kroetsch/Tadeson)

WHEREAS the City's Truck Route Master Plan study, approved in 2022, explored opportunities to provide safe and efficient movement of trucks in Hamilton, support economic activities, minimize negative impacts of truck traffic on sensitive land uses, and balance between the industry and community needs;

WHEREAS implementation of the changes to the City's Truck Routes would benefit from review now that 450 new signs were implemented beginning in 2023 and completed in 2024;

WHEREAS individuals and groups in the community have reported opportunities for improvements with clarity of the Truck Route signage throughout the network;

WHEREAS the City implemented a reporting tool in August 2024 to allow for residents to identify location specific concerns relating to the truck route to inform and support enforcement, education, and engineering activities; and

WHEREAS with the recent implementation of the truck route reporting tool, the City does not have current plans to do engagement with the community around the implementation of the Truck Route, including signage.

THEREFORE, BE IT RESOLVED:

- (a) That Public Works and Planning and Economic Development staff consult with the community about the implementation of Truck Route signage; and

- (b) That a Recommendation Report come forward with the results of this engagement in Q3 2025 for the consideration of the Truck Route Sub-Committee.

Result: MOTION, CARRIED by a vote of 12 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Not Present – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor John Paul Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor Mark Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Not Present – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

10.5 Accessible Washroom Upgrades at Churchill Park Fieldhouse, 199 Glen Road, Hamilton (Ward 1)

(M. Wilson/Hwang)

WHEREAS, the City of Hamilton owned fieldhouse facility in Ward 1 is maintained by the City of Hamilton's Facilities Operations & Maintenance Section of the Corporate Facilities & Energy Management Division, Public Works;

WHEREAS, the current fieldhouse in Churchill Park in Ward 1 requires lifecycle repairs, building structural improvements and accessibility upgrades;

WHEREAS, accessible washrooms available throughout all seasons at Churchill Park, 199 Glen Road, Hamilton, will draw more users to the Park;

WHEREAS, in June 2021, Public Works staff were authorized and directed to utilize \$150,000 from the Ward 1 Area Rating Reserve #108051 to undertake a feasibility study of accessibility improvements, as well as a Cultural Heritage Study of Churchill Park;

WHEREAS, a feasibility study was conducted for the Churchill Park Fieldhouse building, which identified several options to renovate the existing building;

WHEREAS, in May 2023, Public Works staff were authorized and directed to utilize existing block funding and \$125,000 from the Ward 1 Capital Re-Investment Reserve #108051 in the Churchill Fieldhouse PID (4242109107) to

retain a Prime Design Consultant to undertake detailed design of accessible washroom upgrades at Churchill Park, 199 Glen Road, Hamilton; and

WHEREAS, the next phase of executing Corporate Facilities services, Churchill Park Fieldhouse upgrades include washroom renovations & winterization, interior renovations to existing rooms as well as lifecycle & building structural upgrades. Through renovation this facility can be improved to provide a better experience at Churchill Park.

THEREFORE, BE IT RESOLVED:

- (a) That the renovation of the accessible washroom upgrades, lifecycle repairs and building structural improvements at Churchill Park Fieldhouse, 199 Glen Road, Hamilton, be funded from the Ward 1 Capital Re-Investment Reserve #108051 at an upset limit, including contingency, not to exceed \$610,000 and added to the Churchill Fieldhouse PID (4242109107); and
- (b) That the General Manager, Public Works 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, related to the renovation at Churchill Park Fieldhouse, 199 Glen Road, Hamilton.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor John Paul Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor Mark Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Not Present – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

10.6 Road Rehabilitation on Albion Falls Boulevard, Beston Drive, Corinthian Drive, Locheed Drive, Markson Crescent, Morningstar Court, Loconder Drive, Northstar Court, and Paris Avenue, Hamilton (Ward 6) - REVISED

(Jackson/Tadeson)

- (a) That Public Works staff be authorized and directed to rehabilitate the road and associated concrete works (as required) on Albion Falls Boulevard, Beston Drive, Corinthian Drive, Locheed Drive, Markson Crescent, Morningstar Court, Loconder Drive, Northstar Court, and Paris Avenue;
- (b) That all costs associated with the road resurfacing scope of work, be funded from the Ward 6 Capital Re-Investment Reserve #108056 (\$2,130,000), Ward 6 Capital Discretionary Account #3302309600 (\$60,000) and Ward 6 Minor Maintenance Account # 4031911606 (\$100,000), at an upset limit, including contingency, not to exceed a total of \$2,290,000, with design anticipated to commence in 2025 and construction to be completed in 2026 for the following roads:
- (i) Albion Falls Boulevard – Limeridge to Corinthian
 - (ii) Beston Drive - Carson Drive to Landron Avenue
 - (iii) Corinthian Drive – Limeridge to Albion Falls
 - (iv) Locheed Drive - Carson Drive to Landron Avenue
 - (v) Loconder Drive – Queen Victoria to Upper Gage
 - (vi) Markson Crescent - Beston Drive to Landron Avenue
 - (vii) Morningstar Court Milkyway Drive to North End Of Street
 - (viii) Northstar Court - Milkyway Drive to North End Of Street
 - (ix) Paris Avenue - Carson Drive to Locheed Drive
- (c) That the General Manager and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor John Paul Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor Mark Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Not Present – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

10.7 Lisgar Park Improvements, 95 Carson Drive, Hamilton (Ward 6)**(Jackson/Beattie)**

WHEREAS, Lisgar Park, 95 Carson Drive, Hamilton, currently has a single basketball court available for community recreation; and

WHEREAS, community feedback from residents has been received by the Ward 6 office, requesting that the existing basketball court be updated to a multi-use court, with the addition of built-in hockey net infrastructure.

THEREFORE, BE IT RESOLVED:

- (a) That addition of fencing around the court at Lisgar Park, 95 Carson Drive, Hamilton, be funded from the Ward 6 Capital Re-Investment Reserve #108056 at an upset limit, including contingency, not to exceed \$60,000, be approved; and
- (b) That the General Manager, Public Works or designate 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 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor John Paul Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor Mark Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Not Present – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

10.8 Glen Castle Park Improvements, 30 Glen Castle Drive, Hamilton (Ward 5)**(Francis/Jackson)**

WHEREAS, the play structures at Glen Castle Park have become worn out, and are in need of replacement; and

WHEREAS, these community amenities are valuable recreation opportunities for children, youth and families within the Red Hill Neighbourhood, and the greater Ward 5 community;

THEREFORE, BE IT RESOLVED:

- (a) That replacement of the existing play structures at Glen Castle Park be funded from the Ward 5 Capital Re-Investment Reserve #108055 at an upset limit, including contingency, not to exceed \$250,000 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, in a form satisfactory to the City Solicitor.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor John Paul Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor Mark Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Not Present – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

11. NOTICE OF MOTIONS

There were no Notice of Motions.

12. PRIVATE & CONFIDENTIAL

There were no Private & Confidential Items.

13. ADJOURNMENT

There being no further business, the Public Works Committee adjourned at 2:58 p.m.

Respectfully submitted,

Carrie McIntosh
Legislative Coordinator
Office of the City Clerk

Councillor Esther Pauls,
Chair, Public Works Committee



City of Hamilton Report for Consideration

To: Chair and Members
Public Works Committee

Date: February 24, 2025

Report No: PW25002

Subject/Title: Proposed Permanent Closure and Sale of a Portion of Untravelled Road Allowance Between Concessions 1 and 2, Lynden

Ward(s) Affected: Ward 12

Recommendations

1. That the joint application of the owners of 2574 Concession 2 Road West, 2606 Concession 2 Road West, Lynden, and 124 Harrisburg Road, Paris, to permanently close and purchase a portion of the untravelled road allowance abutting 2574 Concession 2 Road West, 2606 Concession 2 Road West, Lynden, and 124 Harrisburg Road, Paris ("Subject Lands"), as shown on Appendix "A", attached to Report PW25002, **BE APPROVED**, subject to the following conditions:
 - 1.1. That the City Solicitor **BE AUTHORIZED** and **DIRECTED** to prepare all necessary by-laws to permanently close and sell the highway, for enactment by Council;
 - 1.2. The Corporate Real Estate Office of the Planning and Economic Development Department **BE AUTHORIZED** and **DIRECTED** to enter into any requisite easement agreements, right of way agreements, and/or other agreements deemed necessary to affect the orderly disposition of the Subject Lands and to proceed to sell the Subject Lands to the owners of 2574 Concession 2 Road West, 2606 Concession 2 Road West, Lynden, and 124 Harrisburg Road, Paris, as described in Report PW25002, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;

Proposed Permanent Closure and Sale of Portion of Untravelled Road Allowance
Between Concessions 1 and 2, Lynden (PW25002) (Ward 12)

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- 1.3. The City Solicitor **BE AUTHORIZED** to complete the transfer of the Subject Lands to 2574 Concession 2 Road West, 2606 Concession 2 Road West, Lynden, and 124 Harrisburg Road, Paris, pursuant to an Agreement of Purchase and Sale or Offer to Purchase as negotiated by the Corporate Real Estate Office of the Planning and Economic Development Department;
- 1.4. 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;
- 1.5. That the City Solicitor **BE AUTHORIZED** to amend and waive such terms as they consider reasonable to give effect to this authorization and direction;
- 1.6. That the Public Works Department **BE REQUIRED** to publish a 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;
- 1.7. 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.

Key Facts

- The owners of 2574 Concession 2 Road West, 2606 Concession 2 Road West, Lynden, and 124 Harrisburg Road, Paris, have made an application to permanently close and purchase a portion of the untravelled road allowance abutting their properties.
- The applicants propose this closure to facilitate land assembly and cleanup historical title issues.
- There were no objections from any City department, division, or public utility. Abutting landowners have raised objections to the proposed road closure as their only means of access to their lands as a secondary point of access if a catastrophic event removes their existing easement access to the existing travelled road known as Concession 2 Road West.
- However, due to the presence of Fairchild Creek meandering through the subject road allowances and an assessment by the Grand River Conservation Authority, the southern portions of the Subject Lands were identified as wetlands with associated floodplain and slope hazards, as shown on Appendix "C" to Report PW25002. As a result, the objections received lack substantial justification.

Proposed Permanent Closure and Sale of Portion of Untravelled Road Allowance
Between Concessions 1 and 2, Lynden (PW25002) (Ward 12)

Page 3 of 6

- Consequently, staff are supportive in proceeding with the closure and sale of the Subject Lands to the owners of 2574 Concession 2 Road West, 2606 Concession 2 Road West, Lynden, and 124 Harrisburg Road, Paris.

Financial Considerations

Financial: The applicants have jointly paid the Council approved user fee of \$5,270.79FA. The Subject Lands will be sold to the owners of 2574 Concession 2 Road West, 2606 Concession 2 Road West, Lynden, and 124 Harrisburg Road, Paris, at fair market value, as determined by the Corporate Real Estate Office of the Planning and Economic Development Department, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204.

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

Legal: The City Solicitor will prepare all necessary by-laws to permanently close and sell the Subject Lands and will register such by-laws in the Land Registry Office once Council has approved the by-law. The by-law does not take effect until the certified copy of the by-law is registered in the proper Land Registry Office. The City Solicitor will complete the transfer of the Subject Lands to the owners of 2574 Concession 2 Road West, 2606 Concession 2 Road West, Lynden, and 124 Harrisburg Road, Paris, pursuant to an agreement negotiated by the Corporate Real Estate Office of the Planning and Economic Development Department.

Background

The Subject Lands were originally designated as a road allowance as laid out in 1793 within the former Beverly Township, which was organized under the Single Front Township system. This system included reserved road allowances every six lots and at each concession line. The original road allowance between Concessions 1 and 2 contains Fairchild Creek within it and appears to have never been travelled by evidence of a travelled road north, in lieu of the Subject Lands, known as Concession 2 Road West, which historically has been adopted as common passage around Fairchild Creek. On February 23, 2024, staff received an application from the lawyer representing the owners of 2574 Concession 2 Road West, 2606 Concession 2 Road West, Lynden, and 124 Harrisburg Road, Paris, to close and purchase the Subject Lands to support land assembly and cleanup title. Upon issuing the external circulation to adjacent landowners, staff received objections citing concerns regarding existing flooding on their properties, maintenance responsibilities for a private laneway and bridge that provide right-of-way access to an abutting owner without direct access to the travelled road, and potential loss of future access to a public road allowance, with the belief that the Subject Lands could eventually be used as an alternate means of access.

Additionally, there were concerns that the proposed closure was only partial rather than extending the full length of the road allowance. In response, staff conducted a comprehensive investigation of the land conditions and consulted with the Grand River Conservation Authority (GRCA), which confirmed their assessment of the Subject Lands and identified these lands as wetlands with associated floodplain and slope hazards, and further indicated that the likelihood of establishing a travelled public highway along the Subject Lands is highly improbable.

An abutting landowner raised concerns with regards to flooding events of Fairchild Creek during heavy rains and they concluded that the flooding is due to an existing culvert under the former Canadian National Railway Lands that was transferred to The Corporation of the Town of Flamborough by Instrument LT506693 dated June 19th, 1998. This particular culvert is not within the Subject Lands; therefore, this concern is outside of the recommendation being considered within this report.

Analysis

As there were no internal objections received from any City department, division, or public utility, and given that the objections from adjacent landowners were found to lack substantive justification upon thorough review of the lands, staff support proceeding with the closure and sale of the Subject Lands. The Grand River Conservation Authority's detailed assessment classified the Subject Lands as wetlands with associated floodplain and slope hazards, making future construction of a public highway along these lands highly unlikely. Staff recommend closing and selling the Subject Lands to the owners of 2574 Concession 2 Road West, 2606 Concession 2 Road West, Lynden, and 124 Harrisburg Road, Paris, as shown in Appendix "A" attached to Report PW25002.

Alternatives

Given the environmental conditions of the lands, coupled with the absence of any plans or likelihood of constructing a travelled road through the Subject Lands and the remaining untravelled road allowance to the east, an alternative option for consideration is proposed, as shown in Appendix "D" attached to Report PW25002. It is recommended that the entire stretch of the untravelled road allowance be closed, while retaining the remaining portion by the City's Corporate Real Estate Office, until such a time when adjacent landowners may express interest in acquiring a portion of the land.

Relationship to Council Strategic Priorities

3. Responsiveness & Transparency

- 3.1. Prioritize customer service and proactive communication: Emphasize exceptional customer service and proactive communication. The procedure for permanent road, alley, and walkway closures is a public service that allows

Proposed Permanent Closure and Sale of Portion of Untravelled Road Allowance
Between Concessions 1 and 2, Lynden (PW25002) (Ward 12)

Page 5 of 6

individuals to apply and purchase a portion of public highway through an application submission process.

Previous Reports Submitted

None.

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, and Environmental Services
- Hamilton Emergency Services
- Corporate Services Department: Financial Planning, Administration and Policy
- Mayor and Ward Councillor
- Bell, Alectra Utilities, Hydro One, and Enbridge Gas
- Grand River Conservation Authority

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

No utility company has advised that they will require easement protection.

The Grand River Conservation Authority conducted an assessment of the lands, which identified the lands to be wetlands with associated floodplain and slope hazards due to the presence of Fairchild Creek within the road allowance.

Notice of the proposal was sent to all abutting property owners of the Subject Lands, as shown on Appendix "B", attached to Report PW25002 for comment. In this instance, there were 11 notices mailed, and the results are as follows:

In favour: 0

Opposed: 4

No objection: 1

Staff received objections to the closure from three abutting owners and an objection to the partial closure only of the road allowance from one abutting owner, preferring a full closure and sale of the entire road allowance. One abutting owner had no objection to the closure.

Appendices and Schedules Attached

Appendix A: Aerial Drawing

Proposed Permanent Closure and Sale of Portion of Untravelled Road Allowance
Between Concessions 1 and 2, Lynden (PW25002) (Ward 12)

Appendix B: Location Plan

Appendix C: GRCA Assessment Maps

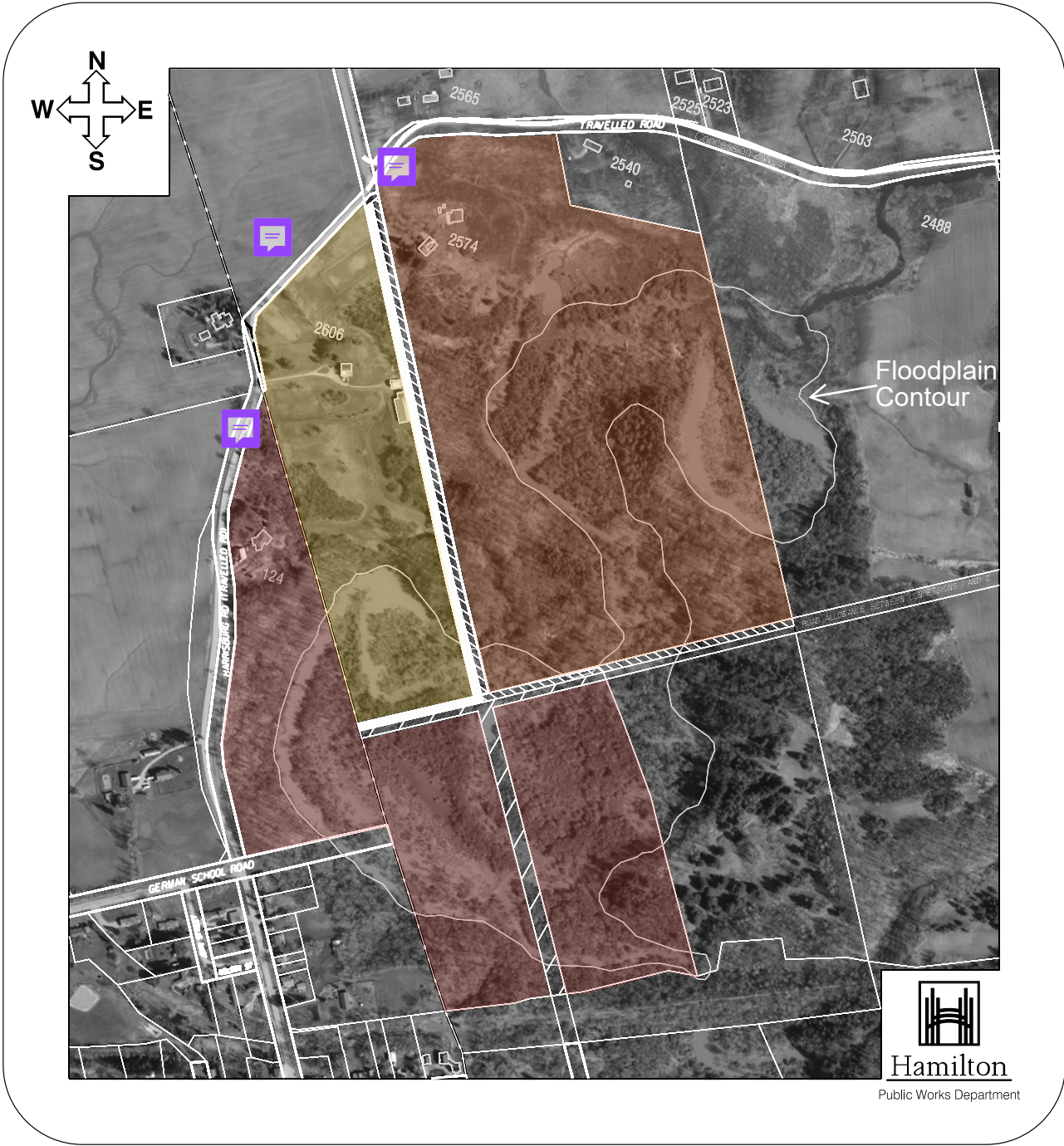
Appendix D: Alternative Plan for Consideration

Prepared by:

Laura-Lynn Fernandes, Right-of-Way Coordinator
Public Works, Engineering Services, Geomatics & Corridor
Management

**Submitted and
recommended by:**

Jackie Kennedy, Director, Engineering Services
Public Works, Engineering Services



AERIAL DRAWING

PROPOSED CLOSURE OF
 UNTRAVELLED ROAD ALLOWANCE
 BETWEEN

**Concessions 1 and 2,
 Lynden**

CITY OF HAMILTON
 PUBLIC WORKS | ENGINEERING SERVICES

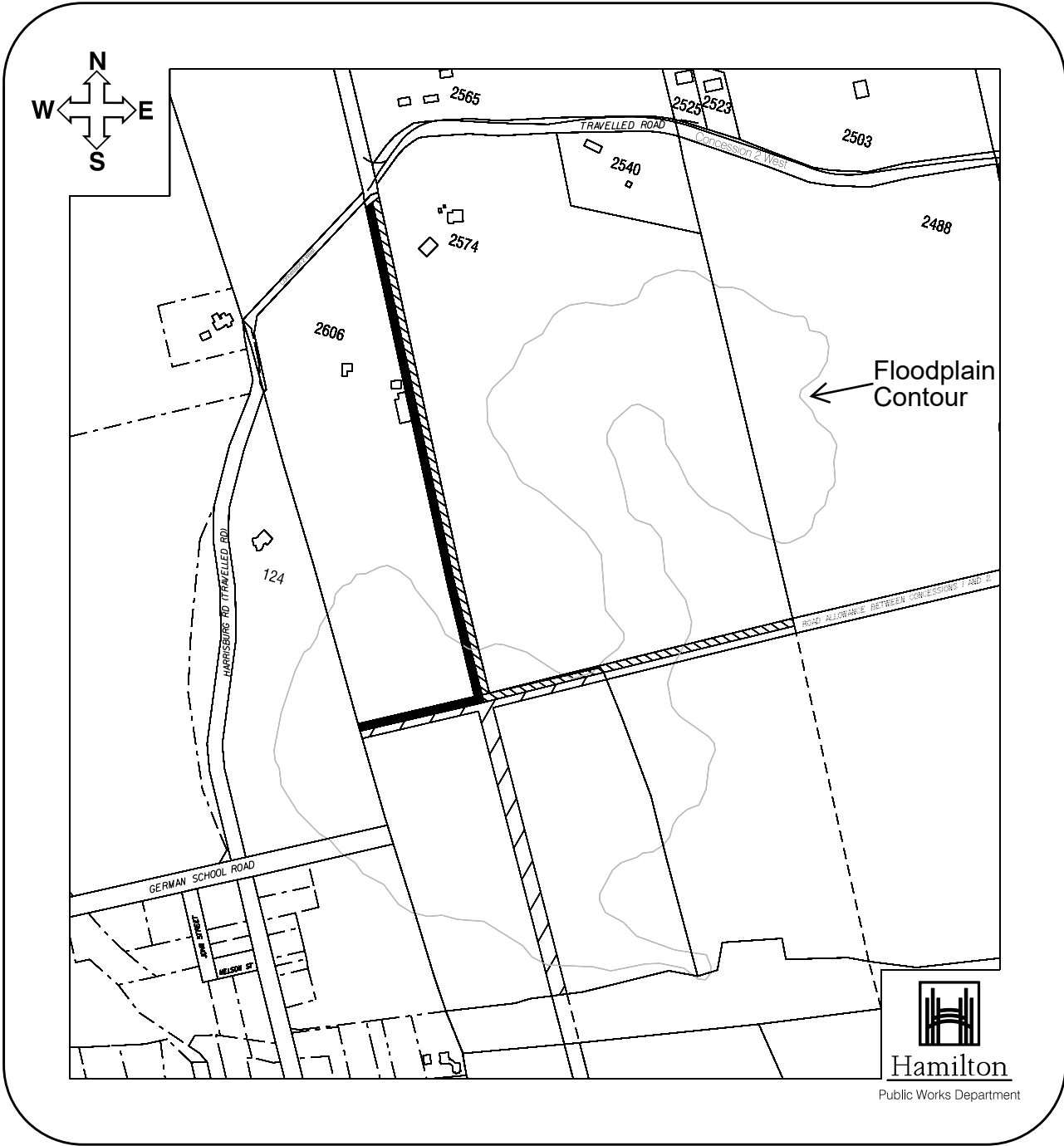
LEGEND

	Part A - 2606 Concession 2 Rd W, Lynden
	Part B - 2574 Concession 2 Rd W, Lynden
	Part C - 124 Harrisburg Rd, Paris

SUBJECT LANDS TO BE CLOSED

DATE: 12/20/2024	Not to Scale	Sketch By: LLF
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REFERENCE FILE NO: PW25__



LOCATION PLAN

PROPOSED CLOSURE OF
 UNTRAVELLED ROAD ALLOWANCE
 BETWEEN

**Concessions 1 and 2,
 Lynden**

CITY OF HAMILTON
 PUBLIC WORKS | ENGINEERING SERVICES

LEGEND

- Part A - 2606 Concession 2 Rd W, Lynden
- Part B - 2574 Concession 2 Rd W, Lynden
- Part C - 124 Harrisburg Rd, Paris

SUBJECT LANDS TO BE CLOSED

DATE: 12/20/2024	Not to Scale	Sketch By: LLF
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REFERENCE FILE NO: PW25__



Grand River Conservation Authority

Date: Oct 08, 2024
 Author: TH

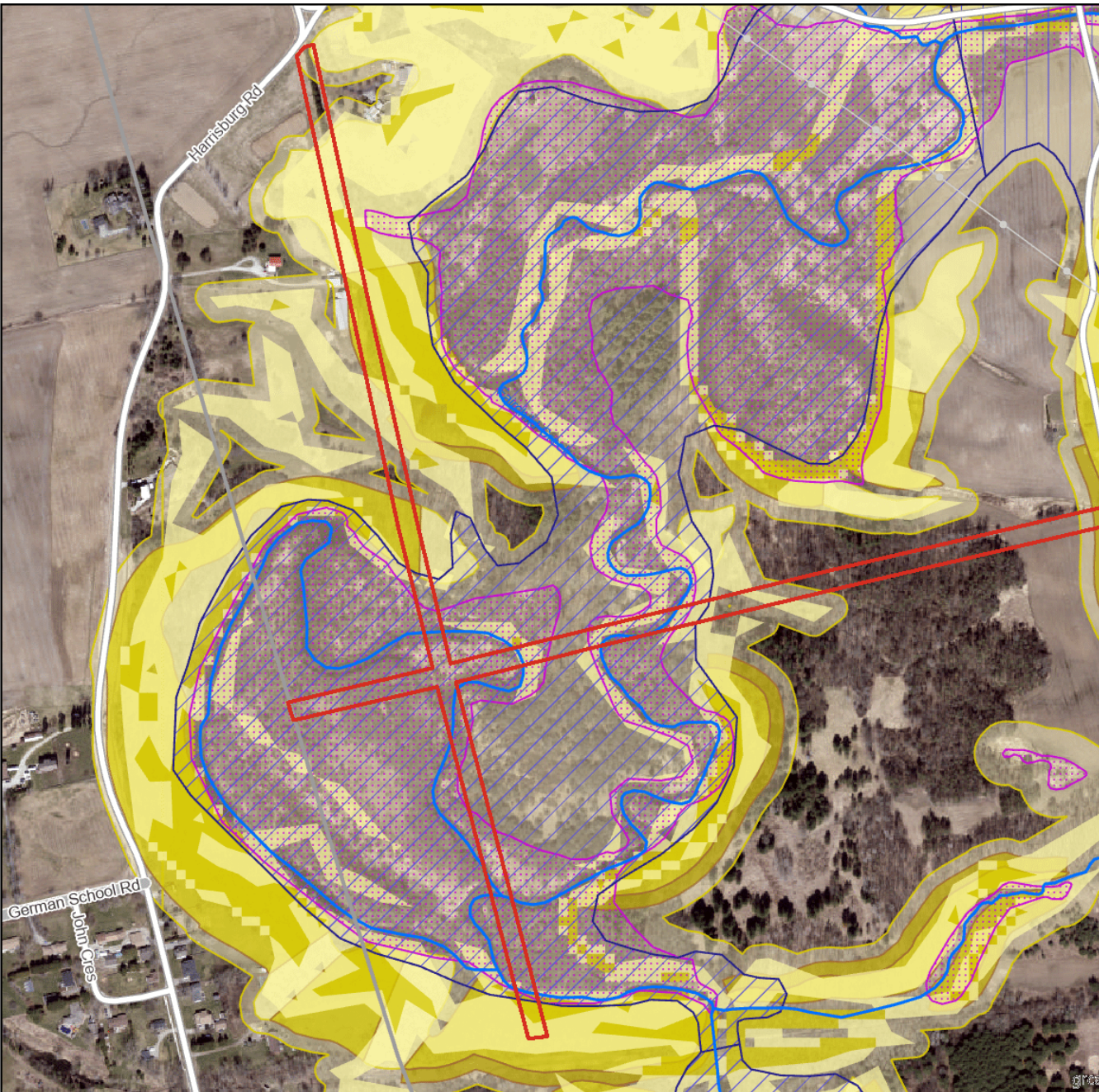
Unopened Road Allowance, Concessions 1 and 2, Lynden

Legend

- Regulation Limit (GRCA)
- Floodplain (GRCA)
 - Engineered
 - Estimated
 - Approximate
- Floodplain - Special Policy Area (GRCA)
- Slope Erosion (GRCA)
 - Steep
 - Oversteep
 - Toe
- Slope Valley (GRCA)
 - Steep
 - Oversteep
- Regulated Watercourse (GRCA)
- Regulated Waterbody (GRCA)
- Wetland (GRCA)
- Lake Erie Flood (GRCA)
- Lake Erie Shoreline Reach (GRCA)
- Lake Erie Dynamic Beach (GRCA)
- Lake Erie Erosion (GRCA)
- Conservation Area Boundary (GRCA)

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Scale 1:6,008
 NAD83 UTM zone 17 (EPSG:26917)



Map Centre (X,Y): 564303.93, 4787640.78 | [Map Link](#)

This map is not to be used for navigation | 2020 Ortho (ON)



Grand River Conservation Authority

Date: Oct 08, 2024
Author: TH

Unopened Road Allowance, Concessions 1 and 2, Lynden

Legend

- Municipal Boundary (GRCA)
- Regulation Limit (GRCA)
- Watercourse (GRCA)
- Waterbody (GRCA)
- Conservation Area Boundary (GRCA)
- Contour 0.5m - CGVD2013 (GRCA)



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Scale 1:6,008

NAD83 UTM zone 17 (EPSG:26917)



Map Centre (X,Y): 564303.93, 4787640.78 | [Map Link](#)

This map is not to be used for navigation | Terrain Hillshade (GRCA)



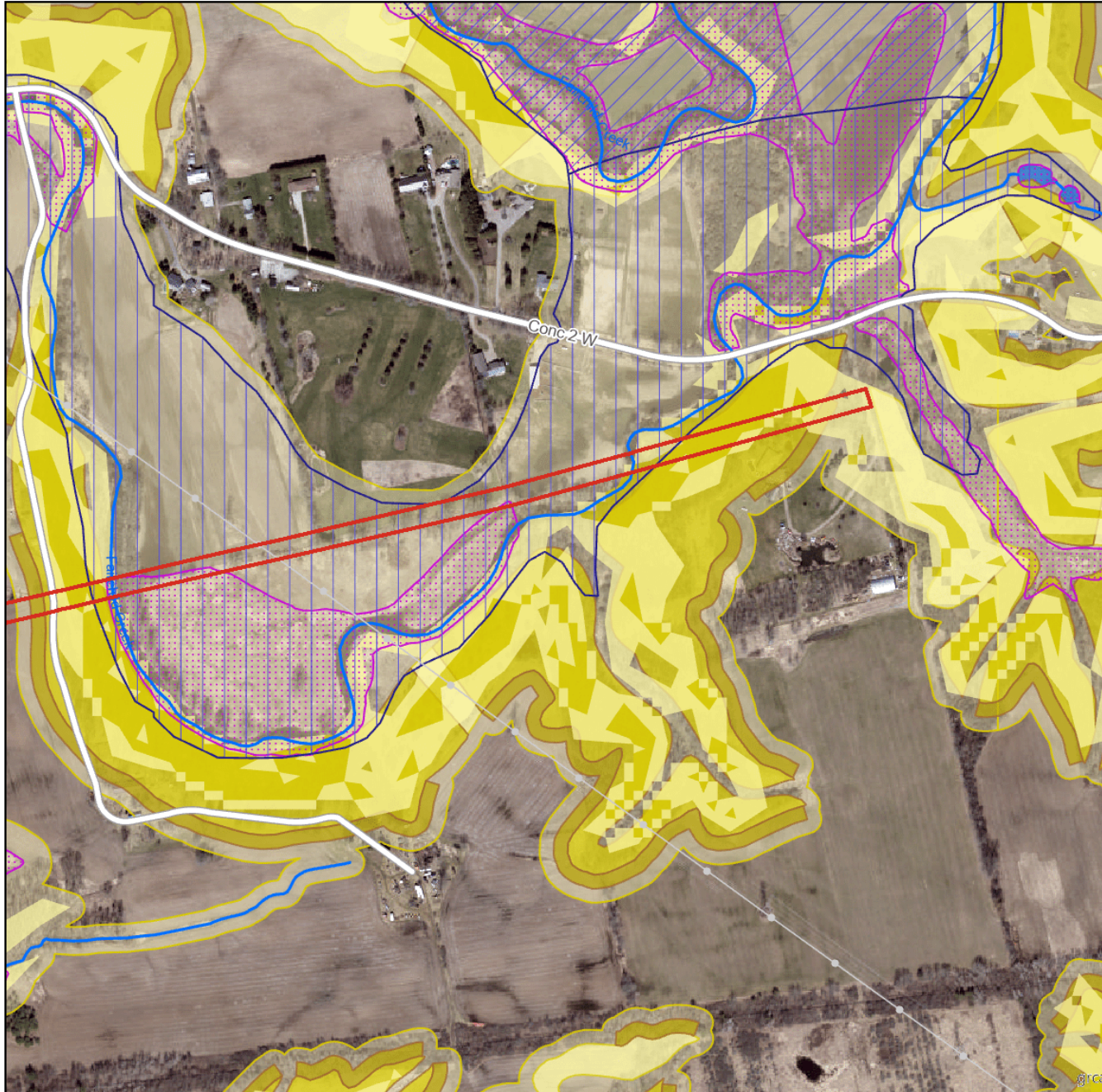
Grand River Conservation Authority

Date: Oct 08, 2024
 Author: TH

Unopened Road Allowance, Concessions 1 and 2, Lynden

Legend

- Regulation Limit (GRCA)
- Floodplain (GRCA)
 - Engineered
 - Estimated
 - Approximate
- Floodplain - Special Policy Area (GRCA)
- Slope Erosion (GRCA)
 - Steep
 - Oversteep
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- Lake Erie Shoreline Reach (GRCA)
- Lake Erie Dynamic Beach (GRCA)
- Lake Erie Erosion (GRCA)
- Conservation Area Boundary (GRCA)



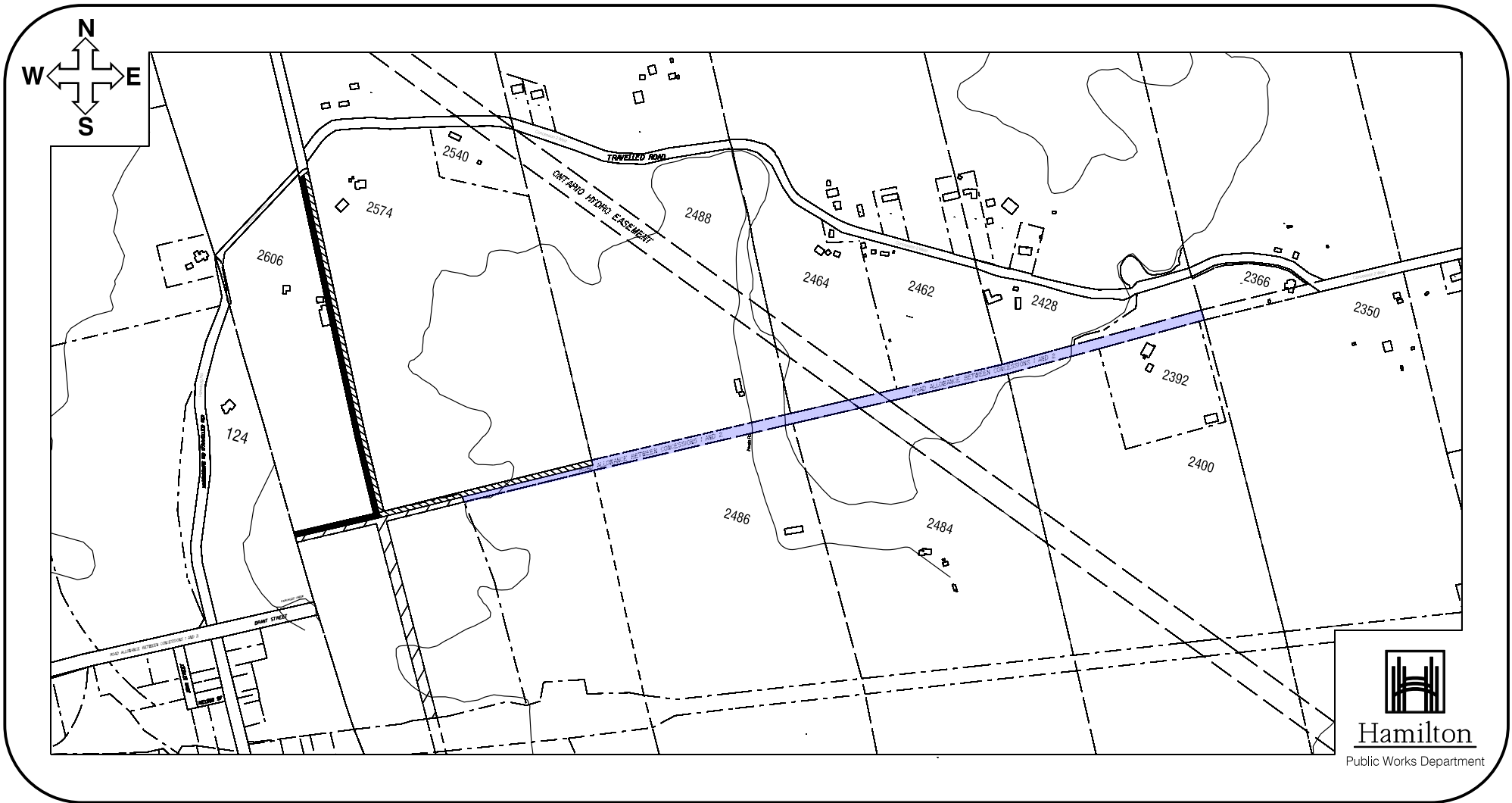
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Scale 1:6,008





NAD83 UTM zone 17 (EPSG:26917)





ALTERNATIVE PLAN FOR CONSIDERATION
 PROPOSED CLOSURE OF UNTRAVELLED ROAD ALLOWANCE BETWEEN
**Concessions 1 and 2,
 Lynden**
 CITY OF HAMILTON | PUBLIC WORKS | ENGINEERING SERVICES

LEGEND

	Part A - 2606 Concession 2 Rd W, Lynden		Part D Portion to be Closed and Retained by the City for Future Sales
	Part B - 2574 Concession 2 Rd W, Lynden		
	Part C - 124 Harrisburg Rd, Paris		

SUBJECT LANDS TO BE CLOSED

DATE: 01/4/2025	Sketch By: LLF	Not to Scale	REFERENCE FILE NO: PW25_
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City of Hamilton Report for Consideration

To: Chair and Members
Public Works Committee

Date: February 24, 2025

Report No: PW25004

Subject/Title: Approval of Non-competitive Procurement (Policy #11) – Niagara Escarpment Project (NEEP) March 2023 – McMaster University & the City of Hamilton

Ward(s) Affected: City Wide

Recommendations

- 1) That Public Works Committee **APPROVE** the single source procurement at a value of \$248,500 over four years to be funded from the Escarpment Erosion Study Project (Project ID 4032155145, Account 55801), pursuant to Procurement Policy #11 – Non-competitive Procurements with McMaster University, for the provision of extending the ongoing Niagara Escarpment Erosion Project;
- 2) That the General Manager, Public Works, is to **BE AUTHORIZED** to negotiate, enter into, and execute a contract and any ancillary documents required to give effect thereto with McMaster University in a form satisfactory to the City Solicitor; and,
- 3) That Appendix “A” attached to Report PW25004 respecting Niagara Escarpment Erosion Project March 2023 **BE APPROVED**.

Key Facts

- The purpose of this report is to seek approval for the single-source procurement with McMaster University, valued at \$248,500, over four years, funded from the 2021 approved capital budget.
- The procurement ensures the continuation and extension of the Niagara Escarpment Erosion Project, which requires specialized expertise and ongoing collaboration with McMaster University.
- This multi-year study (2025-2028) builds on research from 2017 to 2020,

focusing on identifying and analyzing erosion processes, specifically water and wind erosion.

- Detailed investigations will include hydrological analysis, vegetation impact studies, and fracture analysis, with data collection efforts to develop a comprehensive erosion risk map for Hamilton.
- The study's findings will inform short and long-term remediation strategies and future budget planning to support erosion mitigation on the escarpment.

Financial Considerations

- 1) Project Budget: The total budget for the Niagara Escarpment Erosion Project is \$248,500 over four years. This includes costs for personnel, research equipment, consultation, and other research-related expenses.
- 2) Potential Cost Savings: Identifying erosion risks, critical erosion areas, and the rate of erosion will allow the City to better understand the issues, and take proactive measures. By doing so the project may prevent costs associated with infrastructure damage and emergency repairs.

Background

The Niagara Escarpment, which runs through the middle of the City and divides it into 'upper' and 'lower' parts, is a remarkable geological feature in our region that undergoes continuous, gradual erosion. This natural process results in rock movement, slope instability, and potential infrastructure and public safety hazards. Despite our diligent efforts and implementation of significant resources to maintain and repair escarpment access roads, the underlying geological processes persist, necessitating further study and proactive measures.

Rockfalls and erosion incidents along the eighteen escarpment access traffic corridors impose significant financial burdens on the City. Delaying the resolution of erosion issues can escalate costs even further, leading to emergency repairs that strain our resources.

The Key findings from the 2017 to 2020 initial study phase included documenting material loss using photogrammetry, analyzing lithological variability and hydrological patterns, and studying fracture distribution and weathering susceptibility. The project's initial phase also assessed the impact of climate change on erosion, examined historical land use changes, and evaluated the role of vegetation in erosion. These findings help the City understand erosion dynamics and potential risks, aiding in future planning and mitigation efforts.

Analysis

Given the comprehensive nature of the Niagara Escarpment Erosion Project and its insights into erosion dynamics, it is recommended that the City of Hamilton continues to engage with McMaster University to extend the ongoing research project. The rationale for this recommendation includes:

- 1) **Sustainable Management:** The project's findings will support development of sustainable management strategies for the Niagara Escarpment. This is an essential element for preserving the escarpment's integrity and preventing future erosion-related issues.
- 2) **Informed Decision-Making:** The detailed data and analysis the project provides will enable the City to make informed decisions regarding short- and long-term remediation strategies. This will help in effectively allocating resources and planning budget forecasts.

In conclusion, extending the Niagara Escarpment Erosion Project is a strategic decision that will provide the City of Hamilton with the necessary tools and insights to manage erosion effectively, and increase our ability to ensure the long-term sustainability of the Niagara Escarpment.

Alternatives

Should the Public Works Committee choose not to approve the recommendations outlined in Report PW25004, the City will proceed to plan for erosion control and containment without the additional insights of this work. The study offered will enhance the ability to identify specific erosion risks and develop targeted mitigation strategies. This could improve the effectiveness of long-term planning and resource allocation. In summary, not approving the recommendations will limit the City's ability to optimize strategies for managing erosion risks and fully understanding the unique characteristics of Hamilton's Escarpment.

Relationship to Council Strategic Priorities

The Niagara Escarpment Erosion Project recommendations align with Hamilton's 2022 - 2026 Council Priorities in several ways:

1. **Sustainable Economic & Ecological Development**
 - 1.1. **Reduce the burden on residential taxpayers:** By proactively addressing erosion, the project outcomes will help future strategies to prevent costly emergency repairs and infrastructure damage, ultimately reducing long-term expenses for taxpayers.
 - 1.2. **Accelerate our response to climate change:** The project includes detailed investigations into climate-related erosion factors, which will contribute to more effective climate adaptation strategies.

Approval of Non-competitive Procurement (Policy #11) – Niagara Escarpment Erosion Project (NEEP) March 2023 – McMaster University & the City of Hamilton (PW25004) (City Wide)

Page 4 of 5

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- 1.3. Protect green space and waterways: By researching ways to better mitigate erosion, the project will provide insights into approaches that can preserve vital green spaces and waterbodies, maintaining ecological balance and recreational areas for the community.
 2. Safe & Thriving Neighbourhoods
 - 2.1. Provide vibrant parks, recreation and public space: Researching the escarpment's rock face aims to enhance the safety and usability of parks and recreational areas, thereby promoting community well-being and outdoor activities.
 3. Responsiveness & Transparency
 - 3.1. Prioritize customer service and proactive communication: The project involves continuous data collection and public engagement, fostering transparency and keeping the community informed about progress and findings.
 - 3.2. Get more people involved in decision making and problem solving: Collaboration with McMaster University and public engagement initiatives promote diverse input and community involvement in addressing erosion challenges.
 - 3.3. Build a high performing public service: The project exemplifies effective collaboration between the city and academic institutions, enhancing the City's capacity to manage complex environmental issues.

Previous Reports Submitted

Not applicable.

Consultation

The following individuals have been consulted in the preparation of this report

- Tina Iacoe, Director of Procurement, Corporate Services
- Maryanne Morris, Manager Policy & Contracts, Corporate Services
- Caroline Martin, Program Specialist – Capital Infrastructure, Infrastructure Renewal Infrastructure Renewal
- Linda Mooradian, Business Administrator, Corporate Services
- Joanna Manganiello, Manager - Finance and Administration, Corporate Services
- Carolyn Eyles, Professor Emeritus, Interdisciplinary Science, McMaster University
- John Maclachlan, Industry Professor, Earth, Environment & Society, McMaster University
- Alan Jazvac, Senior Project Manager - Divisional Project Services, Public Works

Appendices and Schedules Attached

Appendix A: Niagara Escarpment Erosion Project (NEEP) March 2023

Approval of Non-competitive Procurement (Policy #11) – Niagara Escarpment Erosion
Project (NEEP) March 2023 – McMaster University & the City of Hamilton
(PW25004) (City Wide)

Page 5 of 5

Prepared by: Mohi Mohamed, Senior Project Manager - Surface
Infrastructure
Public Works, Engineering Services, Infrastructure Renewal

Dipankar Sharma, Manager
Public Works, Engineering Services, Infrastructure Renewal

**Submitted and
recommended by:** Jackie Kennedy, Director
Public Works, Engineering Services

Niagara Escarpment Erosion Project (NEEP) March 2023

McMaster University & the City of Hamilton



OVERVIEW:

The Niagara Escarpment is an integral feature of the City of Hamilton and provides the city with exceptional sites of natural beauty including numerous waterfalls and exposed rocky cliffs. However, the escarpment is also a geomorphic feature formed by ongoing erosion processes that create many challenges for the city and its residents. Unfortunately, there is very little information or quantitative data regarding the nature of erosion processes or the rates at which they operate along the escarpment in the Hamilton region, yet there is a growing urgency to understand these active processes given recent and predicted future impacts of climate change in the region. Climate is a major factor controlling both the types and rates of erosion processes that operate along the escarpment given that precipitation and temperature determine the effectiveness of runoff, groundwater seepage, freeze-thaw, undercutting and mass movement of exposed rock, and also the removal of weathered material. In order to fully understand the effect of climate change on these processes and on erosion rates along the Niagara Escarpment in the Hamilton area, a multi-year study (2023-2027) involving the investigation of multiple geological, hydrological, and historical factors is proposed.

The Niagara Escarpment Erosion Project (NEEP) is a collaborative venture between McMaster University and the City of Hamilton, that focusses on identifying the processes involved in erosion of the escarpment face and the controls that influence the rate at which these processes occur. These investigations involve the use of digital UAV photography, airborne/terrestrial remote sensing techniques, and the field recording (logging) of rock types and structures to identify vertical and horizontal variability in rock properties that may influence erosion processes and rates. Detailed documentation of joints, fissures and fractures on the escarpment face allows spatial patterns and possible controls on their development to

be identified. In addition to field-based investigation, historical photographs, satellite and Google Earth images, and maps are being examined to establish former positions of the escarpment face in order to establish retreat rates. Past climate data and future climate models will also be examined to allow predictions of future changes in precipitation and temperature values to be made.

The initial phase of the NEEP project (2017-20) involved 4 undergraduate students, one MSc and one PhD student and three faculty members from the School of Earth, Environment and Society (SEES). The continuation of this work will involve Dr. Carolyn Eyles, Dr. John Maclachlan, Dr. Alex Peace, and Dr. Elli Papangelakis (McMaster faculty), 1 postdoctoral fellow, 3 full-time graduate (2023-2027), and 6 undergraduate students. The next phase of the project will include additional work on surface water hydrology and its relationship to erosional processes along the escarpment.

McMaster University: work completed

To gain quantitative data regarding erosion rates and processes the initial NEEP study (2017 – 2020) focused on:

Photogrammetry – (to July 2020)

Ground-based and UAV photogrammetry was completed at 10 study sites (see Figure 1) during the summer of 2018 in order to establish a record of 'baseline conditions'. Subsequent photogrammetric surveys were conducted during the fall (2018) and winter/spring of 2019 to identify areas of material loss. Photographic images are being modelled using Agisoft Metashape software with change detection techniques identifying areas particularly susceptible to erosion. Best practices suggest at least 5 years of imagery are required for effective change detection analysis. Terrestrial-based LiDAR data collected by the City will augment these data. Initial results of the change detection study have established an effective methodology for determining the location and size of erosional events and a first order approximation of volume of change at one location (Albion Falls). (See Manuscripts – submitted).

This can be extended to additional sites of importance along the Niagara Escarpment to allow documentation of erosion rates and processes at various sites along the escarpment.

Lithological analysis – (to July 2020)

Detailed lithological analysis and assessment of the Niagara Escarpment in the Hamilton area documenting facies types, unit architectures, vertical and lateral variability. This involved detailed field logging of exposures along the Niagara Escarpment and spatial analysis of lithological changes along section and between sections. Additionally, two cores (40m and 45m long) from Sam Lawrence Park were logged to provide further lithological details leading to a more robust analysis. Data on the physical properties of lithological units is available and can be integrated into this work. Future work will involve field assessment of additional exposures along the escarpment (2023-2026). (See Theses – submitted).

This would allow assessment of the potential geological controls on progressive and 'catastrophic' erosion processes (undercutting, collapse etc.) and of lithological variability along the escarpment.

Historical data analysis – (B.Sc thesis, April 2020)

Change analysis of land use (Landsat imagery and additional data) in the Hamilton region over 34 years was conducted to identify the rate of urban expansion of the City and the location of areas that are at

particular risk from erosion issues. Data from topographic maps, air photos and media reports were integrated into this study and analysed by an undergraduate thesis student (Ashley Wray) from September 2018 to April 2019. (See Theses – completed).

This work began to identify areas of greatest urban change and potential high risk from erosion.

Vegetation analysis – (M.Sc thesis, April 2022)

M.Sc student Allie Ellis investigated the effect of vegetation growth on erosion of the escarpment. Her research focused on the role that tree root growth plays in the expansion of bedrock fractures and the loosening of surface blocks. She conducted experimental work using digital accelerometers that measured tree sway and quantified the impact of this movement on fracture development. (see Theses – completed, Presentations).

This work investigated the impact of tree growth on erosion process along the escarpment and may be used to inform vegetation management strategies.

McMaster University: work ongoing

Fracture analysis – (B.Sc theses completed April 2020, April 2021)

Initial analysis of fractures (September 2019 – April 2020) identified appropriate analytical techniques to be used in further study of fracture patterns in lithological units exposed along the escarpment. Work completed by an undergraduate thesis student (D. Joshi) from September 2019 to April 2020 determined the most effective methodology for computer-generated fracture analysis of the escarpment face which will provide information on erosional block size, water penetration, and frost weathering potential. The study used a semi-automated procedure to identify fractures based on photogrammetric models. Further work determining fracture orientation, density and aperture in the field was subsequently completed by S. Formenti, an undergraduate thesis student (2020 – 2021). The field-based measurements were compared to the semi-automated computer-generated fracture maps to determine the most accurate and efficient methodology for this work. (See Theses – completed; Manuscripts – published).

Future work could document fracture patterns in different lithologic units and at different sites along the escarpment and has the potential to form the basis of an M.Sc project (M.Sc student #1). A second potential MSc project could investigate regional tectonic stresses that influence fracture development and earthquake potential in the Hamilton region (M.Sc student #2).

The distribution of fractures has a significant impact on erosion processes operating on the escarpment and understanding this variability will aid in assessing erosion potential.

Hydrological analysis – (B.Sc theses, April 2020, April 2023)

Patterns of surface and groundwater movement in and around the escarpment were investigated by an undergraduate thesis student (S. Jivani) from September 2019 to April 2020. Initial results of this study have identified regional trends in water table elevations and possible seasonal effects on these elevations. (See Theses - completed). An ongoing study of Spencer Creek by undergraduate thesis student Shania Ramharrak-Maharaj aims to identify segments of the river network that are at high risk for riverine erosion using specialized hydrologic parameters calculated from a custom GIS toolbox. Collaboration with another undergraduate thesis student (E. Davies) aims to link results to the underlying geological patterns to provide a better picture of the controls on riverine erosion potential in the watershed and its relationship to other erosion processes along the escarpment. The effects of future land-use development and climate change on surface water systems crossing the escarpment, as well as continued investigation into the relationship between geology and surface water could be incorporated into future analyses (2023 – 2027).

These directions will further assess the importance and spatial variability of hydrological factors on erosion processes along the escarpment. (MSc student #3).

The movement of water on and through the escarpment has a significant control on the effectiveness of weathering processes (such as freeze-thaw, the removal of weathered material), and direct riverine erosion of the escarpment.

Weathering susceptibility/ Climatic Data Analysis – in progress (to April 2023)

Seasonal and diurnal temperature changes on the escarpment face can instigate the processes of thermal expansion, thermal shock, and freeze-thaw weathering, particularly in heavily fractured lithological units. Ongoing undergraduate research projects (Henry Gage & Julia Nielsen) are conducting in-situ thermal monitoring of escarpment rocks and fracture aperture changes to determine whether the necessary conditions for these weathering processes are occurring and to what degree. Continued climate change may increase the intensity of daytime temperature fluctuations and the length and number of freeze-thaw weathering cycles in the year, further enhancing the risk of fracturing and destabilizing the rock face. Future work will analyze historical climate records to identify trends in both precipitation and temperature values for the Hamilton region and their relationship to the frequency of failure events along the escarpment. Future climate models will also be examined to determine the potential impact of changing precipitation and temperature on erosion processes and rates.

(See Manuscripts – published; Presentations). Future BSc thesis. Future PhD thesis

This work will determine the prevalence of thermal weathering processes occurring in Hamilton and its potential impact on fracturing and slope stability. This work will also identify the potential impact of future climate change on erosion of the escarpment.

Proposed Research Activities (May 2023 – May 2027)

Our ongoing research into lithological and fracture analysis, weathering susceptibility, and riverine erosion potential will continue at various sites along the escarpment and will provide important information about factors affecting erosion processes and rates along the escarpment face. Some of these study sites will not be on access routes (e.g. Devil's Punchbowl, Tiffany Falls, Chedoke Radial Trail). In addition to this research we will collect photogrammetric data using drones and/or SLR cameras at regular intervals (monthly/seasonally) on critical rock faces along the following access routes:

- Claremont
- Kenilworth
- Sydenham Road
- Beckett Drive
- Hwy 8 (Dundas)
- Sherman
- McNeilly Road
- Jolley Cut

These photographic images, taken at different times, will be used to identify areas of change on the rock faces and can be used to calculate volumes of rock material lost or gained. To supplement these photographic data, we will place 'rock traps' at the base of selected slopes to collect debris released from the rock face. These traps will be emptied at regular intervals to gain additional information on the size, shape and volume of material lost from the rock face over a specified time period. The majority of this work can be conducted along the margins of the active roadways at times of low traffic volume. However, we have budgeted for 8 hours of road closure per year to allow for data collection along Beckett Drive.



All of the data (described above) collected by the team will be used to conduct a multi variate analysis taking into account factors such as slope angle, natural and anthropogenic water sources, and loading of the upper slope, to create a three-dimensional map identifying areas of high erosion potential along the escarpment in the Hamilton area. This map will be created collaboratively by a PhD student, a Post-Doctoral Fellow and all faculty involved.

This work will contribute toward a comprehensive analysis of erosion risk along the escarpment in the Hamilton region.

Role of Part-Time Post-Doctoral Fellow – (2 days/week - May 2023 – May 2027)

We will seek a part-time (2 days/week) Post-Doctoral Fellow (PDF) to co-ordinate and manage this project. They will be responsible for data integration, data preservation and metadata, report writing, manuscript preparation/publication, coordination/communication with the City, and public outreach. During and at the completion of the project, all project data will be accessible to the City of Hamilton and personnel training (where necessary) will be provided for ongoing monitoring of the Niagara Escarpment. The PDF will also be responsible for the coordination and scheduling of regular consultation meetings between the City and McMaster researchers to ensure effective communication is maintained between the collaborative teams. At least one of these meetings per year will involve presentation and discussion of all data collected/analyzed to date together with implementation strategies.

PROPOSED DELIVERABLES:

Deliverable	Description	Format	Proposed Date of Completion
Photogrammetric imagery	Dataset - including all images used in photogrammetric modelling process completed in Agisoft Metashape	JPEG (any standard photo viewer will be sufficient)	Continuous data collection will continue from beginning of project to 2027
Photogrammetric models	Each photogrammetry dataset will be processed into 3D models using Agisoft Metashape. Dense point clouds generated will be compared to compute change detection	The models can be shared in an .obj file (useable with Windows default 3D viewer, freeware CloudCompare, Meshlab, or any SfM software) or other file types (can be integrated with CAD software if needed)	Winter 2025 (first set of complete models) followed by ongoing through 2027
Fracture density and distribution Report	Details of the collection methodology and resulting analysis of extensive field data to quantify the orientation and density of fractures in the Niagara Escarpment.	Report	Summer 2024



Surface waters characterization inventory	Dataset containing physical characteristics of surface water systems gathered from monitoring sites included in the study (e.g., slope, channel widths, material size)	Dataset	Summer 2025
Methodology Report	Detailed breakdown of the methodology used in data collection and analysis for the change detection.	Report	Summer 2025
GIS datasets	GIS datasets created during each stage of research will be compiled, standardized, and shared (e.g. riverine erosion risk maps).	Shapefile, Raster (will require GIS program to use such as ArcGIS)	Continuous creation and sharing
Risk assessment model of outcrops	Integration of numerous existing data sets normalized with data collected for this study within a multi-criterion analysis model to create a risk assessment of the escarpment face	Report	Summer 2026
Risk assessment model of rivers	Synthesis of analysis on surface water features along the escarpment to create a risk assessment along the escarpment face	Report	Summer 2026
Public Outreach initiatives	Public lectures or another format of public outreach. Timing and format to be determined at a future date in conjunction with both City and McMaster partners	TBD	ongoing
Methodology Manual	A manual explaining the methods used in the project and how they may be applied moving forward by the City of Hamilton.	Report and in-person training where relevant.	Spring 2025 and ongoing.
Consultation	Coordination and scheduling of regular meetings between City and McMaster personnel	In person and virtual meetings, presentations, field visits	Continuous from beginning of project to 2027

NOTE: All data collected and compiled and work completed under this project, including B.Sc and M.Sc thesis work conducted by students, will be shared with the City. Students will be allowed to publish the results of their research, with approval from the City where necessary.

Manuscripts – published

- Formenti, S., Peace, A., Eyles, C., Lee, R., & Waldron, J. (2022). Fractures in the Niagara Escarpment in Ontario, Canada: Distribution, connectivity, and geohazard implications. *Geological Magazine*, 1-16. <https://doi.org/10.1017/S0016756822000462>
- Gage, H., Eyles, C., & Peace, A. (2022). Winter weathering of fractured sedimentary rocks in a temperate climate: Observation of freeze–thaw and thermal processes on the Niagara Escarpment, Hamilton, Ontario. *Geological Magazine*, 1-22. <https://doi.org/10.1017/S0016756822000887>

Manuscripts – to be submitted (March 2023)

- Lee, R.E., Maclachlan, J.C. and Eyles, C.H., Application of change detection to the analysis of erosion processes in an urban environment. *Quaternary Science Advances*.
- Lee, R.E., Maclachlan, J.C. and Eyles, C.H. Accuracy of change detection and volume calculations using UAV-based imagery of sedimentary rock outcrops of the Niagara Escarpment, Hamilton, Ontario, Canada. *Quaternary Science Advances*.

Presentations and Articles

- Ramharrack-Maharaj, S., Davies, E., Papangelakis, P., Peace, A., 2023. Linking surface water and geology: A case study of the Niagara Escarpment, Hamilton, Ontario. GAC/MAC Annual Meeting, Sudbury (submitted).
- Nielsen, J.P, Gage, H.J.M. and Eyles, C.H., 2023. Influence of Fracture Aperture on Thermal Weathering Processes in Fractured Sedimentary Rockwall. GAC/MAC Annual Meeting, Sudbury (submitted).
- Gage, H.J.M., Nielsen, Julia P. & Eyles, C. H., 2022. Seasonality of Rockwall Thermal Regimes in a Temperate Climate. *Geological Society of America Abstracts with Programs*, v.54, no. 5, <https://doi.org/10.1130/abs/2022AM-383361>
- Nielsen, J.P., Gage, H.J.M. and Eyles, C. H., 2022. Fracture Aperture Moderates Thermal Weathering Processes in Fractured Sedimentary Rockwalls. *Geological Society of America Abstracts with Programs*, v.54, no. 5, (<https://doi.org/10.1130/abs/2022AM-383121>)
- Gage, H., Eyles, C.H., Lee, R., Peace, A. 2021. Observations and Projections of Thermal Factors Affecting Weathering of Fractured Sedimentary Rocks of the Niagara Escarpment. GAC/MAC Annual Meeting, London. Abstracts, v. 44, p. 97.
- Gage, H., Eyles, C.H., Lee, R., and Peace, A., 2021. Contemporary Climatic Factors Affecting Thermal Weathering of Fractured Sedimentary Rocks of the Niagara Escarpment. American Geophysical Union Fall meeting, <https://agu.confex.com/agu/fm21/meetingapp.cgi/Paper/845737>
- Ellis, A. and Eyles, C.H., 2021. The influence of tree sway on erosion processes along the Niagara Escarpment, Hamilton, Ontario. American Geophysical Union Fall meeting. <https://agu.confex.com/agu/fm21/meetingapp.cgi/Paper/996375>
- Formenti, S., Peace, A., Waldron, J., Eyles, C., and Lee, R., 2021. The influence of fracture networks on stability and geohazards of the Niagara Escarpment in southern Ontario, EGU General Assembly 2021, online, 19–30 Apr 2021, EGU21-9094, <https://doi.org/10.5194/egusphere-egu21-9094>
- Gage, H., Eyles, C., and Lee, R., 2021. Thermal controls on the development of fractures in dolostones of the Niagara Escarpment, Hamilton, Ontario, Canada, EGU General Assembly 2021, online, 19–30 Apr 2021, EGU21-9140, <https://doi.org/10.5194/egusphere-egu21-9140>

- Lee, R. E., Maclachlan, J. C. and Eyles, C. H. (2020). Determining the applicability of change detection for quantification of erosion on the Niagara Escarpment, Hamilton, Ontario, Canada. Geological Society of America Abstracts with Programs. Vol 52, No. 6.
- Formenti, S., Peace, A., Eyles, C. H., and Lee, R. E. (2020). An analysis of fracture controlled erosion and rockfalls in the Niagara Escarpment in southern Ontario. Geological Society of America Abstracts with Programs. Vol 52, No. 6, 2020 [Poster presentation]. doi: 10.1130/abs/2020AM-354729
- Ellis, A.J. and Eyles, C.H., 2020. Quantifying the impact of vegetation on erosion processes along the Niagara Escarpment in the Hamilton region of southern Ontario. Geological Society of America Abstracts with Programs. Vol 52, No. 6, doi: 10.1130/abs/2020AM-357459
- Weiland, L., Lee, R., Narro Perez, R. and Eyles, C.H. (2019). Investigation of the influence of lithological variability on erosion of the Niagara Escarpment in Hamilton, Ontario, Canada. Geological Society of America Annual Meeting, Phoenix, United States.
- Weiland, L., Lee, R. and Eyles, C.H. (2019). Creation of a Virtual Field Experience of the Niagara Escarpment in Hamilton, Ontario, Canada. Geological Society of America Annual Meeting, Phoenix, United States.
- Wray, A, Lee, R. and Maclachlan, J.C. (2019). Urbanization and the Niagara Escarpment: Anthropogenic Factors Influencing Erosion Rates. Geological Society of America Annual Meeting, Phoenix, United States.
- Lee, R. E., Eyles, C. H., Narro Perez, R. and Maclachlan, J. C. (2018) Utilizing photogrammetry to analyze variation in the lithology and structure of the Niagara Escarpment in Hamilton, Ontario, Canada. Geological Society of America Annual Meeting, Indianapolis, United States. Abstracts.

Student Theses & Reports

- Ellis, A.J., 2022. Assessing the Impact of Vegetation on Erosion Processes on the Niagara Escarpment in the Hamilton Region, Canada. McMaster University, M.Sc thesis, 71pp. <http://hdl.handle.net/11375/27565>
- Lee, R.E., 2022. Delineation and Analysis of Active Geomorphological Processes Using High Resolution Spatial Surveys. McMaster University, PhD thesis. 233pp. <http://hdl.handle.net/11375/27445>
- Ahmed, Zargham (2022) Geologic fractures at Fletcher Creek and their relationship to fluid flow and local geohazards. McMaster University, BSc thesis.
- Formenti, Serena (2021) Control of fracture distribution, style and orientation on stability of the Niagara escarpment in Hamilton. McMaster University, BSc thesis.
- Joshi, D., 2020. Fracture Analysis, Sampling Methodology and Influence on Erosion of the Niagara Escarpment in Hamilton, Ontario. McMaster University, BSc thesis, 58pp.
- Jivani, S., 2020. A Hydrogeological Investigation of the Niagara Escarpment in Hamilton, Ontario. McMaster University, BSc thesis, 47pp.
- Wray, A., 2020. Urbanization and The Niagara Escarpment: Anthropogenic Factors Influencing Erosion Rates, BSc thesis, 34pp.
- Weiland, L, 2020. An Investigation of the Mineralogical Composition of the Lockport Dolostone and Rochester Shale exposed along the Niagara Escarpment in Hamilton, Ontario. Independent Project Report, 57pp.

FUTURE INITIATIVES:

Planned work for short term (6 months – 1 year)

- Photogrammetry and drone imagery collected at selected study sites (Summer 2023; see Figure 1) including the Kenilworth access route, Beckett Dr, and Claremont access;
- Conduct change detection analysis of imagery to document erosion processes and rates at selected sites;
- Continue analysis of lithological variability along the escarpment – vertical and lateral;
- Continue monitoring of temperature changes in fractures and on rock faces at selected sites;
- Continue compilation of hydrological/hydrogeological data and analysis of water impacts on erosion processes and rates;
- Photographic image analysis, preparation of manuscripts and summary diagrams.

Planned work for longer term (to the end of the project)

- Continue collection of drone imagery/seasonal photogrammetry of the selected study sites to identify lithological units and regions of the escarpment most prone to high erosion rates;
- Develop and improve change detection techniques;
- Continue analysis of past trends and future predictions of temperature and precipitation;
- Continue field-based research study the impact of thermally induced weathering processes on the escarpment;
- Expand surface water erosion risk assessment with future land-use and climate scenarios;
- Continue refinement of the erosion risk assessment model/map through incorporation of additional field data;
- Academic communication plan (papers, conferences, etc.) to be developed and implemented;
- Public communication strategy to be developed and implemented.

Planned efforts for project continuation after completion of the grant

- Shared methodologies developed over the course of this grant will allow for the continued collection of data and monitoring of erosion along the Niagara Escarpment using both terrestrial based imagery and UAV based imagery.

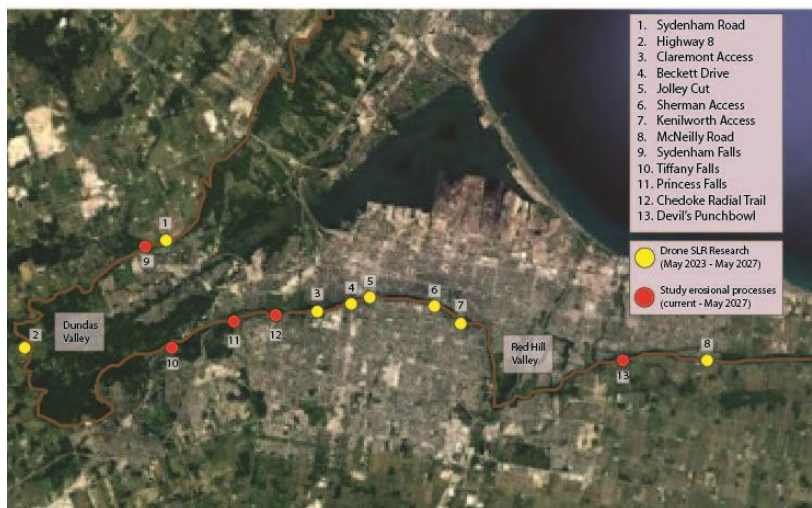


Figure 1 Study locations



Proposed Budget:

To carry out this research project (May 2023 – May 2027) the following funding is requested:

Year	Approximate Research Costs	
2023-2024 (8 months)	Personnel (Post-Doctoral Fellow & graduate & undergraduate students)	\$52,000
	Research Equipment	\$20,000
	Consultation	\$2,000
	Other Research Costs	\$4,000
	Total	\$78,000
2024-2025	Personnel (Post-Doctoral Fellow & graduate & undergraduate students)	\$60,000
	Research Equipment	\$5,000
	Consultation	\$2,000
	Other Research Costs (including road closures)	\$10,000
	Total	\$77,000
2025-2026	Personnel (Post-Doctoral Fellow & graduate & undergraduate students)	\$60,000
	Research Equipment	\$5,000
	Consultation	\$2,000
	Other Research Costs (including road closures)	\$10,000
	Total	\$77,000
2026-2027 (4 months)	Personnel (Post-Doctoral Fellow & graduate & undergraduate students)	\$12,000
	Consultation	\$2,000
	Other Research Costs	\$2,500
	Total	\$16,500
2023-2027	NEEP project total	\$248,500

Personnel costs:

PDF \$60,000/year: 2 days/week \$24,000/year; **Grads**: 2 x \$10,000/year; **U/Grads** 2 x \$8000/year

2023-24: 8 months: PDF = \$16,000; Grads = \$20,000; U/grads = \$16,000

2024-25: 12 months: PDF = \$24,000; Grads = \$20,000; U/grads = \$16,000

2025-26: 12 months: PDF = \$24,000; Grads = \$20,000; U/grads = \$16,000

2026-27: 4 months: PDF = \$8,000; Grads= \$4,000; no undergrads

Estimated road closure costs \$5000/year (2024-2026)



City of Hamilton Report for Consideration

To: Chair and Members
 Public Works Committee
Date: February 24, 2025
Report No: PW25005
Subject/Title: Transit By-law Update
Ward(s) Affected: City Wide

Recommendations

- 1) That the draft By-law respecting the Passenger Transportation System Operated and/or Funded by the City of Hamilton, attached as Appendix “A” to Report PW25005, which has been prepared in a form satisfactory to the City Solicitor, **BE APPROVED** and By-law No. 16-111 **BE REPEALED**.
- 2) That the General Manager, Public Works, or designate **BE AUTHORIZED** and directed to work with Legal Services to obtain approval from the Ministry of the Attorney General of set fines for offences under the draft By-law when the By-law has been passed.
- 3) That the amending draft By-law, which amends By-law No.19-259, being a By-law to Administer Notices and Other Matters under the Trespass to Property Act, attached as Appendix “B” to Report PW25005, which has been prepared in a form satisfactory to the City Solicitor, **BE APPROVED**.

Key Facts

- By-law No.16-111, a By-law respecting the Passenger Transportation System Operated and/or Funded by the City of Hamilton (the “Transit By-law”) was originally enacted in 2016.
- Over the last eight years various changes have occurred to the City’s transit system, including in the layout of buses and the increasing use of e-bikes and e-scooters, as well as how individuals interact with operators and other customers.

- An incident occurred on a transit vehicle that highlighted the omission of transit vehicles from the definition of “City premises” and the lack of the ability to appeal under the City’s current Trespass By-law, By-law No.19-259. This report remedies those identified gaps.

Financial Considerations

Not applicable.

Background

Not applicable.

Analysis

Updates and changes to the By-laws addressed in this report are being recommended in consultation with the City’s Legal Services.

Transit By-law Changes

In the eight years since the Transit By-law has been enacted, evolving urban mobility trends and public health insights have resulted in several operation changes to passenger transit within the City.

These changes are reflected in the new by-law respecting the passenger transportation system that staff have prepared to replace the current Transit By-law.

A summary of the significant proposed changes in the draft By-law, attached as Appendix “A” to Report PW25005, are as follows:

1. Additional definitions to cover “E-Scooters”, “Motor-Assisted Bicycles” and “Power-Assisted Bicycles” in recognition of the changing urban mobility devices in use in recent years and have been included in the Prohibited Conduct section.
2. An added definition of “Smoke” which incorporates various means of producing smoke in addition to a cigarette, including electronic cigarette, pipe, waterpipe and other smoking equipment.
3. The definition of “Service Animal” has been revised and the term “Support Person” has been added, both of which mirror the definitions of such in the *Accessibility for Ontarians with Disabilities Act, 2005, S.O. 2005, c.11* and the *Blind Persons’ Rights Act, R.S.O. 1990, c.B.7.*
4. Reference to the City’s Trespass By-law 19-259 is added.
5. The Conduct section has been re-named as the Prohibited Conduct section and numerous additional prohibited behaviours and actions, most of which relate to interactions between transit users which create an unwelcoming and unsafe on-board experience, have been added.
6. Additional transition provisions to ensure that any obligations or charges relating to the repealed by-law may be continued and enforced.

Trespass By-law Updates

The definition of “City premises” in the Trespass By-law No. 19-259 does not currently include transit vehicles. Therefore, the procedure for issuing trespass notices and appeals under the Trespass By-law does not apply to transit vehicles. Rather, under the current Transit By-law, the Director of Transit has authority to prohibit persons from using transit.

However, in 2024 when a trespass notice was issued by City staff to a transit user, banning them from using a Transit Vehicle it was noted that a fulsome appeal process was not provided for under By-law No. 16-111, nor was the transit user able to partake in the appeal process under the Trespass By-law.

By amending the Trespass By-law to include transit vehicles within the definition of “City premises”, transit users will be subject to the same trespass notice procedure as well as the appeal process applicable to all City premises.

The amending by-law to amend Trespass By-law No. 19-259, is attached as Appendix “B” to Report PW25005.

Alternatives

Not applicable.

Relationship to Council Strategic Priorities

This recommendation relates to the responsiveness and transparency priority. Providing clear guidelines for transit users to follow will improve the service expectations, while updates to the Trespass By-law will offer a clear appeal path for transit users who may be issued trespass notices.

Additionally, proposed changes in the new Transit By-law provide employees the required support needed to perform their roles in a manner that keeps themselves and other passengers safe.

Previous Reports Submitted

- [PW15078\(a\) Transit By-law, Public Works Committee April 18, 2016](#)
- [By-law No. 16-111 Transit By-law](#)
- [By-law No. 19-259](#)

Consultation

Patricia D’Souza, Solicitor, Corporate Services, Legal Services

Appendices and Schedules Attached

Appendix A: Draft By-law respecting the Passenger Transportation System Operated and/or Funded by the City of Hamilton

Appendix B: Draft By-law which amends By-law No.19-259, being a By-law to Administer Notices and Other Matters under the Trespass to Property Act

Prepared by: Nancy Purser, Manager Transit Support Services
Public Works, Transit

Submitted and recommended by: Maureen Cosyn Heath, Director of Transit
Public Works, Transit

Authority: Item
Report
CM
Ward: City Wide

**CITY OF HAMILTON
BY-LAW NO. 25-XXX**

**Being a By-law Respecting the Passenger Transportation System Operated
and/or Funded by the City and to repeal By-law 16-111**

WHEREAS sections 8, 9 and 10 of the *Municipal Act, 2001*, S.O. 2001, c. 25 (the "*Municipal Act, 2001*"), authorize the City to pass by-laws necessary or desirable for municipal purposes, and in particular paragraphs 5 through 8 of subsection 10(2) authorize by-laws respecting the economic, social and environmental well-being of the municipality; the health, safety and well-being of Persons; the provision of any service or thing that it considers necessary or desirable for the public; and the protection of Persons and property;

AND WHEREAS section 11.12 of the *City of Hamilton Act, 1999*, S.O. 1999, c. 14, Sched. C authorizes the City to operate a passenger transportation system;

AND WHEREAS section 425 of the *Municipal Act, 2001*, authorizes the City to pass by-laws providing that a Person who contravenes a by-law of the City passed under that Act is guilty of an offence;

AND WHEREAS section 434.1 of the *Municipal Act, 2001* provides that a municipality may require a Person, subject to such considerations as the municipality considers appropriate, to pay an administrative penalty if the municipality is satisfied that Person has failed to comply with a by-law of the municipality passed under the *Municipal Act, 2001*;

AND WHEREAS the *Municipal Act, 2001*, further authorizes the City, amongst other things, to delegate its authority, to impose fees or charges on Persons for services or activities provided or done by or on behalf of it, to provide for inspections and inspection orders, and to make orders to discontinue activity or to do work;

NOW THEREFORE the Council of the City enacts as follows:

DEFINITIONS

1. In this By-law:

"**Authorized Vendor**" means a Person who:

- (a) has entered into an agreement with the City or has otherwise received written permission from the City to sell Fare Media on behalf of the City; or
- (b) is authorized to sell Presto cards by Metrolinx;

"Bicycle" means any device which has one or more wheels and is propelled by human power and upon which any person may ride, and includes a unicycle and tricycle, but does not include a Motor-Assisted Bicycle or a Power-Assisted Bicycle;

"City" means the City of Hamilton or the geographic area of the city of Hamilton, as the context requires;

"DARTS" means any entity providing accessible transportation services on behalf of the City, including but not limited to the not-for-profit corporation Disabled and Aged Regional Transit System;

"Director" means the Director of Transit of the City, or their authorized representative unless the context requires otherwise;

"E-Scooter" has the same meaning as electric kick-scooter in O. Reg. 389/19, as amended, under the *Highway Traffic Act*, R.S.O. 1990, c. H. 8;

"Fare " means the compensation required to be paid, as approved by City Council from time to time, to be a passenger on a Transit Vehicle;

"Fare Media" means any valid ticket, pass, transfer, or other payment method approved by and acceptable to the City, and includes but is not limited to an electronic Fare card, any single or multi-ride ticket, a day pass or a student pass;

"Motor-Assisted Bicycle" has the same meaning as defined in the *Highway Traffic Act*, R.S.O. 1990, c. H.8, as amended.

"Municipal Law Enforcement Officer" means a Person appointed by the Council of the City to enforce this By-law;

"Passenger Transportation System" means the system operating by or on behalf of the City that provides for the transportation of passengers using Transit Vehicles;

"Penalty Notice" means a penalty notice given to a person pursuant to the City's Administrative Penalties By-law No. 17-225, as amended or replaced;

"Person" includes an individual, sole proprietorship, partnership, unincorporated association, unincorporated syndicate, unincorporated organization, trust, body corporate and a natural Person in the capacity of trustee, executor, administrator, or other legal representatives of a Person to whom the context can apply according to law;

"Power-Assisted Bicycle" has the same meaning as defined in the *Highway Traffic Act*, R.S.O. 1990, c. H.8, as amended.

"Service Animal" has the same meaning as defined in O. Reg. 191/11, as amended, under the *Accessibility for Ontarians with Disabilities Act*, 2005, S.O. 2005, c. 11 and shall also include guide dog as defined in the *Blind Persons' Rights Act*, R.S.O. 1990, Ch. B 7, as amended.

"Smoke" means to hold, or otherwise have control over any lighted tobacco, lighted non-tobacco herbal shisha, lighted cannabis, or any other lighted substance that produces vapour, smoke, or gases that may be inhaled or exhaled, and includes use of a cigarette, electronic cigarette, pipe, waterpipe, or any other smoking equipment;

"Support Person" has the same meaning as defined in O. Reg. 191/11, as amended, under the *Accessibility for Ontarians with Disabilities Act*, 2005, S.O. 2005, c. 11;

"Transit Property" means all property owned, leased, or used by the City for the purpose of providing a Passenger Transportation System (not including roads) and includes the Transit Stations and the Transit Vehicles;

"Transit Station" means any building or structure owned, used, or occupied by the City for transit purposes which is open to the public;

"Transit Vehicle" means a vehicle owned, leased, or operated by or on behalf of the City to transport passengers in exchange for compensation, but does not include vehicles leased or operated by or on behalf of DARTS.

"Trespass By-law" means the City's Trespass By-law 19-259, as amended or replaced.

FARES

Regulation of Fares

2. No person shall board a Transit Vehicle unless such person;
 - (a) has paid the Fare by depositing a cash payment in at least the amount of the Fare;
 - (b) has paid the Fare by using their Fare Media; or,
 - (c) is authorized by the City.

Altering or Non-Authorized Use of Fare Media

3. (1) No Person shall use or have in their possession an unauthorized reproduction of or altered Fare Media.

(2) No Person shall alter Fare Media or create an unauthorized reproduction of Fare Media.

(3) No Person shall fail to comply with all rules and regulations for Fare Media and failure to do so may result in confiscation of the Fare Media.

AUTHORIZED VENDORS

4. (1) No Person shall sell Fare Media unless the Person is an Authorized Vendor.

(2) No Authorized Vendor shall sell Fare Media at an amount greater than the Fare approved by Council of the City from time to time.

ANIMALS

5. (1) No person shall travel on a Transit Vehicle or enter a Transit Station with an animal, unless:

- (a) the animal is a Service Animal; or
- (b) the animal is contained in an animal-carrier device, the Transit Vehicle is not crowded, and other passengers are not inconvenienced.

PRIORITY AND COURTESY SEATING: ASSISTIVE DEVICES AND SUPPORT PERSONS

Priority or Courtesy Seating

6. (1) A person with a disability or a visible need for priority seating has priority seating on a front seat of a Transit Vehicle but is not guaranteed a seat.

(2) A person carrying a child, an expectant mother, or a person carrying a bulky item has courtesy seating on a front seat of a Transit Vehicle but is not guaranteed a seat.

(3) A Passenger Transportation System employee may request that an occupied seat be vacated for a person described in subsection (1) or (2).

(4) Every person shall follow the direction of a Passenger Transportation System employee to vacate a seat on a Transit Vehicle.

Support Person

7. A Support Person accompanying a passenger on a Transit Vehicle, and who is exempt from paying a fare while supporting that passenger, shall board and alight from the Transit Vehicle at the same time as the person being supported.

PROHIBITED CONDUCT

8. (1) The behaviours or activities listed in section 8(2) are deemed to be prohibited conduct by Council and may result in a verbal or written trespass notice issued pursuant to the Trespass By-law, in addition to any other legal remedies or enforcement action available to the City.
- (2) No Person shall engage in behavior or activities that obstruct or hinder the rights of others, including Passenger Transportation Services employees, to use and enjoy Transit Property, including without limitation:
- (a) spit or cause unsanitary conditions;
 - (b) urinate or defecate, except in a facility designed for this purpose;
 - (c) use profanity, obscene or verbally abusive language, racial or ethnic slurs;
 - (d) cause or create a disturbance or nuisance;
 - (e) fight, molest or harass another person;
 - (f) intimidate or threaten others;
 - (g) engage in horseplay or cause unsafe conditions;
 - (h) ride on, stand on or hold onto the exterior of the Transit Vehicle;
 - (i) lean out of, or otherwise project any part of their body or an object outside of the Transit Vehicle;
 - (j) place large, bulky, or sharp objects in a way that would endanger other passengers;
 - (k) have in their possession liquor or other alcoholic product(s) the container for which has been opened;
 - (l) litter/ discard waste other than in containers provided for such purpose;
 - (m) except with the Director's permission, sell or attempt to sell any, merchandise or any other article or thing;
 - (n) activate any emergency alarm or device or use any emergency telephone, except in situations of emergency;
 - (o) damage or attempt to damage Transit Property, including but not limited to affixing any inscription, sign, drawing or graffiti;
 - (p) block corridors, thoroughfares, stairways, or exits;
 - (q) in-line skate, skateboard, scooter/E-scooter, or bike/e-bike except where permitted;
 - (r) operate any cell phone or electronic device or other noise generating device in or upon any Transit Vehicle, unless the sound therefrom is conveyed by an earphone at a sound level that does not disturb other passengers;
 - (s) allow their feet or footwear to remain on or against a seat, except the seat legs;
 - (t) hold open, block the detection sensors, or otherwise impede

- the operation of the doors of a Transit Vehicle;
- (u) transport a Bicycle on a Transit Vehicle, except when the Person properly secures the Bicycle on the Transit Vehicle equipped Bicycle rack;
- (v) transport a Bicycle, Motor-Assisted Bicycle, Power-Assisted Bicycle or E-Scooter contrary to the Transit Vehicle operator's direction and/or contrary to any related City policies regarding the transportation and use of micromobility on Transit Property;
- (w) fail to wear a shirt or shoes;
- (x) wear attire or display material that is intolerant of human rights;
- (y) act in contravention of instructions given by a police officer, Municipal Law Enforcement Officer or Passenger Transportation System employee who considers them necessary to:
 - (i) ensure orderly movement of Persons;
 - (ii) prevent injury to Persons;
 - (iii) prevent damage to the Transit Property; or
 - (iv) permit proper action in an emergency.
- (z) enter onto or depart from, or attempt to enter onto or depart from Transit Property except by the designated entrances or exits unless it is unsafe to do so;
- (aa) fail to comply with all rules and regulations which are either posted on Transit Property or are printed on Fare Media;
- (bb) unreasonably monopolize space or facilities to the exclusion of others;
- (cc) use Transit Property for other than intended purpose;
- (dd) Smoke or vape, or ignite a cigarette lighter or match;
- (ee) remove from any Transit Vehicle or Transit Station any article left thereon through apparent inadvertence, but such article shall be left in the possession of the City or its employees for disposition according to City policy;
- (ff) use of any cell phone, camera, personal digital assistant (PDA), or electronic equipment with photographic abilities in change rooms or washrooms of Transit Property or,
- (gg) remain on Transit Property when directed to leave by a police officer, Municipal Law Enforcement Officer or Passenger Transportation System employee or contractor.
- (hh) behavior contrary to the *Criminal Code*, R.S.C. 1985, c. C-46, other federal statutes, provincial statutes, municipal by-laws, or municipal policies; and,
 - (ii) other behavior as may be prohibited from time to time by resolution of City Council.

9. No Person shall hinder or obstruct a police officer, Municipal Law Enforcement

Officer or Passenger Transportation System employee or contractor when they are performing their duties under this By-law.

Authority of Director

10. The Director is responsible for the administration and enforcement of this By-law and their authority includes, but is not limited to:
 - (a) appointing delegates or assigning duties to City staff under this By-law; and
 - (b) prescribing the format and content of any forms or other documents required under this By-law, including any relevant policies or procedures.

ENFORCEMENT

Refusal of Service, Direction to Leave

11. (1) If the Director, a police officer, Municipal Law Enforcement Officer or a Passenger Transportation System employee believes that a person:
 - (a) may be a threat to the safety of the Passenger Transportation System;
 - (b) may disrupt the operation of the Passenger Transportation System; or,
 - (c) has contravened this By-law,they may prohibit the person from boarding Transit Vehicles (even if the person has paid the Fare) and/or entering the Transit Property.

(2) Any person directed to disembark a Transit Vehicle or leave Transit Property pursuant to subsection 11(1) shall do so immediately.
12. Any verbal or written trespass notice shall be provided pursuant to the Trespass By-law.

Penalties

13. Every Person who contravenes any provision of this By-law is liable to pay to the City an administrative penalty in the amount specified in the Penalty Notice, and shall follow the procedures for payment, screening reviews and hearing reviews as outlined in the Administrative Penalty By-law No. 17-225, as amended or replaced. If a Person is required to pay an administrative penalty, the Person shall not be charged with an offence in respect of the same contravention.
14. Every Person who contravenes any provision of this By-law is guilty of an offence and is liable to a fine, and such other penalties, as authorized under the *Provincial Offences Act*, R.S.O. 1990, c. P. 33, and the *Municipal Act, 2001*, as each may be amended from time to time.

15. Every person who contravenes any provision of this By-law, and every director or officer of a corporation who knowingly concurs in the contravention of this By-law by the corporation is, upon conviction, guilty of an offence and is liable:
 - (a) on a first conviction, to a fine of not more \$10,000; and
 - (b) on any subsequent conviction, to a fine of not more than \$25,000.
16. Despite section 15, where the Person convicted is a corporation:
 - (a) the maximum fine in subsection 16 (a) is \$50,000; and
 - (b) the maximum fine in subsection 16 (b) is \$100,000.
17. Every Person who is convicted of an offence under this By-law may be liable, in addition to the fines established under sections 15 and 16, to a special fine, which may exceed \$100,000 and which is equal to the amount of the economic gain that the Person obtained by contravening this By-law.
18. If any Person is in contravention of any provision of this By-law and the contravention has not been corrected, the contravention of the provision shall be deemed to be a continuing offence for each day or part of a day that the contravention remains uncorrected. In the case of a continuing offence, for each day or part of a day that the offence continues, the maximum fine shall not exceed ten thousand dollars (\$10,000) but the total of all fines for each included offence shall not be limited to one hundred thousand dollars (\$100,000).
19. Where a Person has been convicted of an offence, the court in which the conviction has been entered and any court of competent jurisdiction thereafter may, in addition to any other remedy and to any penalty imposed by this By-law, make an order prohibiting the continuation or repetition of the offence by the Person convicted.

MISCELLANEOUS

20. Should any part of this By-law be determined by a Court of competent jurisdiction to be invalid or of no force, it is the stated intention of Council that such invalid part of the By-law shall be severable and that the remainder of this By-law shall continue to operate and to be in force.

SHORT TITLE

21. This By-law may be referred to as the "Transit By-law" or the "Hamilton Transit By-law".

REPEAL

22. City of Hamilton By-law 16-111, being a By-law Respecting the Passenger Transportation System Operated and/or Funded by the City of Hamilton, is repealed.
23. The repeal of By-law 16-111 does not:
 - (a) affect a right, privilege, obligation or liability that came into existence under the repealed by-law;
 - (b) affect an offence committed against the repealed by-law, or any penalty, forfeiture or punishment incurred in connection with the offence;
 - (c) affect an investigation, proceeding or remedy in respect of a right, privilege, obligation or liability described in subsection 23 (a) or a penalty, forfeiture or punishment described in subsection 23 (b).
24. An investigation, proceeding or remedy described in subsection 23 (c) may be commenced, continued, and enforced as if the By-law 16-111 had not been repealed.
25. A penalty, forfeiture or punishment described in 23 (c) may be imposed as if the By-law 16-111 had not been repealed.
26. Any sign, poster or other document that references By-law 16-111 shall be deemed to reference the new Transit By-law until that sign, poster or document has been updated accordingly.

EFFECTIVE DATE

27. This By-law comes into force on the day it is passed.

PASSED this _____ , _____.

A. Horwath
Mayor

M. Trennum
City Clerk

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

Bill No.

**CITY OF HAMILTON
BY-LAW NO. 25-xxx**

**To Amend By-law 19-259, To Administer Notices and Other Matters under the
Trespass to Property Act**

WHEREAS this By-law amends By-law No. 19-259 to include transit vehicles within the definition of City premises;

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

1. The amendments in this By-law include any necessary grammatical, numbering and lettering changes.
2. That By-law 19-259 be amended by deleting the definition of "City premises" and replacing it with the following definition:

"City premises' means lands, structures, improvements, or any of them that are owned, leased, or occupied by the City of Hamilton and shall include without limitation any transit vehicle;"

3. That By-law 19-259 be amended by adding the following definitions:

"transit vehicle' has the same meaning as defined in the City's Transit By-law, as amended or replaced."

4. That in all other respects, By-law 19-259 is confirmed; and
5. That the provisions of this by-law shall become effective on the date approved by City Council.

PASSED this _____ , _____

A. Howarth
Mayor

Matthew Trennum
City Clerk

CITY OF HAMILTON

MOTION

Public Works Committee: February 24, 2025

MOVED BY COUNCILLOR M. FRANCIS

SECONDED BY COUNCILLOR

Road Rehabilitation on Bellamy Road, Berkindale Drive, Capri Crescent, Colcrest Street, Crystal Court, Evelyn Street, Fairholme Court, Highridge Avenue, Honeywell Drive, Isle Street, Jason Court, Passmore Street, Prins Avenue, Riverbank Court, Rivercrest Road, Seabrooke Drive, Vittorito Avenue, and Wardrope Avenue, Hamilton (Ward 5)

WHEREAS, Bellamy Road, Berkindale Drive, Capri Crescent, Colcrest Street, Crystal Court, Evelyn Street, Fairholme Court, Highridge Avenue, Honeywell Drive, Isle Street, Jason Court, Passmore Street, Prins Avenue, Riverbank Court, Rivercrest Road, Seabrooke Drive, Vittorito Avenue, and Wardrope Avenue, all in Ward 5, are in need of road rehabilitation to extend the life of these roadways and therefore improve service levels and reduce maintenance costs.

THEREFORE, BE IT RESOLVED:

- (a) That Public Works staff be authorized and directed to rehabilitate the road and associated concrete works (as required) on Bellamy Road, Berkindale Drive, Capri Crescent, Colcrest Street, Crystal Court, Evelyn Street, Fairholme Court, Highridge Avenue, Honeywell Drive, Isle Street, Jason Court, Passmore Street, Prins Avenue, Riverbank Court, Rivercrest Road, Seabrooke Drive, Vittorito Avenue, and Wardrope Avenue;
- (b) That all costs associated with the road resurfacing scope of work, be funded from the Ward 5 Capital Re-Investment Reserve #108055 (\$2,484,800) and Ward 5 Minor Maintenance Account #4031911605 (\$100,000), at an upset limit, including contingency, not to exceed a total of \$2,584,800, with design anticipated to commence in 2025 and construction to be completed in 2026 for the following roads:
 - (i) Bellamy Road - Highridge Avenue to Berkindale Drive
 - (ii) Berkindale Drive - Bow Valley Drive to Bellamy Road
 - (iii) Capri Crescent - Vittorito Avenue to Vittorito Avenue
 - (iv) Colcrest Street – Bow Valley Drive to Highridge Avenue
 - (v) Crystal Court - Rivercrest Road to the east terminus
 - (vi) Evelyn Street - Bow Valley Drive to Prins Avenue

10.1

- (vii) Fairholme Court - Highridge Avenue to the south terminus
 - (viii) Highridge Avenue - Colcrest Street to Seabrooke Drive
 - (ix) Honeywell Drive - Bow Valley Drive to Seabrooke Drive
 - (x) Isle Street - Highridge Avenue to Capri Cresvent
 - (xi) Jason Court – Prins Avenue to the west terminus
 - (xii) Passmore Street – Donn Avenue to Evergreen Avenue
 - (xiii) Prins Avenue - Colcrest Street to Vittorito Avenue
 - (xiv) Riverbank Court - Berkindale Drive to the south terminus
 - (xv) Rivercrest Road - Honeywell Drive to Berkindale Drive
 - (xvi) Seabrooke Drive - Colcrest Street to Berkindale Drive
 - (xvii) Vittorito Avenue - Bow Valley Drive to Highridge Avenue
- (c) That all costs associated with the road resurfacing scope of work be partially funded from the Ward 5 Minor Maintenance Fund #4031911605 at an upset limit, including contingency, not to exceed \$119,682, the remainder to be funded from the Ward 5 Canada Community-Building Fund (#4032111105), with design anticipated to commence in 2025 and construction to be completed in 2026, on the following road:
- (i) Wardrope Avenue – King Street to Alba Street
- (d) That the General Manager 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.

10.2

CITY OF HAMILTON

MOTION

Public Works Committee: February 24, 2025

MOVED BY COUNCILLOR M. WILSON.....

SECONDED BY COUNCILLOR.....

Support for Beautification Services in Westdale Business Improvement Area (BIA), Hamilton (Ward 1)

WHEREAS, the City of Hamilton Horticulture section provides Beautification Services in the Business Improvement Areas (BIAs);

WHEREAS, Beautification Services in the Business Improvement Areas (BIAs) can also be provided by external contractors at the discretion of Business Improvement Areas (BIAs), and funded through their budgets;

WHEREAS, in 2024, the Westdale Business Improvement Area (BIA), Hamilton, contracted the supply, installation, and maintenance of 60 floral planters using an external contractor;

WHEREAS, the Westdale Business Improvement Area (BIA), Hamilton, submitted its contract late 2024 for the supply, installation, and maintenance of 60 floral planters using the same external contractor for 2025; and

WHEREAS, the City of Hamilton Horticulture section has contracts for the supply, installation, and maintenance of floral assets which preclude staff from being able to procure or pay for the Westdale Business Improvement Area (BIA), Hamilton, floral planters in 2024 or 2025 as the vendor is not part of the City’s contract.

THEREFORE, BE IT RESOLVED:

- (a) That the contracted works provided by an external contractor, for the supply, installation, and maintenance of 60 floral planters in the 2024 season, within the Westdale Business Improvement Area (BIA), Hamilton, be funded from the Ward 1 Special Capital Re-Investment Discretionary Fund 3302309100 at an upset limit, including contingency, not to exceed \$5,065;

- (b) That the contracted works provided by an external contractor, for the supply, installation, and maintenance of 60 floral planters in the 2025 season, within the Westdale Business Improvement Area (BIA), Hamilton, be funded from the Ward 1 Special Capital Re-Investment Discretionary Fund 3302309100 at an upset limit, including contingency, not to exceed \$5,065; and

- (c) That the General Manager, Public Works or designate 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, related to the Beautification Services in Westdale Business Improvement Area (BIA), Hamilton.

10.3

CITY OF HAMILTON

MOTION

Public Works Committee: February 24, 2025

MOVED BY COUNCILLOR E. PAULS

SECONDED BY COUNCILLOR

Sidewalk Maintenance throughout Ward 7

WHEREAS, the Transportation Division delivers an annual \$1.8 million sidewalk repair program, allocating funds to each ward based on the percentage of deficiencies identified in yearly sidewalk inspections based on condition and asset management principles. These inspections ensure the City complies with the Minimum Maintenance Standards regulations;

WHEREAS, in past years, Councillors have provided additional funding for the program through Area Rating, Minor Maintenance, and the Canada Community Building Fund to support additional repairs in their Wards; and

WHEREAS, Area Rating Reserve #108057 can be used to fund additional sidewalk repairs at various locations throughout Ward 7 helping to preserve the asset and increase pedestrian safety throughout Ward 7.

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Division be authorized and directed to address sidewalk deficiencies in Ward 7 during the 2025 construction season, to be funded from the Ward 7 Capital Re-Investment Reserve #108057 at an upset limit, including contingency, not to exceed \$400,000; and
- (b) That the General Manager of Public Works 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.

10.4

CITY OF HAMILTON

MOTION

Public Works Committee: February 24, 2025

MOVED BY COUNCILLOR C. KROETSCH.....

SECONDED BY COUNCILLOR T. HWANG.....

Sidewalk Maintenance throughout Ward 2

WHEREAS, the Transportation Division delivers an annual \$1.8 million sidewalk repair program, allocating funds to each ward based on the percentage of deficiencies identified in yearly sidewalk inspections based on condition and asset management principles. These inspections ensure the City complies with the Minimum Maintenance Standards regulations;

WHEREAS, in past years, Councillors have provided additional funding for the program through Area Rating, Minor Maintenance, and the Canada Community Building Fund to support additional repairs in their Wards; and

WHEREAS, Area Rating Reserve #108052 can be used to fund additional sidewalk repairs at various locations throughout Ward 2 helping to preserve the asset and increase pedestrian safety throughout Ward 2.

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Division be authorized and directed to address sidewalk deficiencies in Ward 2 during the 2025 construction season, to be funded from the Ward 2 Capital Re-Investment Reserve #108052 at an upset limit, including contingency, not to exceed \$245,000; and
- (b) That the General Manager of Public Works 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.

10.5

CITY OF HAMILTON

MOTION

Public Works Committee: February 24, 2025

MOVED BY COUNCILLOR J. BEATTIE.....

SECONDED BY COUNCILLOR

Creation of a Connection between Hamilton Street Railway (HSR) and Niagara Transit

WHEREAS, the City of Hamilton is committed to enhancing transit services and values the importance of regional transit connections for modern communities;

WHEREAS, the demand for transit is continuing to increase across Ontario, including in Hamilton and the Niagara Region;

WHEREAS, despite borders separating communities, many residents travel between them for a variety of important activities such as medical appointments, employment and social events;

WHEREAS, many bordering municipal transit systems in Ontario have established connections between them; and

WHEREAS, better connectivity by local transit is a factor in federal and provincial investments.

THEREFORE, BE IT RESOLVED:

That Council requests that the City’s Transit Division, known as the Hamilton Street Railway (HSR) and Niagara Transit work to create a connection between the two transit services;

That the Transit Division report back at a future Public Works Committee with respect to future options through its network redesign; and

That a copy of this resolution be sent to the Niagara Transit Board, Niagara Regional Council, Town of Grimsby Council, and Town of Lincoln Council.