



City of Hamilton

PUBLIC WORKS COMMITTEE REVISED

Meeting #: 25-008
Date: July 7, 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

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1. CALL TO ORDER	
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3. APPROVAL OF AGENDA	
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- *b. Correspondence from Sacajawea Non-Profit Housing Inc. respecting Report PW25043, Proposed Permanent Closure and Sale of a Portion of Public Road Allowances Abutting 95 Dundurn Street South, Hamilton (Ward 1) (Item 8.1) 34

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Recycling Service for Non-Eligible Properties Beginning January 1, 2026 (City Wide)

(This Item includes a Presentation)

- a. Correspondence from the BIA Sub-committee respecting Report PW25046, Recycling Service for Non-Eligible Properties Beginning January 1, 2026 (City Wide) (Item 9.4) 83

- *b. Correspondence from Casie FitzGibbon, Ancaster Little Gems Children's Centre respecting Report Report PW25046, Recycling Service for Non-Eligible Properties Beginning January 1, 2026 (City Wide) (Item 9.4) 85

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Metrolinx Transit Initiative Program (City Wide)

- 9.6 Amendments to the Outstanding Business List:

- a. Items Requiring a New Date:

- a. Blue Flag Beach Program (PW23068/BOH22004(b)) (City Wide)

Added: November 13, 2023

Proposed New Due Date: March 2026

- *b. Items Considered Complete and Needing to be Removed:

- *a. Stormwater Gap Evaluation

Added: November 23, 2020

Completed: December 6, 2021 (Report PW21074)

10. MOTIONS

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12. PRIVATE AND CONFIDENTIAL

13. ADJOURNMENT



City of Hamilton Recognized as a Leader in Waste Education

The City of Hamilton was recognized for waste promotion and education at the Municipal Waste Association's spring workshop on May 28, 2025. The Municipal Waste Association promotion and education awards are granted each year to municipalities that display exceptional creativity and ingenuity in educating residents about waste. The City of Hamilton received a gold award for wrapping four glutton sidewalk vacuums to resemble a raccoon, skunk, turtle and blue jay. Educating residents about waste is a key factor in having a successful waste management program in Hamilton, which in turn protects the environment and our community. Congratulations to the Waste Management Team on being recognized for this fun initiative.



PUBLIC WORKS COMMITTEE MINUTES PWC 25-007

1:30 p.m.

June 9, 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, C. Cassar, T. Hwang, T. Jackson (virtually), C. Kroetsch, T. McMeekin, N. Nann (virtually), M. Spadafora, M. Tadeson, A. Wilson (virtually) and M. Wilson

1. CALL TO ORDER

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

2. CEREMONIAL ACTIVITIES

There were no ceremonial activities.

3. APPROVAL OF AGENDA

(Francis/Beattie)

That the agenda for the June 9, 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 May 20, 2025

(Spadafora/McMeekin)

That the minutes of the May 20, 2025, Public Works Committee, be adopted, as presented.

CARRIED

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

6. DELEGATIONS

There were no Delegations.

7. ITEMS FOR INFORMATION**7.1 PW25039**

Process Used to Inform the City's Planning, Execution and Communication of Major Infrastructure Works (Outstanding Business List)

(i) (Hwang/Kroetsch)

That Report PW25039, dated June 9, 2025, respecting the Process Used to Inform the City's Planning, Execution and Communication of Major Infrastructure Works (Outstanding Business List), be received.

(ii) (M. Wilson/Hwang)

That Report PW25039, dated June 9, 2025, respecting the Process Used to Inform the City's Planning, Execution and Communication of Major Infrastructure Works (Outstanding Business List), **be amended**, to read as follows:

(a) That Report PW25039, dated June 9, 2025, respecting Process Used to Inform the City's Planning, Execution and Communication of Major Infrastructure Works (Outstanding Business List), be received; and

(b) *That That staff BE DIRECTED to develop a business-friendly construction policy that will deliver a consistent approach to mitigating potential challenges due to construction and improve how businesses and customers experience City-led construction while ensuring the City of Hamilton continues the necessary investment in infrastructure and amenities for the benefit of Hamiltonians;*

(i) *That this approach will include input from Hamilton's business community and their customers, partners in the construction industry, and City Administration; and*

(ii) *That staff BE DIRECTED to report back to the Public Works Committee with stakeholder feedback in Q1 2026 followed by a draft policy and recommendations in Q2 2026.*

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

Result: MAIN MOTION, *As Amended*, 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 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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

(Hwang/Kroetsch)

That the following Items for Information, be received:

7.1(a) Correspondence respecting Report PW25039, Process Used to Inform the City's Planning, Execution and Communication of Major Infrastructure Works from the Hamilton Chamber of Commerce

**7.2 PW21073(c)
Status of \$32.7M One-time Canada Community-Building Fund Spending**

CARRIED

8. PUBLIC HEARINGS

There were no Public Hearings.

9. ITEMS FOR CONSIDERATION

**9.1 PW25030
Blue Flag Feasibility Audit and Costing (Outstanding Business List)**

(i) (Francis/Spadafora)

That Report PW25030, dated May 20, 2025, respecting Blue Flag Feasibility Audit and Costing, be received, and the following recommendations be approved:

(a) That staff BE DIRECTED to submit a Capital Budget Project Detail Sheet for Option A – Lifesaving Equipment only to the 2026 capital budget for consideration.

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

(ii) (Spadafora/Nann)

That Report PW25030, dated May 20, 2025, respecting Blue Flag Feasibility Audit and Costing BE REFERRED back to staff for further analysis and a more detailed cost estimate aimed at achieving Blue Flag certification, with direction to explore opportunities to reduce the overall capital investment required and quantify the benefit of the investment.

Result: REFERRAL 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 Ninder Nann
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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 PW24058(a)
Canada Public Transit Fund – Capital Plan Application

(M. Wilson/Hwang)

That Report PW24058(a), dated June 9, 2025, respecting Canada Public Transit Fund – Capital Plan Application, be received and the following recommendations approved:

- (a) That the General Manager, Public Works, or their designate, BE DIRECTED and BE APPROVED to submit to Housing, Infrastructure and Communities Canada, on behalf of the City, a 5-year capital plan application for the purchase of replacement vehicles in accordance with the terms and conditions associated with the Canada Public Transit Fund;
- (b) That the Director of Transit, or their designate, BE DIRECTED and BE APPROVED to submit future capital plan amendments that may be required on behalf of the City, to Housing, Infrastructure and Communities Canada, provided that such amendments are acceptable to the General Manager, Public Works or their designate;

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

- (c) That the Mayor and Clerk BE DIRECTED and BE APPROVED to execute on behalf of the City, all necessary agreements and documentation, including Contribution Agreements to receive funding under the Canada Public Transit Fund with content satisfactory to the General Manager, Public Works, or their designate, and in a form satisfactory to the City Solicitor;
- (d) That where required to give effect and authorize the signing of a Contribution Agreement between the City of Hamilton and His Majesty the King as represented by the Minister of Housing, Infrastructure and Communities Canada, to receive funding under Canada Public Transit Fund, Legal staff BE DIRECTED to prepare a By-law in the form satisfactory to the City Solicitor for consideration by Council; and
- (e) That staff BE DIRECTED and BE APPROVED to procure replacement fleet as contained in the 5-year Capital Plan submission of the Canada Public Transit Fund, upon receipt of approval of the Capital Plan submission from the Ministry of Housing, Infrastructure and Communities Canada.

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 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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

9.3 Amendments to the Outstanding Business List:

(McMeekin/Beattie)

That the following Amendment to the Outstanding Business list, be approved:

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

- (i) Process Used to Inform the City's Planning, Execution and Communication of Major Infrastructure Works
 Added: December 2, 2024

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

Addressed as Item 7.1 on today's agenda

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 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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

10. MOTIONS

10.1 Appreciation Designation of Arkell Street, Hamilton, as "Arkells' Alley" (Ward 1)

(M. Wilson/Nann)

WHEREAS, the Hamilton band, the Arkells, were formed on and took their name from Arkell Street in Ward 1;

WHEREAS, the Arkells have been significant champions for the City of Hamilton for over 20-years;

WHEREAS, the Arkells host a regular "Rally in the Alley" in the heart of Hamilton's civic stadium, an event that supports local organizations in Hamilton;

WHEREAS, the Arkells have provided funding directly to projects in areas of the City such as the refurbishment of a City of Hamilton basketball court at Woodlands Park; and

WHEREAS, the Arkells have been honoured for their positive contributions to community and Canada as recognized by Canada's Walk of Fame committee.

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Division be directed to design, fabricate and install commemorative signs to formally dedicate the block of Arkell Street from Newton Street to Paisley Avenue Street, Hamilton, as "Arkells' Alley", to be funded from the Ward 1 Capital Discretionary

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

Account #3302309100 at an upset limit, including contingency, not to exceed \$1,500; 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 to formally dedicate the entire the Arkell Street block, Hamilton, as "Arkells' Alley", 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 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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

10.2 Road Rehabilitation on Cheever Street, Connaught Avenue South, Douglas Avenue, East Avenue North, Keith Street, Niagara Street, St. Matthews Avenue

(Nann/Hwang)

WHEREAS, neighbourhood roads deemed to be in poor condition through the City's asset management program do not have the sufficient corresponding capital funding allocated to address resurfacing in a timely manner and are reliant on Ward-base discretionary funds;

WHEREAS, the following streets in Ward 3 were assessed by Engineering Services in Public Works and classified as very poor, poor, and/or identified by the community and verified by staff as in need of road rehabilitation to extend the life of the roadway and therefore improve service levels and reduce maintenance costs:

VERY POOR

- Connaught Avenue South - Dunsmure Road to Main Street East
- Niagara Street - Munroe Street to Burlington Street
- St. Matthews Avenue - Barton Street East to Birge Street
- Douglas Avenue - Shaw Street to Mars Avenue

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

POOR

- Connaught Avenue South - King Street East to Dunsmure Road
- Cheever Street - Shaw Street to Mars Avenue
- Keith Street - Emerald Street North to Wentworth Street North

COMMUNITY-IDENTIFIED - POOR

- East Avenue North - King Street East to Birge Street

WHEREAS, residents living adjacent to these roadways have advocated for safer streets and the need to address the road surface deficiencies;

WHEREAS, the funding sources of the 2018 Surplus Neighbourhood Road Priorities Account, Canada Community-Building Fund (CCB), Minor Maintenance Fund, and Discretionary Ward 3 Area Rating Fund are available to the Ward 3 City Councillor, with Council approval, to be used for road resurfacing.

THEREFORE, BE IT RESOLVED:

- (a) That Transportation Division be authorized and directed to rehabilitate the road and associated concrete works (as required) on Cheever Street, Connaught Avenue South, Douglas Avenue, East Avenue North, Keith Street, Niagara Street, St. Matthews Avenue;
- (b) That all costs associated with the road resurfacing scope of work, be funded from the Ward 3 - 2018 Surplus for Neighbourhood Roads Account # 4031811803 (\$900,000 including non-recoverable HST) and the Ward 3 Capital Re-Investment Reserve #108053 (\$1,700,000), at an upset limit, including contingency, not to exceed a total of \$2,600,000, with design anticipated to commence this year (2025) and construction to be completed in 2026 for the following roads:
 - (i) Cheever Street - Shaw Street to Mars Avenue;
 - (ii) Connaught Avenue South – Main Street East to King Street East;
 - (iii) Douglas Avenue - Shaw Street to Mars Avenue;
 - (iv) East Avenue North - King Street East to Robert Street;
 - (v) East Avenue North – Barton Street to Birge Street;
 - (vi) Keith Street - Emerald Street North to Wentworth Street North;
 - (vii) Niagara Street - Munroe Street to Burlington Street East;
 - (viii) St. Matthews Avenue - Barton Street East to Birge Street; 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.

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

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 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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

10.3 Road Rehabilitation on Farmer Court, Fonthill Road, Gillard Street, Glebe Court, Glen Arms Street, Glenayr Street, Glenhaven Court, Kordun Street, Lynwood Road, Stanlow Crescent, Hamilton (Ward 14)

(Spadafora/Francis)

WHEREAS, Farmer Court, Fonthill Road, Gillard Street, Glebe Court, Glen Arms Street, Glenayr Street, Glenhaven Court, Greenshire Drive, Kordun Street, Lynwood Road, Stanlow Crescent, all in Ward 14, 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 Farmer Court, Fonthill Road, Gillard Street, Glebe Court, Glen Arms Street, Glenayr Street, Glenhaven Court, Greenshire Drive, Kordun Street, Lynwood Road, Stanlow Crescent;
- (b) That all costs associated with the road resurfacing scope of work, to be completed by Engineering Services, be funded from the Ward 14 Capital Re-Investment Reserve #108064 of \$1,600,000 and Ward 14 Minor Maintenance Account #4031911614 of \$500,000, for an upset limit, including contingency, not to exceed a total of \$2,100,000, with design anticipated to commence this year and construction to be completed in 2026 for the following roads:
 - (i) Farmer Court – North End of Street to Wendover Drive;
 - (ii) Fonthill Road – Wendover Drive to Hadeland Avenue;
 - (iii) Gillard Street – Gardiner Drive to Gemini Drive;
 - (iv) Glebe Court – West End of Street to Gillard Street;
 - (v) Glen Arms Street – Gemini Drive to North End of Street;

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

- (vi) Glenayr Street – Gemini Drive to Greenshire Drive;
 - (vii) Glenhaven Court – South End of Street to Greenshire Drive;
 - (viii) Greenshire Drive – Upper Paradise to Cranbrook Drive;
 - (ix) Kordun Street – Juliebeth Drive to Upper Paradise Road;
 - (x) Lynwood Road – Appleford Road to Wendover Drive; and
 - (xi) Stanlow Crescent – Greenshire Drive to Cranbrook 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 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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

10.4 Portable Toilets to Support Stoney Creek Little League, Various City Parks, Hamilton (Ward 9)

(Beattie/Francis)

WHEREAS, Stoney Creek Little League offers programming at various City Parks ball diamonds;

WHEREAS, not all parks have washroom facilities;

WHEREAS, the following locations programmed by Stoney Creek Little League do not have washroom facilities available: Cherry Heights Park, Albion Estates Park, Ferris Park, Green Acres Park, and Paramount Park;

WHEREAS, Stoney Creek Little League has requested support for the provision of washrooms at the above listed locations; and

WHEREAS, additional funding for the rental and cleaning of accessible portable toilet(s) for the 2025 season though to November 9th, 2025, is required.

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

THEREFORE, BE IT RESOLVED:

- (a) That the provision of accessible portable toilet(s) to support Stoney Creek Little League, to be funded from the Stoney Creek Compensation Royalties #117036 at an upset limit, including contingency, not to exceed \$6,000; 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, related to Portable Toilets to Support Stoney Creek Little League, Various City Parks, 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 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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

Councillor Pauls relinquished the Chair to Councillor Francis in order to introduce the following Motion:

10.5 Inch Park Accessible Portable Toilets, 400 Queensdale Avenue East, Hamilton (Ward 7)

(Pauls/Jackson)

WHEREAS, Inch Park, 400 Queensdale Avenue East, Hamilton, is home to Hamilton Challenger Baseball, an organization that provides sports for players with special needs;

WHEREAS, Hamilton Challenger Baseball consists of more than 190 players and 60 dedicated volunteers, and offers the opportunity for those with developmental and physical disabilities to be empowered and assert their independence through sport;

WHEREAS, Hamilton Challenger Baseball has funded improvements to Inch Park, 400 Queensdale Avenue East, Hamilton, over the years; and

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

WHEREAS, additional funding for the rental and cleaning of accessible portable toilet(s) for the 2025 season is required.

THEREFORE, BE IT RESOLVED:

- (a) That the provision of accessible portable toilet(s) to support the Hamilton Challenger Baseball 2025 season, to be funded from the Ward 7 Capital Discretionary Account (#3302309700), at an upset limit including contingency not to exceed \$2,000, 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, related to Inch Park Accessible Portable Toilets, 400 Queensdale Avenue East, 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 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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

Councillor Pauls assumed the Chair.

10.6 Mount Hope Community Park Portable Toilet, 3027 Homestead Drive, Mount Hope (Ward 11) - REVISED

(Tadeson/Cassar)

WHEREAS, Mount Hope Community Park, 3027 Homestead Drive, Mount Hope, is used by multiple user groups including Ancaster Little League, and Binbrook Bisons Baseball;

WHEREAS, significant improvements have been invested into the baseball diamond at Mount Hope Park to attract and support the active community baseball programs; however there is no access to washrooms onsite for players or spectators;

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

WHEREAS, the Mount Hope Community Park also features a spray pad that attracts visitors from throughout Mount Hope Village and outlying communities who would benefit from washroom facilities; and

WHEREAS, additional funding for the rental and cleaning of accessible portable toilet(s) for the 2025 season through to September 2025, is required.

THEREFORE, BE IT RESOLVED:

- (a) That the provision of a portable toilet to the Mount Hope Community Park for the summer months (May-September) of 2025, to be funded from from the Ward 11 Non-Property Tax Revenue Account #3301609611, at an upset limit including contingency not to exceed \$1,500, and the Ward 12 non-property tax revenue account number #3301609612, at an upset limit including contingency not to exceed \$500, 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 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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

10.7 Henry and Beatrice Warden Park Accessible Portable Toilets, 55 Lake Avenue North, Hamilton (Ward 5)

(Francis/Beattie)

WHEREAS, patrons of Henry and Beatrice Warden Park, 55 Lake Avenue North, Hamilton, have requested accessible portable toilets;

WHEREAS, not all parks have washroom facilities;

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

WHEREAS, the Councillor has requested support for the provision of washrooms at the above listed locations; and

WHEREAS, additional funding for the rental and cleaning of accessible portable toilet(s) for the 2025 season through to November 9th, 2025, is required.

THEREFORE, BE IT RESOLVED:

- (a) That the provision of accessible portable toilet(s), to be funded from the Ward 5 Capital Re-Investment Reserve #108055 at an upset limit, including contingency, not to exceed \$2,000; 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, related to Henry and Beatrice Warden Park, 55 Lake Avenue North, 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 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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

10.8 Installation of Speed Cushions as a Traffic Calming Measure on Montmorency Drive (Ward 5)

(Francis/Spadafora)

WHEREAS, the City of Hamilton has adopted Vision Zero approach which considers human error as part of the roadway safety equation;

WHEREAS, residents on Montmorency Drive in Ward 5 have advocated for the installation of speed cushions to address roadway safety concerns as a result of speeding;

WHEREAS, the Transportation Division has not completed a traffic calming warrant for Montmorency Drive, and the Ward Councillor has opted to

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

bypass this step in the speed cushion process due to the strong advocacy and expressed desires of local residents;

WHEREAS, signatures were collected from residents resulting in support by 27 of 37 (73%) homes on Montmorency Drive for the installation of speed cushions as a traffic calming measure; and

WHEREAS, the Transportation Division conducted a review to select suitable speed cushion locations on Montmorency Drive, which have been reviewed by the Ward office.

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Division be authorized and directed to install 2 speed cushions on Montmorency Drive at approximately 339/340 and 371/372 as a traffic calming measure and as part of Transportation's 2025 speed cushions installation program;
- (b) That all costs associated with the installation of traffic calming measures be funded through the Ward 5 Capital Re-Investment Reserve #108055 at an upset limit, including contingency, not to exceed \$6,000; and
- (c) 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.

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 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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

11. NOTICE OF MOTIONS**11.1 Remembrance Day Crosswalk Design for the Waterdown Royal Canadian Legion Branch 551 (Ward 15)****(i) (McMeekin/Spadafora)**

That the Rules of Order be suspended to allow for the introduction of a Motion respecting Remembrance Day Crosswalk Design for the Waterdown Royal Canadian Legion Branch 551 (Ward 15).

Result: MOTION, CARRIED by a 2/3 majority 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
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Not Present – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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

(ii) (McMeekin/Spadafora)

WHEREAS, Remembrance Day, marks the end of hostilities during the First World War, which ended on the 11th hour of the 11th day of the 11th month in 1918;

WHEREAS, on November 13, 2023, Public Works Committee approved a motion directing the Transportation Division to investigate and prepare a Remembrance Day themed decorative crosswalk on King Street closest to the Stoney Creek Saltfleet Memorial in the name of honoring those who served and continue to serve in the nation's defense;

WHEREAS, the Remembrance Day themed decorative crosswalk in Stoney Creek received positive feedback by many and has since been replicated by other municipalities;

WHEREAS, in 1954, the Waterdown Branch of the Canadian Legion was established and later relocated to its current location at the corner of Hamilton Street North. It was founded in memory of the men and women who gave their lives in the First World War and remains one of

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

many locations throughout the City where Remembrance Day is observed each year on November 11th; and

WHEREAS, the Waterdown Branch of the Canadian Legion has consulted with the Ward Councillor and Transportation on implementing a Remembrance Day themed decorative.

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Division be directed to install Remembrance Day themed decorative crosswalks, as approved by the Hamilton Veterans Committee on Hamilton Street North in the vicinity of the Waterdown Branch of the Canadian Legion for Remembrance Day 2025;
- (b) That the installation of the Remembrance Day themed decorative crosswalk be funded from the Ward 15 Non-Property Tax Revenue Account (3301609615) to an upset limit of \$10,000 including contingency; and
- (c) 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.

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
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 5 Councillor Matt Francis
 Not Present – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 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

Councillor Francis introduced the following Notice of Motion:

11.2 Use of Local Steel for Right of Way Signage Posts

WHEREAS, the City of Hamilton has historically utilized long lasting galvanized steel posts for roadway signage such as parking signs, stop signs and right-of-way signage;

Please refer to the June 18, 2025, Council Minutes for the disposition of these matters.

WHEREAS, during the COVID-19 pandemic, City staff made an internal decision to substitute these steel posts with 4x4 treated wooden posts due to a temporary rise in steel prices;

WHEREAS, the wooden posts being used are significantly less durable, with an estimated lifespan of 5 to 8 years compared to the 20+ years typically offered by galvanized steel posts, resulting in higher long-term maintenance and replacement and staffing costs;

WHEREAS, treated wooden posts are difficult to responsibly dispose of due to the chemical compounds used to elongate their lifespan and ultimately must be landfilled at their end of their service life;

WHEREAS, end-of-life steel posts are highly recyclable, and steel recycling is considered a crucial component of the circular economy; and

WHEREAS, Hamilton has a proud identity as a steel city and has repeatedly emphasized the importance of buying local and supporting local industry, particularly in light of ongoing U.S. tariffs that threaten Canadian steel exports.

THEREFORE, BE IT RESOLVED:

That staff be directed to report back to Public Works Committee with a plan that prioritizes Hamilton steel for roadway signage posts, including cost implications.

12. PRIVATE & CONFIDENTIAL

There were no Private & Confidential Items.

13. ADJOURNMENT

There being no further business, the Public Works Committee adjourned at 2:51 p.m.

Respectfully submitted,

Carrie McIntosh
Legislative Coordinator
Office of the City Clerk

Councillor Esther Pauls,
Chair, Public Works Committee

External Email: Use caution with links and attachments

Submitted on Tue, 06/17/2025 - 11:59

Reference number 72851

Submitted on

Committee Requested

Committee

Public Works Committee

Will you be delegating in-person or virtually?

In-person

Will you be delegating via a pre-recorded video?

No

Requestor Information

Requestor Information

Walter

Clement



Preferred Pronoun

he/him

Reason(s) for delegation request

To speak on behalf of the blind to return the Fare Assist program for CNIB members to travel for free.

Will you be requesting funds from the City?

No

Will you be submitting a formal presentation?

No

Submitted on Thu, 07/03/2025 - 16:18

Reference number 74241

Submitted on

Committee Requested

Committee

Public Works Committee

Will you be delegating in-person or virtually?

In-person

Will you be delegating via a pre-recorded video?

No

Requestor Information

Requestor Information

Joe Salemi

Landscape Ontario

7856 Fifth Line South

Milton, ON. L9T 2X8

jsalemi@landscapeontario.com

905-220-4106

Preferred Pronoun

he/him

Reason(s) for delegation request

Speaking in support of Motion 10.5 to Support the Need for Provincial Action on Salt Pollution from Road Salt

Will you be requesting funds from the City?

No

Will you be submitting a formal presentation?

No

Submitted on Thu, 07/03/2025 - 19:29

Reference number 74261

Submitted on

Committee Requested

Committee

Public Works Committee

Will you be delegating in-person or virtually?

Virtually

Will you be delegating via a pre-recorded video?

No

Requestor Information

Requestor Information

Caroline Hill Smith

Ontario Salt Pollution Coalition



Reason(s) for delegation request

Representing Ontario Salt Pollution Coalition on the municipal Salt resolution before this committee

Will you be requesting funds from the City?

No

Will you be submitting a formal presentation?

No



City of Hamilton Report for Consideration

To: Chair and Members
Public Works Committee

Date: July 7, 2025

Report No: PW25043

Subject/Title: Proposed Permanent Closure and Sale of a Portion of Public Road Allowances Abutting 95 Dundurn Street South, Hamilton

Ward(s) Affected: Ward 1

Recommendations

1. That the joint application of the owner of 95 Dundurn Street South, Hamilton, to permanently close and purchase a portion of the road allowances abutting the southern and western sides of 95 Dundurn Street South, Hamilton ("Subject Lands"), as shown on Appendix "A", attached to Report PW25043, **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, in accordance with the *Municipal Act, 2001*, 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 95 Dundurn Street South, Hamilton, as described in Report PW25043, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;
 - 1.3. The City Solicitor **BE AUTHORIZED** to complete the transfer of the Subject Lands to the owner of 95 Dundurn Street South, Hamilton, pursuant to an Agreement of Purchase and Sale or Offer to Purchase as

Proposed Permanent Closure and Sale of Portion of Public Road Allowances Abutting
95 Dundurn Street South, Hamilton (PW25043) (Ward 1)

Page 2 of 4

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 owner of 95 Dundurn Street South, Hamilton, has made an application to permanently close and purchase a portion of the road allowance abutting the South and West sides of their property.
- The applicant proposes this closure to facilitate land assembly.
- There were no internal objections from any City department, division, or public utility.
- As the applicant is the only abutting landowner, there was no external circulation.
- Staff are supportive of the closure and sale of the Subject Lands to the owner of 95 Dundurn Street South, Hamilton.

Financial Considerations

Financial: The applicant has paid the 2025 Council approved user fee of \$5,460.55. The Subject Lands will be sold to the owner of 95 Dundurn Street South, Hamilton, 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.

Proposed Permanent Closure and Sale of Portion of Public Road Allowances Abutting
95 Dundurn Street South, Hamilton (PW25043) (Ward 1)

Page 3 of 4

- 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 proper 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 owner of 95 Dundurn Street South, Hamilton, pursuant to an agreement negotiated by the Corporate Real Estate Office of the Planning and Economic Development Department.

Background

The Subject Lands, being Parcel A on Appendix “A” and “B” to Report PW25043, represents a widening of Jackson Street to facilitate a future 9-metre radius turning circle and was dedicated as a public highway By-Law 24-006 registered as Instrument WE1721310 dated January 31, 2024.

The Subject Lands being Parcel B on Appendix “A” and “B” to Report PW25043 was land acquired as a road widening in 1911 along Dundurn Street South to facilitate slope stabilization to allow grade changes for the construction of a bridge over the railway line known as the Hamilton-Toronto line.

On March 19, 2025, staff received an application from the owner of 95 Dundurn Street South, Hamilton, to close and purchase the Subject Lands to support land assembly required for a proposed development. The site plan application for the proposed development is being processed under the All4One pilot which is a cross-departmental City initiative to shorten the overall timeline of the Site Plan process for non-profit development projects.

Analysis

As there were no internal objections received from any City department, division, or public utility, and as the applicant is the only abutting landowner, staff are in support of the closure and sale of the Subject Lands to the owner of 95 Dundurn Street South, Hamilton, as shown on Appendix "A", attached to Report PW25043.

Alternatives

N/A

Relationship to Council Strategic Priorities

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

Previous Reports Submitted

N/A

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

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

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

As the applicant is the only abutting landowner, there was no external circulation.

Appendices and Schedules Attached

Appendix A: Aerial Drawing

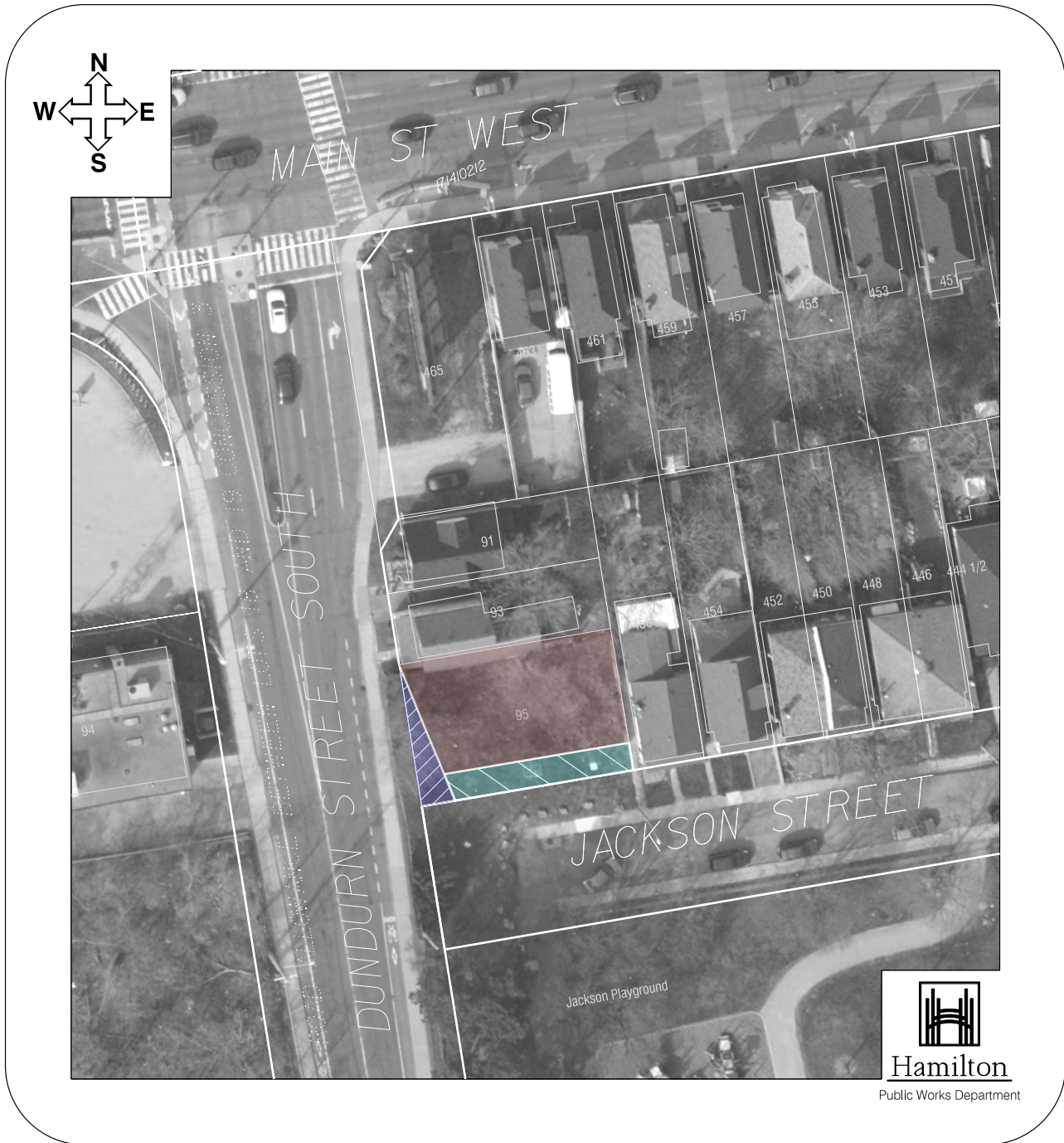
Appendix B: Location Plan

Prepared by:

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

Submitted and recommended by:

Brian Hollingworth, Acting Director, Engineering Services
Public Works, Engineering Services



AERIAL DRAWING

PROPOSED CLOSURE OF
PORTION OF ROAD ALLOWANCES
ABUTTING

**95 Dundurn Street South,
Hamilton**

CITY OF HAMILTON
PUBLIC WORKS | ENGINEERING SERVICES

LEGEND

Parcel A



Parcel B

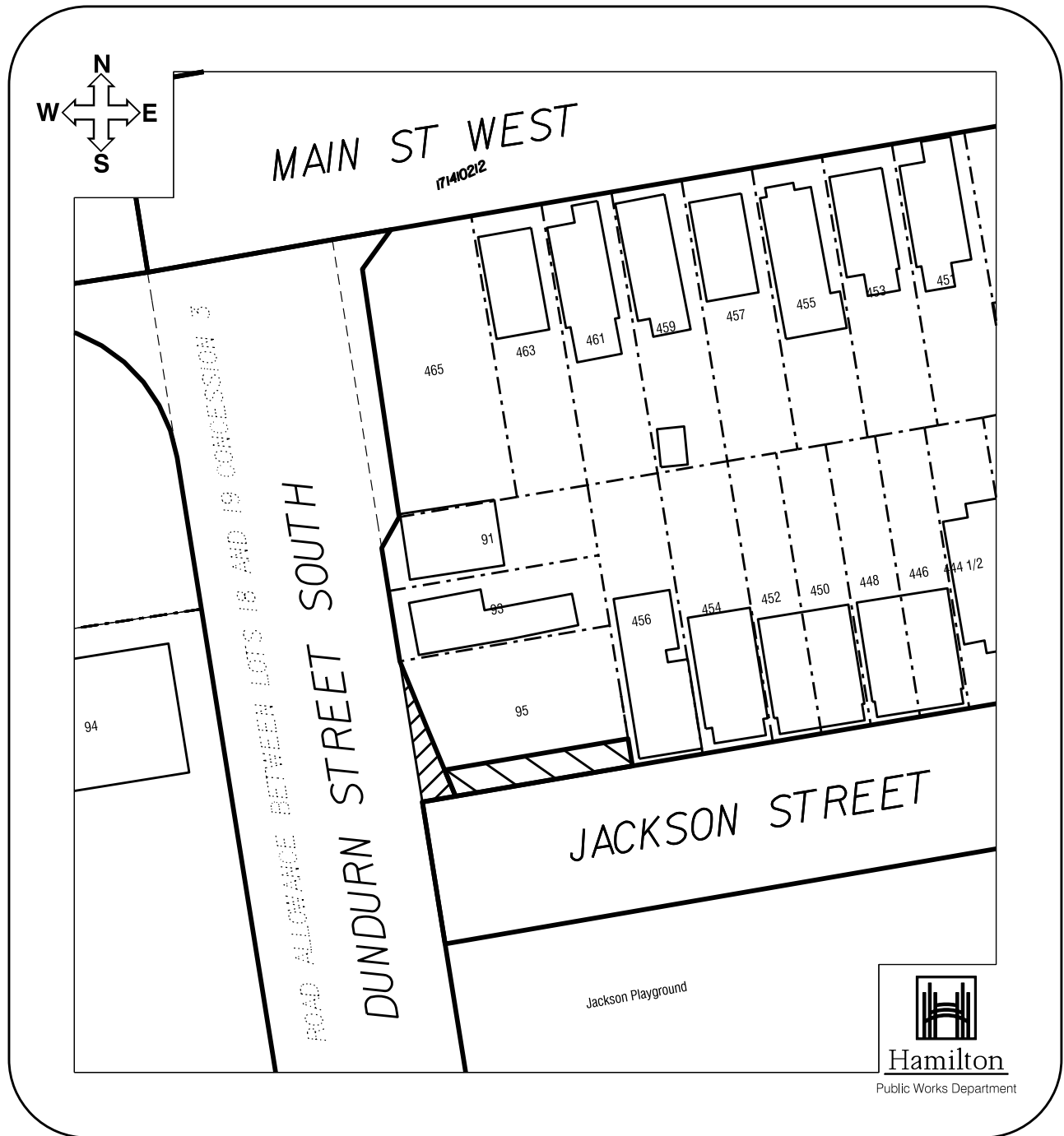
**SUBJECT LANDS
TO BE CLOSED**

DATE: 03/24/2025

Not to Scale

Sketch By: LLF

REFERENCE FILE NO: PW25___



LOCATION PLAN

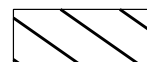
PROPOSED CLOSURE OF
PORTION OF ROAD ALLOWANCES
ABUTTING

**95 Dundurn Street South,
Hamilton**

CITY OF HAMILTON
PUBLIC WORKS | ENGINEERING SERVICES

LEGEND

Parcel A



Parcel B

**SUBJECT LANDS
TO BE CLOSED**

DATE: 03/24/2025

Not to Scale

Sketch By: LLF

REFERENCE FILE NO: PW25__

Dear Members of the Public Works Committee,

I am writing to express my strong support for the proposed by-law to permanently close the portion of road allowance abutting 95 Dundurn Street South. This action is a critical step in enabling the Dundurn Indigenous Student Housing project, a visionary development that stands to benefit Hamilton in numerous ways.

Project benefits and community impact:

- **Addressing Indigenous student housing needs:** The project will provide at least 30 accessible beds in various unit formats, supporting Indigenous learners pursuing post-secondary education at Mohawk College and McMaster University
- **Accessibility and inclusivity:** The design includes barrier-free units and shared spaces—such as an amenity rooftop terrace overlooking Jackson Park—to foster social engagement and intergenerational connection
- **Community-building and partnerships:** Developed by Invizij in collaboration with Indigenous engagement specialists like SpruceLab Inc, the project has been shaped by input from students, Indigenous support staff, and local residents
- **Strategic location advantages:** The site was chosen for its convenient transit access and proximity to amenities like grocery stores, easing day-to-day life for student residents

Why closing the road allowance matters

- It creates the necessary contiguous land parcel, eliminating a public road barrier to construction of safe, accessible housing.
- The closure aligns with the City's procedure for facilitating community-oriented land use changes

Conclusion

By approving this by-law, the Committee will help realize a forward-thinking housing initiative that uplifts Indigenous students, strengthens community ties, and advances Hamilton's long-term goals of equitable and inclusive urban development. I respectfully urge and fully support Council's decision to permanently close this portion of the road allowance.

Thank you for considering my comments. I am happy to provide further input and look forward to this project's success.

Sincerely,
Peter Vander Klippe

Confidential contact details for City record keeping only:





July 2, 2025

Dear Councillor Wilson:

Thank you for supporting Sacajawea's efforts to develop new affordable housing options for Indigenous households in Hamilton, specifically in Ward 1. We are pleased to be working with the City of Hamilton in a co-operative and productive way, and appreciate the efforts of everyone involved throughout the development since we purchased the former City property at 95 Dundurn St. South in January 2024.

When the property was listed for sale, Part 2 was excluded. We expressed to Staff that we would appreciate if it was part of the sale, as it would benefit our development. Staff indicated it was likely needed for a future street widening, so was not available at that time. Regardless, we agreed to pay the listed price for the vacant parcel, maximizing the municipal financial benefits.

We have since worked closely with Staff through the pilot All4One site plan process which has proven very effective in streamlining City reviews and approvals. It was during an All4One meeting that we identified that the Part 2 parcel would indeed optimize Sacajawea's project, enabling it to effectively meet the outcome goals of each department without undue costs or extreme complexity. It was subsequently confirmed through the surplus property processes that the remnant parcels would indeed *not* be needed for municipal purposes.

As Council reviews our request to purchase the two small parcels from the City, we ask that these be transferred at a nominal cost. These remnants have no economic value to any other developments, nor utility to the City. A nominal fee would also be considered a municipal co-investment, bolstering Sacajawea's applications to CMHC. Ultimately, Sacajawea and the City of Hamilton have shared goals of developing affordable housing while practicing reconciliation with Indigenous communities. Having paid full value for the original parcel, adding these remnants at a nominal cost would continue to facilitate those goals in practical ways.

Thank you for considering this request.
Sincerely,

A handwritten signature in black ink, appearing to read "Miranda Rappazzo". The signature is fluid and cursive, with a large initial "M" and a long, sweeping tail.

Miranda Rappazzo
Executive Director



City of Hamilton Report for Consideration

To: Chair and Members
Public Works Committee

Date: July 7, 2025

Report No: PW25042

Subject/Title: Wentworth Street North 30 km/h Speed Limit
Reduction Pilot

Ward(s) Affected: Ward 3

Recommendations

- 1) That the reduced speed limit of 30 km/h on Wentworth Street North, between Bristol Street and Cannon Street East, **BE APPROVED** to remain in place to allow for the collection of additional speed and collision data;
- 2) That the Transportation Division **BE DIRECTED** to explore opportunities to implement additional speed management measures based on findings from the Transportation Association of Canada arterial and collector road speed limit project; and,
- 3) That the Transportation Division **BE DIRECTED** to report back to the Public Works Committee at a future meeting on the results of the implementation of additional measures on Wentworth Street North, between Bristol Street and Cannon Street East, in Q4 of 2026.

Key Facts

- After a serious pedestrian collision in 2022, the Public Works Committee directed that the speed limit on Wentworth Street North be reduced to 30 km/h as a pilot project.
- The speed limit on Wentworth Street North was lowered from 50 km/h to 30 km/h, accompanied by complementary physical changes to the road configuration.
- Operating speeds remained unchanged during the pilot period after speed limit reductions and configuration changes to the roadway were implemented.

- The pilot highlighted the difficulty of reducing vehicle speeds on arterial roads, a challenge faced in all jurisdictions.
- The Transportation Division is participating in a national arterial and collector road speed management project with the Transportation Association of Canada and will update the City's speed limit policy based on the project's findings.

Financial Considerations

There are no financial implications regarding the recommendations in this report.

Background

On June 17, 2022 at 8:33 pm, a pedestrian on Wentworth Street North close to Cathy Wever Elementary School (160 Wentworth Street North) was struck by a driver and sustained serious injuries. Stemming from this incident, on July 6, 2022 Public Works Committee provided the following direction:

- That Transportation Operations and Maintenance Staff to review Wentworth Street North between Bristol Street and Cannon Street East to determine and undertake reasonable safety enhancements with an emphasis on pedestrian and school safety, including consideration for a speed limit reduction to 30 km/h within the School Zone.

Subsequently the Transportation Division completed a review and implemented several safety enhancements including expanding the limits of the existing school zone, introducing full-time protected parking, and other measures. Based on discussions with the Ward 3 Councillor, further direction was provided via a motion on August 18, 2023, as follows:

- That the Transportation Division continues with and completes the implementation of the identified safety enhancements on Wentworth Street North between Bristol Street and Cannon Street East based on the completed review.
- That the Transportation Division undertake a speed limit pilot on Wentworth Street North between Bristol Street and Cannon Street East by reducing the speed limit to 30 km/h and report back to Public Works Committee on the results of the pilot, including an assessment of considering similar pilots and/or permanent speed limit reductions on arterial roadways City-wide.
- The Transportation Division coordinates the speed limit reduction with Hamilton Police Service's Traffic Enforcement Unit for consideration of increased enforcement during the pilot period.
- That the speed limit pilot be effective as soon as convenient and conclude no later than Q3 of 2024.
- That Schedule 2 of Traffic By-law No. 01-215 be amended to be reflective of the 30 km/h speed limit reduction on Wentworth Street North between Bristol Street and Cannon Street East to enable to speed limit pilot.

Analysis

Wentworth Street North between Bristol Street East and Cannon Street East is a minor arterial roadway. At the time of the June 17, 2023 collision, it operated with two southbound vehicle lanes and one northbound vehicle lane. Parking was permitted in the southbound curb lane with time-of-day restrictions. The posted speed limit was 50 km/h, with a flashing 40 km/h speed limit in the school zone for Cathy Weaver Elementary School, operating in the morning (7:35 a.m. to 8:55 a.m.), lunch (11:00 a.m. to 12:05 p.m.), and afternoon (2:20 p.m. to 3:05 p.m.).

A five-year collision review (2018–2022) was conducted for Wentworth Street North between Bristol Street East and Cannon Street East. During this period, there were seven collisions, including two involving pedestrians. Both pedestrian-involved collisions occurred in the evening, outside school hours. Hamilton Police Services classified them as ‘crossing without right-of-way’ and ‘crossing – no traffic control.’ These classifications indicate that, under the Ontario Highway Traffic Act, R.S.O. 1990, c. H.8, the pedestrians did not have the legal right-of-way. Of the five non-pedestrian collisions, four were classified as minor non-reportable, and one as property damage only.

The City’s Policy for Setting Speed Limits on City of Hamilton Roadways, approved by Council in 2009, is attached to Report PW25042 as Appendix “A” for reference. The policy follows the most recent Transportation Association of Canada Canadian Guideline for Establishing Posted Speed Limits and includes a secondary policy for speed limits in school zones. This guideline provides road authorities with a standardized method to determine appropriate speed limits using a risk-based assessment that considers engineering factors related to roadway geometrics, traffic characteristics, and operations. Most jurisdictions in Canada use this guideline to determine speed limits. Before the speed limit reduction on Wentworth Street North between Barton Street East and Cannon Street East from 50 km/h to 30 km/h, the posted speed limit complied with the City’s speed-setting policy.

In 2023 and 2024, the Transportation Division implemented operational and physical safety enhancements that altered the roadway’s configuration and operation.

In October 2023, Council approved an amendment to Traffic By-Law No. 01-215 to reduce the speed limit on Wentworth Street North between Cannon Street East and Barton Street East from 50 km/h to 30 km/h. Additionally, the north-south segments between Wilson Street and Cannon Street East and between Barton Street East and 150 meters north of Barton Street East were reduced to 40 km/h. These changes were implemented following the by-law’s approval through the installation of regulatory signage. The existing school zone flashing equipment remains in use and continues to activate as previously scheduled to emphasize the 30 km/h speed limit.

The roadway operated at the 30 km/h reduced speed limit for a period, and in September 2024 additional measures were implemented afterwards. The implemented measures are summarized as follows:

- Road diet: The roadway was converted from two southbound vehicle lanes and one northbound vehicle lane to one southbound and one northbound vehicle lane.
- Lane width reductions: Vehicle lanes were narrowed to a maximum of 3.3 metres in compliance with the Complete Streets Design Manual.
- Repurposed road width: A parking lay-by was introduced in front of Cathy Weaver Elementary School.
- Intersection modifications: Operations at Barton Street East and Wentworth Street North were adjusted to complement the roadway configuration changes, including the addition of an exclusive northbound left-turn lane and a combined through/right lane.
- Advisory signage: Signage was installed to inform road users of the changes.

Bump-outs or narrowings were considered at each end of the 30 km/h road segment, but were impractical since the lane widths would be overly restrictive for transit operations, winter maintenance, and residents safely backing vehicles out of driveways. A drawing showing the safety-based measures is attached as Appendix “B” to Report PW25042 for reference. The drawing also includes an intersection pedestrian signal that was installed in 2022.

As noted, Wentworth Street North is designated as an arterial roadway in the most current version of the City’s Transportation Master Plan. The primary function of an arterial road, whether minor or major, is to efficiently move all modes of travel, thereby helping to reduce traffic volumes and speeds on lower classification streets. As such, traffic calming measures that may be appropriate on non-arterial roadways are not necessarily suitable for arterial roads, for example, speed cushions.

The Transportation Division reviewed existing collision and speed data and collected new data as part of the speed limit reduction pilot review. A detailed summary of the speed data is included in Appendix “C” to Report PW25042.

Three sets of speed data were assessed:

- a) vehicle speeds prior to any changes on Wentworth Street North (baseline data)
- b) vehicle speeds after the speed limit was reduced to 30 km/h
- c) vehicle speeds after both the speed limit was reduced to 30 km/h and the implementation of physical changes.

The following is a summary of the recorded vehicle speeds for each phase of the pilot project:

Phase:	Posted Speed Limit:	85 th Percentile Speed:	Difference from Posted Speed Limit:	Average Speed:	Difference from Posted Speed Limit:
A	50 km/h	52.5 km/h*	+2.5 km/h	44 km/h*	-6 km/h
B	30 km/h	51.5 km/h*	+21.5 km/h	44 km/h*	+14 km/h
C	30 km/h	51.5 km/h*	+21.5 km/h	44 km/h*	+14 km/h

* - 85th percentile and average speeds are an averaged of northbound and southbound.

During the pilot project, collision data collected between November 2023 and December 2024 recorded two collisions within the road segment. Neither collision involved pedestrians or cyclists, and no injuries were reported.

The results of the Wentworth Street North 30 km/h speed limit reduction pilot highlight the complexity of influencing driver behaviour related to vehicle operating speeds. Despite reducing the posted speed limit and implementing physical roadway changes, operating speeds remained unchanged. Managing vehicle operating speeds is a challenge for jurisdictions across Canada. In recognition of this, the Transportation Association of Canada has initiated a project to address the design and operation of arterial and collector roads with low to moderate speed limits (30 to 50 km/h). This initiative aims to provide practitioners with guidance to minimize the risk of serious injuries and enhance community liveability. Transportation Division staff are actively participating as members of the project's multi-jurisdictional review team. The project will equip municipalities with additional tools to help manage vehicle operating speeds on arterial and collector roadways and is expected to be completed towards late Q3 2025.

An update to the City's Speed Limit Policy is scheduled for consideration in approximately Q4 2025. At that time, policy enhancements will be recommended, incorporating the latest industry best practices, including the findings from the Transportation Association of Canada's project.

Alternatives

There are no identified alternatives related to the recommendations in this report.

Relationship to Council Strategic Priorities

The recommendations in this report are in direct alignment with Council Priority 2: Safe & Thriving Neighbourhoods, Outcome 2: Make sure people can safely and efficiently move around by foot, bike, transit or car. Speed management of road users is an important aspect of the safe systems approach to roadway safety and piloting and evaluating the effectiveness of measures aid in meeting the goals and objectives of the City's Vision Zero (2019-2025) Action Plan.

Previous Reports Submitted

There are no previous reports associated with the content of this report.

Consultation

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

- Steve Molloy Acting Director, Transportation Planning and Parking Division
- Hannah Carter, Staff Sergeant Traffic Safety Branch, Hamilton Police Services

- Hamilton Strategic Road Safety Committee
- Transportation Association of Canada

Appendices and Schedules Attached

Appendix A: Policy for Setting Speed Limits on City of Hamilton Roadways

Appendix B: Wentworth Street North Safety-based Measures Diagram

Appendix C: Wentworth Street North Speed Data Summary

Prepared by: Mike Field, Manager
Public Works, Transportation/Transportation Operations

**Submitted and
recommended by:** Carolyn Ryall, Director
Public Works, Transportation

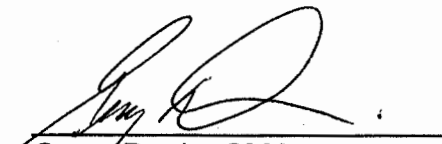
**CITY WIDE
IMPLICATIONS****CITY OF HAMILTON****PUBLIC WORKS DEPARTMENT
Operations & Maintenance Division**

Report to: Chair and Members Public Works Committee	Submitted by: Gerry Davis, CMA General Manager Public Works Department
Date: September 1, 2009	Prepared by: S. Russell Extension 5660

**SUBJECT: Policy for Setting Speed Limits on City of Hamilton Roadways
(PW09075) - (City Wide)
Public Works Committee Outstanding Business List**

RECOMMENDATION:

- (a) That the Transportation Association of Canada (TAC) "Canadian Guidelines for Establishing Posted Speed Limits" be adopted as the policy for determining posted speed limits on City of Hamilton roadways;
- (b) That Appendix "A" to Report PW09075 be adopted as the "Policy for Setting Speed Limits in School Areas on City of Hamilton Roadways";
- (c) That the "Policy for Setting Speed Limits on City of Hamilton Roadways" dated October, 2001, be rescinded;
- (d) That speed limits on rural roads be set based on the individual characteristics of each roadway in accordance with the TAC guidelines;
- (e) That the Outstanding Business item referring to speeding on Hamilton Roadways (recommendations from Agricultural and Rural Affairs Advisory Committee) be removed from the Public Works Committee Outstanding Business List.



Gerry Davis, CMA
General Manager
Public Works Department

EXECUTIVE SUMMARY:

The City of Hamilton currently utilizes the Council-approved policy entitled "Setting Speed Limits on City of Hamilton Roadways". This policy was approved for use in 2002 and has been the basic decision-making tool since. The purpose of this report is to

**SUBJECT: Policy for Setting Speed Limits on City of Hamilton Roadways
(PW09075) - (City Wide) - Page 2 of 8**

request approval to replace the existing speed limit policy with the new guideline for setting speed limits developed by the Transportation Association of Canada (TAC).

City staff was involved in the TAC project to develop the speed limit setting guidelines and as part of that involvement did considerable testing of the proposed methods on roadways throughout the Hamilton area. While the current policy has served the City well, the technical basis of the TAC procedure and the results obtained suggest it would be preferable to convert to the TAC guidelines as the formal City standard, and this is recommended. The TAC guidelines do not cover the setting of posted speed limits in school zones. Therefore, a separate policy has been created in order to retain this section of existing policy for setting speed limits in school zones. This separate policy has been included in this report as Appendix "A" School Zone Speed Limits.

The Agriculture and Rural Affairs Advisory Committee requested a report from staff regarding "the feasibility of standardizing the speed limits on all rural roadways to 60 km/h unless otherwise posted." Speed limits need to be set on an individual basis based on the physical characteristic of the roadway and the surroundings. Properly set speed limits are the ones with the highest likelihood of compliance, require the least amount of police enforcement and gain the highest level of respect for speed limits in general, leading to increased road user safety. Therefore, staff recommends that speed limits on rural roadways continue to be individually analyzed and set as opposed to choosing a blanket 60 km/h limit for all rural roadways.

BACKGROUND:

The information/recommendations contained in this report have City-wide implications.

The City of Hamilton utilizes an existing council-approved policy for "Setting Speed Limits on City of Hamilton Roadways". This policy was developed by a local consulting firm shortly after amalgamation in response to concerns regarding speed limits on rural roads, neighbourhood streets and school zones.

In 2008, the Transportation Association of Canada (TAC) commissioned the development of posted speed limit guidelines to provide guidance and to enhance consistency in the evaluation of posted speed limits. The development of this undertaking involved participation from a wide range of municipal and provincial road agencies. The City of Hamilton was one of the project steering committee members with Traffic Engineering and Operations staff sitting on the committee.

Staff has been active in commenting on the development of this guideline and has done considerable testing of the procedures on roadways throughout the Hamilton area. The Canadian Guidelines for Establishing Posted Speed Limits has recently been completed and has been given final approval by TAC.

The existing policy for "Setting Speed Limits on City of Hamilton Roadways" contains a section for setting speed limits on roadways in school zones. The characteristics of these zones are site specific and are not covered in the TAC guidelines. Therefore, a separate policy has been created in order to retain this section of existing policy for setting speed limits in school zones. This separate policy has been included in this report as Appendix "A" School Zone Speed Limits.

In October 2008, the Agriculture and Rural Affairs Committee requested a report from staff regarding "the feasibility of standardizing the speed limits on all rural roadways to

**SUBJECT: Policy for Setting Speed Limits on City of Hamilton Roadways
(PW09075) - (City Wide) - Page 3 of 8**

60 km/h unless otherwise posted." Staff advised that the TAC project would be completed in 2009, at which time, we would report back on the matter.

ANALYSIS/RATIONALE:

Properly set speed limits promote consistency in the signing of speed limits and thus attempts to maximize the safety of the road network. Road safety may be enhanced through credible posted speed limits that match the expectation of the driver for a given roadway and its surrounding area. Motorists drive at a speed which they find comfortable based on visual cues and their surroundings and not from the speed limit signs.

The TAC guidelines have been developed following a rigorous methodology and substantial testing. The TAC guidelines provide an evaluation tool to assess appropriate posted speed limits based primarily on the classification, function and physical characteristics of a roadway. The automated spreadsheet used for establishing posted speed limits is shown in Appendix "B".

The existing city policy for setting speed limits considers only 6 risk factors. The TAC guideline first identifies certain elements of the roadway and then considers 11 risk factors to determine the appropriate speed limit for the subject roadway.

Existing Policy

Risk Factors

- Width of pavement
- Visibility
- Length of section
- Daily traffic volume
- Number of accesses
- Pedestrian traffic

TAC Guideline Analysis

Elements of roadway

- Road classification
- Rural/urban
- Divided/undivided
- Number of lanes
- Design speed
- 85th percentile speed

Risk Factors

- horizontal geometry
- vertical geometry
- lane width
- roadside hazards
- pedestrian exposure
- cyclist exposure
- pavement surface
- number of intersections
- number of driveway
- interchanges
- on-street parking

The TAC guideline provides a more in depth review of the roadway and allows a more precisely tailored speed limit to be set. Staff recommends that the TAC Canadian Guidelines for Establishing Posted Speed Limits replace the current policy for setting posted speed limits on City of Hamilton roadways.

**SUBJECT: Policy for Setting Speed Limits on City of Hamilton Roadways
(PW09075) - (City Wide) - Page 4 of 8**

The guidelines developed in the TAC policy do not cover setting the speed limit in school areas. Therefore, a separate policy has been created in order maintain the provision for reducing speed limits in school areas.

School areas are roadways that border on school properties. In accordance with the section concerning school areas of the existing policy, a part-time reduced speed limit can be implemented on arterial roadways along the school frontage zone. Schools located on local roadways may qualify for a full-time speed limit of 40 km/h.

The ideal speed limit would be self enforcing. In most cases, the majority of drivers do find the optimum travel speed, and it is inappropriate to set a posted speed limit that is inconsistent with driver's perceptions, and rely on police enforcement to try to reduce operating speeds. If the majority of speed limits make sense to the drivers, there is a better chance of getting drivers to react to lower speed limits where there truly are issues of safety requiring lower travel speed. Thus, it is important not to set speed limits below what the typical driver considers realistic, unless there is a clear, proven, site-specific reason to do so. Properly set speed limits will result in a higher rate of compliance, leading to the lowest demand for police enforcement or other types of speed limit compliance efforts such as traffic calming. As noted in the TAC procedures, even roads which appear similar, can have differences which affect their operation to the extent that different speed limits are appropriate. Therefore, staff recommends that speed limits on rural roadways continue to be individually analyzed and set utilizing the TAC guidelines as opposed to choosing an arbitrary 60 km/h limit for all rural roadways.

ALTERNATIVES FOR CONSIDERATION:

The alternative to switching to the new policy would be to continue utilizing the existing policy for "Setting Speed Limits on City of Hamilton Roadways" but this is not recommended as the research and analysis that went into the development of the TAC guidelines was extensive and thorough.

The alternative to setting speed limits on rural roads would be to follow the request of the Agricultural and Rural Affairs Committee to use 60 km/h everywhere, but this would result in speed limits which would, in many cases, not be tailored to the road conditions and environment and would result in poorer compliance overall. This alternative is not recommended.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

No changes are required to implement the new policy.

POLICIES AFFECTING PROPOSAL:

This initiative is consistent with Focus Area 7 - Healthy Communities, of the City Strategic Plan, in that it aims to maximize road safety through a rational approach to setting speed limits.

"*Innovate Now*", identifies Public Works' vision "to be recognized as the centre of environmental and innovative excellence in Canada". This proposal is consistent with "Communities" vision driver as well as one of its top priorities to be a leader in the "greening" and stewardship of the City.

**SUBJECT: Policy for Setting Speed Limits on City of Hamilton Roadways
(PW09075) - (City Wide) - Page 5 of 8**

This project is also consistent with the goals of the Hamilton Strategic Road Safety Program. This program attempts to make roadways safer by setting speed limits that motorists will respect.

RELEVANT CONSULTATION:

The Canadian Guidelines for Establishing Posted Speed Limits has been reviewed and supported by many municipal and provincial road agencies across Canada.

The Hamilton Police Service has reviewed the proposed policy and agrees completely with the concept of setting speed limits based on good engineering principles. The Service does not support artificially low speed limits due to the impact on fair and appropriate enforcement.

- The police have limited resources to apply to speed limit enforcement. While the police do conduct proactive enforcement, much of the enforcement effort is in response to public complaint.
- Police enforcement can generally address only the worst of the drivers even if a significant number are exceeding the speed limit.
- The police prefer a properly set speed limit based on good engineering principles. A well-set speed limit will find a limited number of drivers exceeding the speed limit and does not make violators out of the majority of motorists who are driving with reasonable care and attention.
- It is recognized that a small tolerance between the posted speed limit and the speed at which violation notices are issued must be allowed in order to account for issues such as speedometer error and driver inattention; as well, the courts have a similar expectation.
- The police strongly support speed limit measures around schools and already spend a considerable amount of time undertaking that type of enforcement.

CITY STRATEGIC COMMITMENT:

By evaluating the "Triple Bottom Line", (community, environment, and economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. ☒ Yes ☐ No

Public services and programs are delivered in an equitable manner, coordinated, efficient, effective and easily accessible to all citizens.

Environmental Well-Being is enhanced. ☒ Yes ☐ No

Human health and safety are protected.

Consumption of all natural resources is reduced.

Consumption of energy is reduced; alternative energy and co-generation are supported.

A sustainable transportation network provides many options for people and goods movement; vehicle-dependency is reduced.

Economic Well-Being is enhanced. ☒ Yes ☐ No

Reducing the severity of motor vehicle collisions saves real and societal costs

Does the option you are recommending create value across all three bottom lines?

☒ Yes ☐ No

Do the options you are recommending make Hamilton a City of choice for high performance public servants?

☐ Yes ☒ No

**SUBJECT: Policy for Setting Speed Limits on City of Hamilton Roadways
(PW09075) - (City Wide) - Page 6 of 8**

Appendix "A" to Report PW09075

School Zone Speed Limits Policy

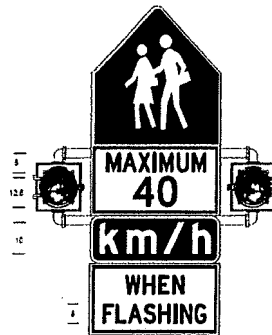
Roadways that have contiguous school property will be considered for a reduced speed limit.

The decision to lower speed limits adjacent to schools will be based on factors such as the presence or absence of sidewalks, the volume and speed of vehicular traffic on the road adjacent to the school, the number of students who walk using the subject roadway, the presence of fencing at the school property and the difficulty of school buses and passenger vehicles to access the school property.

Speed limits may be reduced to a maximum 40 km/h provided that the reduction does not exceed a 10 km/h difference between existing speed limit and the reduced school zone speed limit.

Arterial Roadways - Arterial roadways and roadways with traffic volumes over 3000 vehicles per day will be considered for part-time reduced speed limits. Arterial roads that abut a school will be considered for a part-time reduced speed zone. The lower speed limit will be applicable to the section of road that is contiguous to the school and for 150metres along the road on either side of the school property. The limits of lower speed limit may be extended if it results in an adjacent speed limit that is too short to adequately enforce.

The part-time reduced speed limit will be in effect during the times of the day when students are walking to and from school, as prescribed by municipal by-law. The part-time speed limit will be displayed through the signing arrangement show in Figure 1.



Arterial roads have a primary purpose of moving traffic. Lower speed limits are generally contrary to this explicit purpose. However, recognizing the need to provide for the safety of school-aged pedestrians en route to school, it may be appropriate to slow the maximum permissible speed of motor vehicle traffic. The time-limited speed limit strikes a balance between the safety of school children and the need to ensure mobility through the City.

**SUBJECT: Policy for Setting Speed Limits on City of Hamilton Roadways
(PW09075) - (City Wide) - Page 7 of 8**


Local Roadways - The speed limit on local roads that are contiguous to schools may be reduced to 40 km/h at all times of the day, where appropriate. The full-time 40 km/h speed limit will extend for a minimum of 150 metres along the road on either side of the school, and may be extended if this results in an adjacent speed limit that is too short to adequately enforce.

Speeds on local streets are typically low, and there is no undue hardship imposed by a full-time 40 km/h speed limit. The 40km/h speed limit highlights the presence of the school and the school children, and therefore increases their safety.

SUBJECT: Policy for Setting Speed Limits on City of Hamilton Roadways
(PW09075) - (City Wide) - Page 8 of 8

Appendix "B" to Report PW09075

Calculation Sheet for Determining Posted Speed Limit from Transportation
Association of Canada - Canadian Guidelines for Establishing Posted Speed
Limits



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:			
Segment Evaluated:		to	
Geographic Region:			
Road Agency:			
Road Classification:		Length of Corridor:	
Urban / Rural:		Design Speed: (Required for Freeway, Expressway, Highway)	
Divided / Undivided:		Current Posted Speed: (For information only)	
Major / Minor:		Prevailing Speed: (85th Percentile - for information only)	
# Through Lanes		Policy:	
Per Direction:		(Maximum Posted Speed)	

	RISK	Score
A1	GEOMETRY (Horizontal)	
A2	GEOMETRY (Vertical)	
A3	AVERAGE LANE WIDTH	
B	ROADSIDE HAZARDS	
C1	PEDESTRIAN EXPOSURE	
C2	CYCLIST EXPOSURE	
D	PAVEMENT SURFACE	
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences
	STOP controlled intersection	
	Signalized intersection	
	Roundabout or traffic circle	
	Crosswalk	
	Active, at-grade railroad crossing	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences
	Left turn movements permitted	
	Right-in / Right-out only	
E3	NUMBER OF INTERCHANGES	Number of Occurrences
	Number of Interchanges along corridor	
F	ON-STREET PARKING	

Total Risk Score:

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

As determined by policy

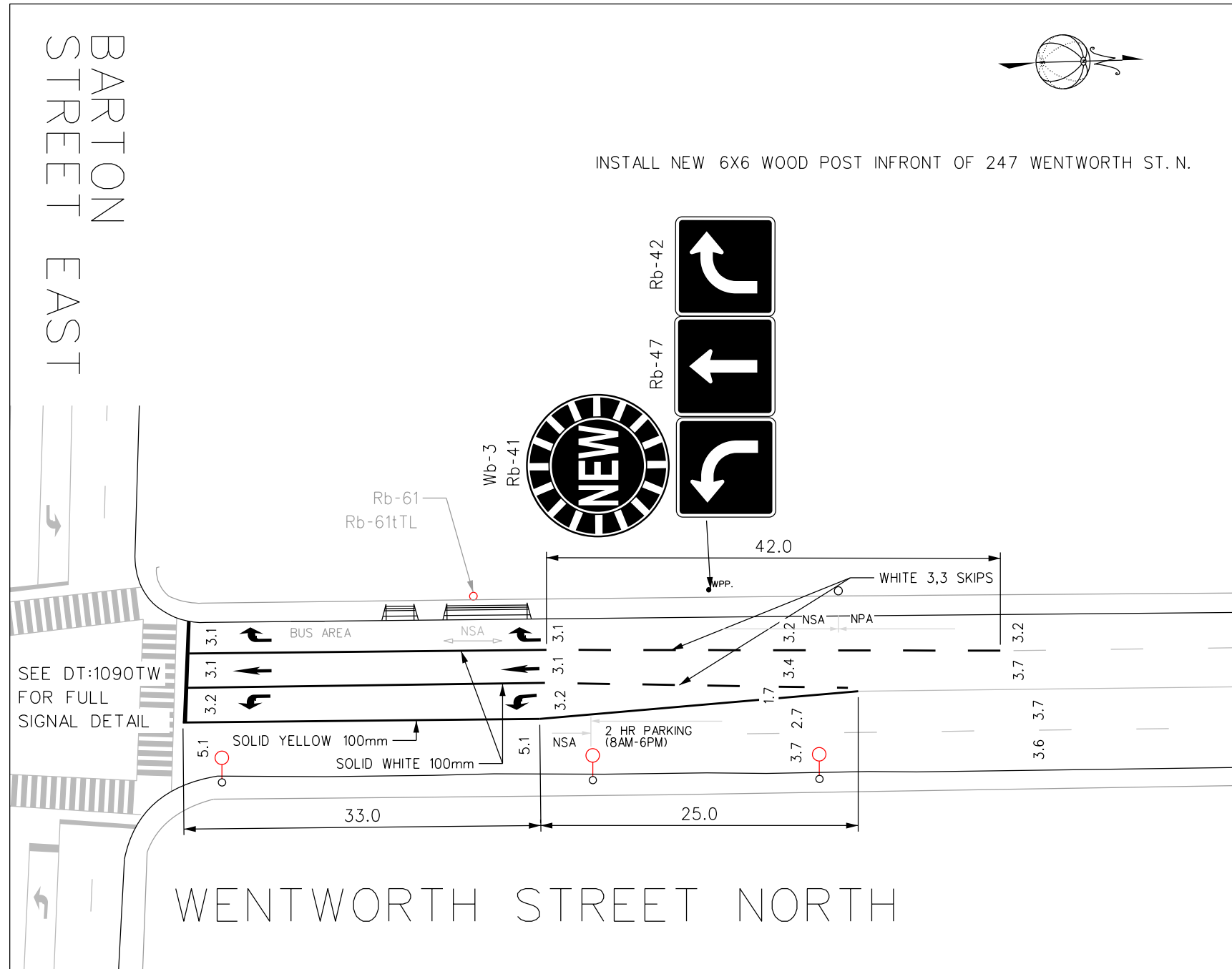
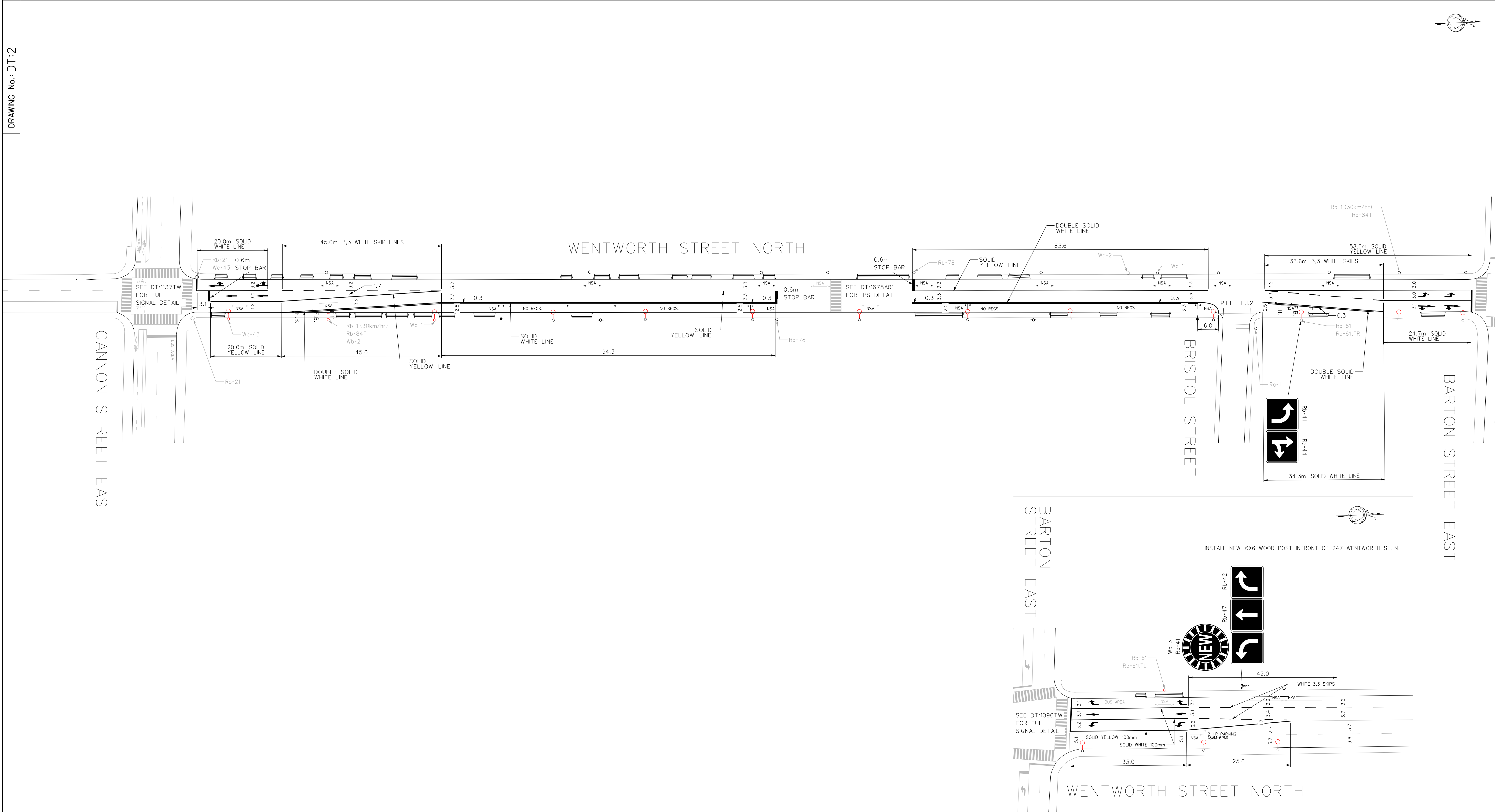
The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:

LOCATION: WENTWORTH STREET NORTH FROM CANNON STREET EAST TO 73m NORTH OF BARTON STREET EAST

DRAWING No.: DT:2

2022-FEB-17 BASE



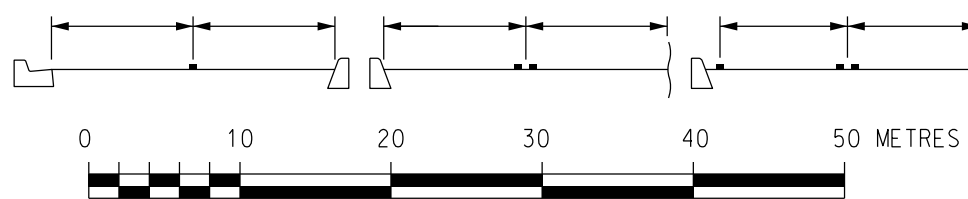
LEGEND	
PROPOSED	EXISTING

PROPOSED	EXISTING

POLE CODES FORMAT: TYPE, LENGTH, OWNER, POLE NO. (MAY BE TRUNCATED)			
TYPE:	CONCRETE	OWNER:	BELL TELEPHONE
CP-T	CONCRETE-TEMPORARY	C	CITY, STREET LIGHTING
DP-C	DECORATIVE-CONCRETE	HO	HYDRO ONE
DP-M	DECORATIVE-METAL	HU	HORIZON UTILITIES
MP	METAL	MTO	MINISTRY OF TRANSPORTATION
SU	SIGNAL UTILITY	T	CITY, TRAFFIC
WP	WOOD	T-HD	CITY, TRAFFIC, HEAVY DUTY
WP-T	WOOD-TEMPORARY	PVT	PRIVATE
PARKING REGULATIONS			
NREGS	NO REGULATIONS	NPLZ	NO PARKING LOADING ZONE
NPA	NO PARKING ANYTIME	CVLZ	COMMERCIAL VEHICLE LOADING ZONE
NSA	NO STOPPING ANYTIME	SBLZ	SCHOOL BUS LOADING ZONE
NSAM	NO STOPPING 7am-9am	WCLZ	WHEELCHAIR LOADING ZONE
NSPM	NO STOPPING 4pm-6pm	ASP	ALTERNATE SIDE PARKING

STANDARD PRACTICES, UNLESS NOTED

- DIMENSIONS WITH DECIMAL PLACES ARE METRES; WHOLE NUMBERS ARE MILLIMETRES
- SIDEWALKS AND ISLANDS AT ALL PEDESTRIAN CROSSINGS TO HAVE WHEELCHAIR DEPRESSIONS BETWEEN CROSSWALK LINES
- DIRECTIONAL LINES IN PEDESTRIAN CROSSINGS NOT SHOWN
- CROSSING STRIPES FOR LADDER CROSSWALKS TO BE 450mm WIDE WITH 450mm SPACING.
- POINT OF INTERSECTION TO CROSSWALK: 0.6m
- POINT OF INTERSECTION TO TERMINUS OF LONGITUDINAL PAINT LINES WHERE NO STOP BAR: 3.0m
- STOP BAR WIDTH: 0.3m AT 1.0m SET-BACK FROM CROSSWALK
- SPEED LIMIT 40 km/h
- BICYCLE SIGNING AND MARKINGS FROM OTM BOOK 18 AND TAC, BIKEWAY TRAFFIC CONTROL GUIDELINES FOR CANADA, FEB. 2012.
- LANE DIMENSIONS TO C OF MARKINGS, AND EDGE OF ASPHALT



1	2024.04	NP	ISSUED FOR CONSTRUCTION. SUPERSEDES DT:2
No.	DATE	DRAWN	REVISION DETAILS
APPROVAL:			
SUPERINTENDENT, TRANSPORTATION ENGINEERING 6/12/2024			
MANAGER OF TRANSPORTATION OPERATIONS 06/15/24			
MM/DD/YY			
PAVEMENT MARKINGS DESIGN WENTWORTH STREET NORTH FROM CANNON STREET EAST TO 73m NORTH OF BARTON STREET EAST IN THE CITY OF HAMILTON			
PREPARED BY THE CITY OF HAMILTON, TRANSPORTATION OPERATIONS, PUBLIC WORKS DEPARTMENT			
SURVEY DATE: YYYY.MM		CHECKED:	SCALE: 1:500
PRINTED: 06/12/24		DESIGN: NP	DRAWING No.: DT:2

LOCATION: WENTWORTH STREET NORTH FROM CANNON STREET EAST TO 73m NORTH OF BARTON STREET EAST

DT: NUMBER

Wentworth Street North 30 km/h Speed Limit Reduction Pilot Speed Data Summary

The Wentworth Street North 30 km/h Speed Limit Reduction Pilot Project assessed three sets of speed data:

- a) Vehicle speeds prior to any changes on Wentworth Street North (baseline data)
- b) Vehicle speeds after the speed limit was reduced to 30 km/h
- c) Vehicle speeds after both the speed limit was reduced to 30 km/h and physical changes were implemented.

Vehicle speeds prior to any changes on Wentworth Street North (baseline data):

Speed data from 2017 was used for the baseline comparison, as it was collected before the COVID-19 pandemic and best represents normalized roadway operating conditions.

A speed and classification study was conducted from April 3, 2017, starting at 12:00 AM and concluding on April 29, 2017, at 12:00 AM. The study results, including the 85th percentile speed (the speed at which 85% of traffic travel at or below) and average speed, are summarized below for the northbound and southbound directions.

	Northbound	Southbound
85 th Percentile Speed	54 km/h	51 km/h
Average Speed	44 km/h	44 km/h

The results show that traffic generally complies with the 50 km/h posted speed limit on the roadway, with occasional instances of a 40 km/h speed limit due to the proximity of Cathy Weaver Elementary School.

Vehicle speeds after the speed limit was reduced to 30 km/h:

A speed and classification study was conducted from September 23, 2024, starting at 12:00 AM and concluding on September 30, 2024, at 12:00 AM, before the road configuration changes, but with the installation of the 30 km/h speed limit (not time-restricted). The counter was placed in both the northbound and southbound lanes between Bristol Street and Cannon Street East. The study results, including the 85th percentile speed and average speed, are summarized below for the northbound and southbound directions.

	Northbound	Southbound
85 th Percentile Speed	50 km/h	53 km/h
Average Speed	43 km/h	45 km/h

The results show that traffic is generally not in compliance with the 30 km/h posted speed limit.

Vehicle speeds after speed limit reduction to 30 km/h and physical changes:

A speed and classification study was conducted from November 4, 2024, starting at 12:00 AM and concluding on November 11, 2024, at 12:00 AM (after the 30 km/h speed limit was installed and road reconfiguration was completed). The counter was placed in both the northbound and southbound lanes between Bristol Street and Cannon Street East. The study results, including the 85th percentile speed and average speed, are summarized below for the northbound and southbound directions.

	Northbound	Southbound
85 th Percentile Speed	54 km/h	49 km/h
Average Speed	46 km/h	42 km/h

The results show that traffic is generally not in compliance with the 30 km/h posted speed limit, and there was little to no change in average and 85th percentile speeds compared to the pre-configuration results. In fact, the northbound average speed increased slightly.



City of Hamilton Report for Consideration

To: Chair and Members
Public Works Committee

Date: July 7, 2025

Report No: PW25047

Subject/Title: Sherman Cut Steel Wall Replacement and Road Resurfacing - Request for Additional Funding

Ward(s) Affected: Wards 3 and 7

Recommendations

- 1) That an additional \$750,000 in capital funding **BE APPROVED** for the Sherman Cut Steel Wall replacement and road resurfacing project to meet the revised total construction estimate of \$4,600,000.
- 2) That the General Manager, Public Works, or designate, **BE AUTHORIZED** to appropriate the additional funds from project Bridge 108 - Indian Trail, 1025m w/o Lynden Rd (4031818108) and Contaminated Soil & Rock Disposal Program (4032314405) to the Sherman Cut Steel Wall Replacement (4032417945) to support the tender of this project in 2025.

Key Facts

- The purpose of this report is to request an additional \$750,000 in funding for the replacement of the Sherman Cut steel walls and road resurfacing from Crockett St to Sherman Access (see Appendix "A" to Report PW25047).
- The project budget increase can be funded through re-appropriations from two other projects, one which was completed under budget, and therefore there is no net impact to the 2025 capital budget and the other an annual project with available approved budget.

Sherman Cut Steel Wall Replacement and Road Resurfacing
Request for Additional Funding (PW25047) (Wards 3 and 7)

Page 2 of 4

Financial Considerations

The total requested budget increase for the Sherman Cut Steel Wall Replacement (4032417945) is \$750,000. The funding includes \$600,000 from Bridge 108 - Indian Trail, 1025m w/o Lynden Rd (4031818108) which has realized a Tender Surplus and \$150,000 from Contaminated Soil & Rock Disposal Program (4032314405) which has an available budget for this purpose.

Background

An inspection of the Sherman Cut steel walls beneath the Concession St and Mountain Park Ave bridges was completed based on the Ontario Structure Inspection Manual (OSIM) in 2020. The inspection and associated report identified severe corrosion and deterioration of the steel walls, necessitating their removal and replacement. Several sections of the existing steel wall have already failed. Additionally, the pavement on Sherman Cut exhibits signs of wear and deterioration, requiring resurfacing, along with ditches reconstruction to restore proper drainage.

Based on the OSIM report, \$3,850,000 of funding for the work to complete the necessary repairs was approved as part of the 2024 Budget.

Through geotechnical investigations during the design phase a requirement for deeper foundation caissons for steel posts, due to poor rock quality on Sherman Cut was identified. Additionally, the scope now includes extending wall panels beneath the Concession Street and Mountain Park Avenue bridges to cover over eroded rock areas, along with installation of extra rock anchors to enhance the structural stability of these panels. This additional scope is necessary to ensure long term safety of the users of the adjacent roadway. As a result, the revised construction cost estimate is \$4,600,000.

Analysis

- The Sherman Cut project requires a lead time of three to four months for material procurement, including the design, fabrication, and delivery of precast concrete walls and steel posts, as well as the acquisition of specialized equipment necessary for construction.
- Securing additional funds for the project now, will allow the project to be tendered in 2025 and completed in 2026, as planned. This project's timing has been coordinated with other escarpment projects and proceeding in 2026 is critical to avoid broader impacts on the program.
- Funding is available within the Transportation Network as a result of favourable pricing on other projects.
- The Procurement Bylaw allows appropriation of funds between accounts, and for an amount above \$250,000, approval by Council is required.

Sherman Cut Steel Wall Replacement and Road Resurfacing
Request for Additional Funding (PW25047) (Wards 3 and 7)

Page **3** of **4**

-
- Securing the additional funds will enable tendering this year, help to attract competitive bids, and allow the contractor ample time to mobilize for construction in 2026.

Alternatives

Alternatively, funding could be requested as part of the 2026 budget cycle. This option is not recommended as it would impact the timing of the related Sherman Access construction project. It would also have a compounding effect on the timing of other escarpment access projects.

Relationship to Council Strategic Priorities

1. Sustainable Economic & Ecological Development
 - Reconstruction of existing ditches on the Sherman Cut will improve the drainage flow.
2. Safe & Thriving Neighbourhoods
 - The existing steel walls are deteriorating, and their performance issues require removal and replacement, which will improve safety.
 - Resurfacing of Sherman Cut will address the existing cracks and potholes, ensuring a smooth driving experience.
3. Responsiveness & Transparency
 - Engaging with stakeholders supports a well-coordinated approach to capital project programming, promoting alignment across various initiatives.

Previous Reports Submitted

No previous reports have been submitted on this project.

Consultation

Internal:

Engineering Services Division
Transportation Division
Environmental Services Division
Transit
Procurement
Corporate Services

External:

Hamilton Health Sciences (Juravinski Hospital)

Sherman Cut Steel Wall Replacement and Road Resurfacing
Request for Additional Funding (PW25047) (Wards 3 and 7)

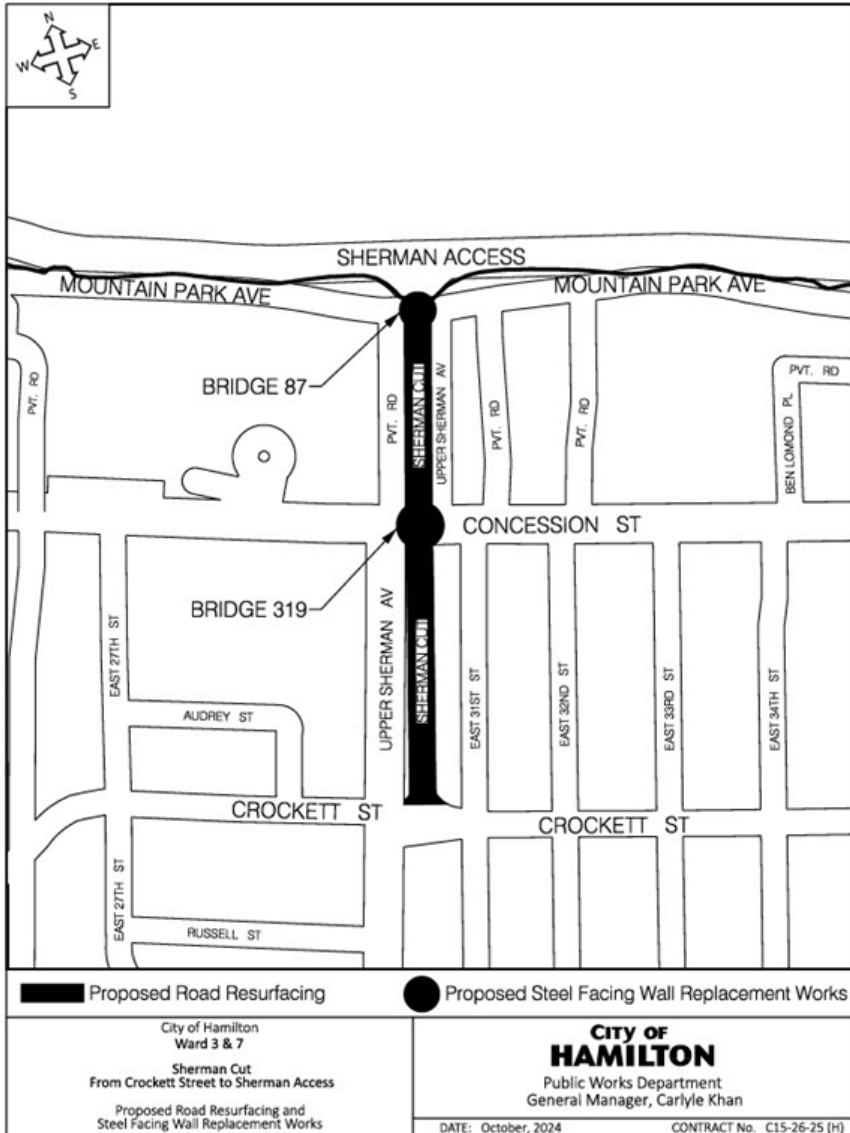
Page 4 of 4

Appendices and Schedules Attached

Appendix A: Project Report Map

Prepared by: Gad Nshimiyimana, Project Manager
Public Works, Engineering Services, Design Services

**Submitted and
recommended by:** Brian Hollingworth, Acting Director
Public Works, Engineering Services





City of Hamilton Report for Consideration

To:	Chair and Members Public Works Committee
Date:	July 7, 2025
Report No:	PW25048
Subject/Title:	T.B. McQuesten Park Donations
Ward(s) Affected:	Ward 7

Recommendations

- 1) That staff **BE DIRECTED** to negotiate a Donation Agreement with Kyle Scott, carrying on business as Tri"us" Asphalt and Property Maintenance, for the acceptance of the in-kind donation to seal the asphalt surface of the Courts and complete line painting of the basketball court in completion of the Phase 1 work at T. B. McQuesten Park;
- 2) That the staff **BE DIRECTED** to work with Fengate Community Foundation Fund at Hamilton Community Foundation to coordinate and receive the donation for the Phase 2 work of redevelopment of an outdoor basketball court at T.B. McQuesten Park located at 1199 Upper Wentworth Street, Hamilton at a value of \$49,100 be added to the existing Project ID 4400054699 – Tennis and Multiuse Court Rehabilitation Program;
- 3) That staff **BE DIRECTED** to prepare a Donation Agreement and that the General Manager of Public Works be authorized to execute the Donation Agreement between Fengate Community Foundation Fund at Hamilton Community Foundation and the City of Hamilton;
- 4) That the Phase 2 redevelopment of the Courts at T.B. McQuesten Park be partially funded from the Ward 7 Capital Re-Investment Reserve #108057 account to an upset limit, including contingency, not to exceed \$330,000 be added to the existing Project ID 4400054699 – Tennis and Multiuse Court Rehabilitation Program; and,
- 5) That the General Manager, Public Works, or their designate **BE AUTHORIZED** to execute the Donation Agreements, together with any other ancillary agreements or documentation respecting the Phase 1 and Phase 2 projects at T.B. McQuesten

Park, with content satisfactory to the General Manager, Public Works or their designate, and in a form satisfactory to the City Solicitor.

Key Facts

- The Wentworth District Basketball Association Inc. hosts an annual tournament at T.B. McQuesten Park and has connected with the Ward 7 Councillor for a donation to contribute to fund the redevelopment of the outdoor basketball court at the park.
- The work is proposed in two phases with the first phase including aesthetic improvements donated as in-kind work to surface and paint the courts in anticipation of the 2025 tournament. This in-kind work is a donation provided by Kyle Scott, under the business name Tri"us" Asphalt and Property Maintenance.
- The second phase would be jointly funded by the donation by Fengate Community Foundation and Ward 7 Area Rating, to complete a redevelopment of the courts, including new asphalt and acrylic surface, fencing and sealing, to be completed for the 2026 tournament. A donation agreement is required to accept the funds from Fengate Community Foundation Fund at Hamilton Community Foundation.
- This is an opportunity for the City of Hamilton to improve an unfunded court asset, to support the community use of this basketball court.

Financial Considerations

The Environmental Services, Parks Section estimates that the cost to replace a basketball or multi-use court is typically \$130,000 (per court) for court replacement only. The courts at T.B. McQuesten Park are a double court, and the improvement would include upgrades such as acrylic surface, new sport lighting and seating estimated at \$379,100. Court replacements are identified in the Parks Capital block, and the number of courts requiring work exceeds the current block funding. This means that many courts across the City are well beyond useful end of life conditions.

A donation combined with a Ward 7 area rating funding to cover replacement costs would benefit the City by facilitating the upgrade, therefore allowing other critical projects to be funded.

There are no FTE impacts as a part of this proposal, as T.B. McQuesten Park has an existing multi-use court that is maintained by Parks staff.

Background

The City has been approached by the representative of the Wentworth District Basketball Association Inc. to offer a donation through the Fengate Community Foundation Fund at Hamilton Community Foundation. The courts are not currently on the workplan for upgrades, and this donation and ward area rating contribution would expedite the upgrade of this amenity. The proposed improvements have been divided into two phases, a quick refresh for 2025 for phase 1, and a larger full redevelopment

for phase 2 in 2026. In order to improve the aesthetics for the 2025 tournament, an offer of in-kind donation from Kyle Scott, as Tri"us" Asphalt and Property Maintenance would seal and paint the existing courts. As part of the donation agreement, the proposed work would be completed to City of Hamilton Specifications and require documentation of WSIB and Certificate of Insurance. The Phase 2 larger project including court redevelopment work, funded from the Fengate Community Foundation Fund at Hamilton Community Foundation and Ward 7 area rating, would align with the 2026 tournament.

Analysis

The scope of work proposed is the improvement/replacement of the existing public basketball court and tennis court at T.B. McQuesten Park in the City of Hamilton. The Park would benefit from upgraded courts, with enhancements proposed including a new asphalt base and acrylic court surface coating, fencing, upgraded tennis net posts and basketball posts/backboards, lighting, and seating.

The Recreation Master Plan has identified that the rehabilitation of existing court amenities across the City needs to be prioritized. Through a City-wide review of courts, including multi-use courts, tennis courts, and basketball courts, it has been recognized that the compliment of courts in fair and poor condition has been increasing. Since that time, staff have been working to upgrade those most in need, as budget allows, and as part of larger park redevelopment projects. However, there is still a gap between the available funding and the courts that are identified as needing upgrades. T.B. McQuesten Park courts are listed in the study as needing improvement but have not been upgraded.

Legal staff have been consulted and recommended a Donation Agreement be created and executed in order to receive both the in-kind donation, and the monetary donation for this improvement.

Recognizing that this project is not on the current Parks Operations Workplan, adjustments in the timing of other works may be slightly delayed. This project is within scope of typical program work, and drawings and specifications are already available.

Alternatives

If the recommendation of Report PW25048 is not approved, then the courts at T.B. McQuesten Park will remain on the list of Capital projects to be prioritized as budget allows.

Relationship to Council Strategic Priorities

1. Sustainable Economic & Ecological Development
 - 1.1. Reduce the burden on residential taxpayers
2. Safe & Thriving Neighbourhoods
 - 2.1. Provide vibrant parks, recreation and public space

Previous Reports Submitted

N/A

Consultation

- City of Hamilton, Procurement Division, Corporate Services Department
- Legal and Risk Management Services Division, Corporate Services Department
- District Recreation Operations Section, Recreation Division, Healthy and Safe Communities Department

Appendices and Schedules Attached

Appendix A: Aerial Image of T.B. McQuesten Park

Prepared by: Andrea McDonald, Senior Project Manager
Public Works, Environmental Services, Parks

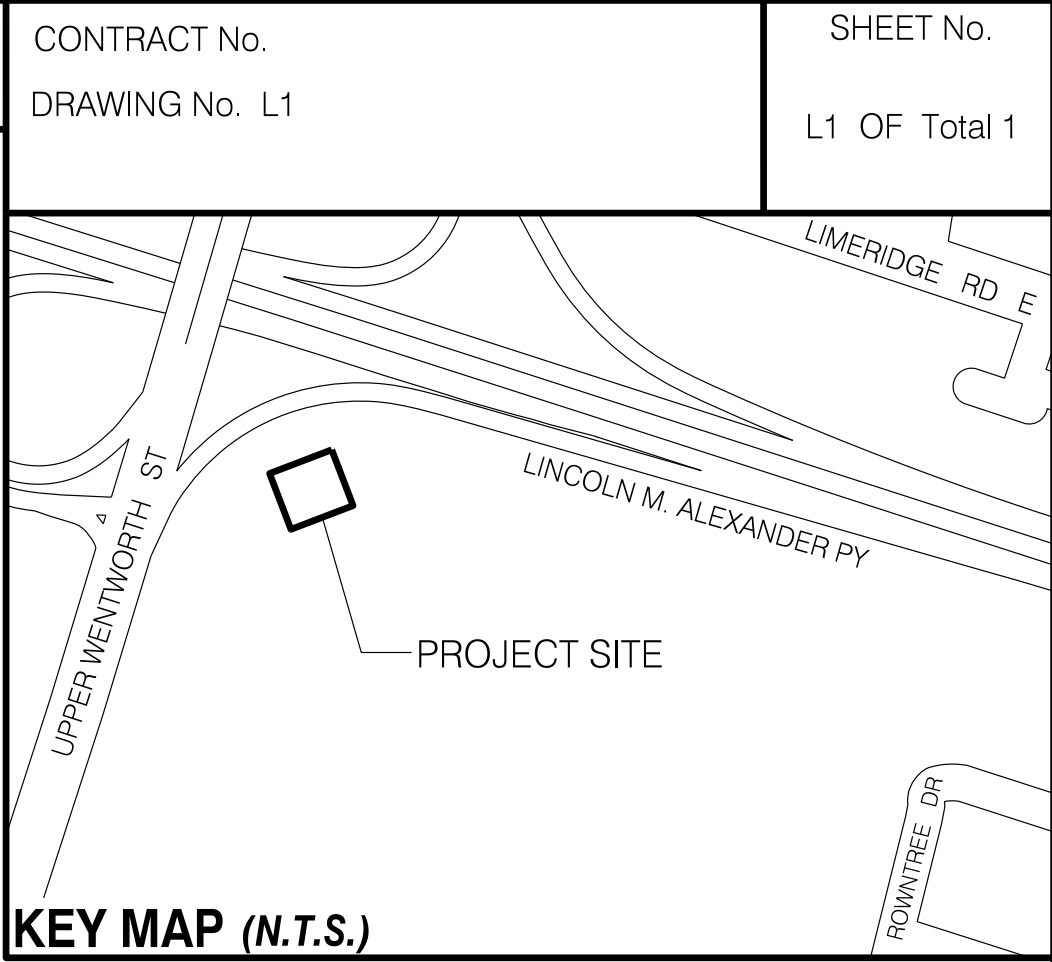
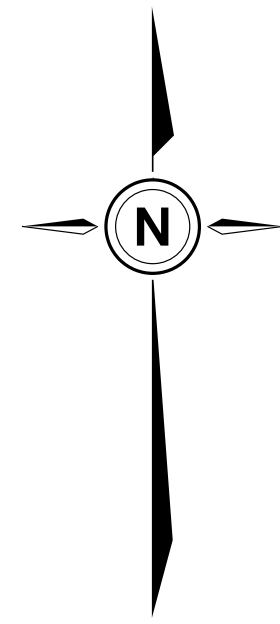
Submitted and recommended by: Cynthia Graham, Director
Public Works, Environmental Services

T.B. MCQUESTEN PARK BASKETBALL AND TENNIS COURT



DIMENSIONS SHOWN ON THIS PLAN ARE IN MILLIMETRES UNLESS OTHERWISE NOTED

NOTE:
CONTRACTOR TO REVIEW LAYOUT OF PROJECT ON SITE WITH CITY REPRESENTATIVE PRIOR TO CONSTRUCTION.



LEGEND

- PROPERTY LINE
- X — X — X — X EXISTING FENCE
- 🌸 EXISTING TREE

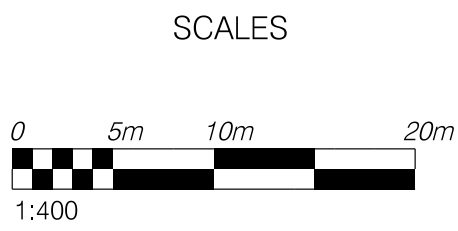
No.	REVISIONS	INITIAL	DATE	DRAWN BY: SC	DATE: 06/18/2025

EXISTING PARKING LOT

EXISTING TENNIS COURT

EXISTING BASKETBALL COURT

EXISTING ASPHALT PATHWAY



Project Manager, Parks and Cemeteries



City of Hamilton
Public Works Department

**T.B. MCQUESTEN PARK
BASKETBALL AND TENNIS
COURT**

L1



RECYCLING SERVICE FOR NON-ELIGIBLE PROPERTIES BEGINNING JANUARY 1, 2026 (PW25046) (CITY WIDE)

Public Works Committee

July 7, 2025

Key information related to Recycling Service for Non-Eligible Properties Beginning January 1, 2026:

- Background
- Recommendations
- Rationale for recommendations
- Alternatives
- Budget impact
- RRCEA amendment

BACKGROUND

- On April 1, 2025, the City of Hamilton transitioned to a Producer Responsibility model under the Ontario Blue Box Regulation. This model makes producers financially responsible for the collection and recycling of blue box material from eligible properties.
- Businesses, City facilities, places of worship, and daycares are considered non-eligible under the new regulation. The City of Hamilton has 2,499 such properties.
- Council approved maintaining Blue Box collection for all non-eligible properties between April 1, 2025, and December 31, 2025, at a cost of \$566,000.
- The City must now decide whether to continue this service starting January 1, 2026.

RECOMMENDATIONS

- Continue collecting and processing recyclables from non-eligible properties and large events from January 1, 2026, to December 31, 2026, at a cost of \$2,824,000.
- Fund the first quarter of the program with \$706,000 from Reserve 112270 – Waste Management Recycling prior to the 2026 Tax budget approval.
- Consider the annual funding requirement of \$2,824,000 as part of the 2026 Tax Budget, and annually thereafter, in alignment with the current waste collection contract that expires on March 31, 2029.
- As of January 1, 2026, alter recycling collection schedules as per recommendations from Green For Life Environmental Inc. to receive more favourable pricing.
- Report back on costs for continuing the program after the current waste collection contract expires, following a competitive procurement process.

RATIONALE FOR RECOMMENDATIONS

- Continuing blue box service for non-eligible properties would divert approximately 500 tonnes of recycling annually from Hamilton's Glanbrook Landfill.
- Continuing recycling at municipal facilities sets a positive example for residents and aligns with public expectations and reinforces recycling habits.
- Business Improvement Areas support the continuation of recycling services citing financial challenges faced by businesses.
- Revising the recycling collection schedule for non-eligible properties to one proposed by Green For Life Environmental Inc. will result in significant cost savings compared to maintaining current collection schedules.
- Continuing blue box service for all non-eligible properties provides a level of equity.

ALTERNATIVES

- **Alternative 1:** Continue service for City-owned facilities and special events only.
- **Alternative 2:** Continue service for City facilities, large special events, and non-eligible properties within Business Improvement Areas with a revised collection schedule.
- **Alternative 3:** Continue service for all non-eligible properties and large special events while maintaining the current collection schedule.
- **Alternative 4:** Discontinue service for all non-eligible properties.

BUDGET IMPACT

Option	Annual Cost
Recommendation	\$2,824,000
Alternative 1: City-owned facilities and special events only.	\$239,000
Alternative 2: City facilities, large special events, and non-eligible properties within Business Improvement Areas with a revised collection schedule.	\$1,256,000
Alternative 3: All non-eligible properties and large special events while maintaining the current collection schedule.	\$6,507,000
Alternative 4: Discontinue service for all non-eligible properties.	\$0

*All costs are subject to annual increases consistent with collection contract escalators.

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COST INCREASE

- The cost to provide blue box collection from non-eligible properties from April 1, 2025, to December 31, 2025, is approximately \$566,000.
- The cost associated with the recommendation is \$2,824,000.
- The reason for the significant increase in costs is that blue box material from eligible properties and non-eligible properties can be collected in the same waste collection vehicle in 2025. However, starting on January 1, 2026, eligible and non-eligible properties must have blue box material collected separately.
- This separation results in losses of efficiency found in economies of scale.

PROPOSED LEGISLATION CHANGES

- Proposed amendments to the Resource Recovery and Circular Economy Act, 2016, could require Producer Responsibility Organizations to provide an offer to municipalities for blue box collection to non-eligible properties.
- Intent is to provide municipalities with options for maintaining blue box service to non-eligible properties.
- The proposed amendment would still require municipalities to pay for the recycling service to non-eligible small business properties; however, the costs could be more competitive due to economies of scale.
- Staff have submitted formal comments to the ERO posting in support of the proposed amendment.



Hamilton

THANK YOU



City of Hamilton Report for Consideration

To: Chair and Members
Public Works Committee
Date: July 7, 2025
Report No: PW25046
Subject/Title: Recycling Service for Non-Eligible Properties
Beginning January 1, 2026
Ward(s) Affected: City Wide

Recommendations

- 1) That staff **BE AUTHORIZED**, to continue the collection and processing of recyclables from all non-eligible properties that were serviced prior to April 1, 2025, and large special events, for the period of January 1, 2026 to December 31, 2026;
- 2) That staff **BE AUTHORIZED** to fund the first quarter of the program from January 1, 2026 to March 31, 2026, in the amount of \$706,000 from Reserve 112270 – Waste Management Recycling prior to the approval of the 2026 Tax budget;
- 3) That the annual funding requirement for 2026 of \$2,824,000, **BE CONSIDERED** as part of the 2026 Tax budget, and in alignment with the City's current waste collection contract which expires on March 31, 2029;
- 4) That subject to approval of the extension of the program that staff **BE AUTHORIZED** to alter the recycling collection schedules for non-eligible properties with collection days recommended by Green For Life Environmental Inc., to allow for more favourable pricing; and,
- 5) That staff **BE DIRECTED** to report back to the Public Works Committee, the costs for continuing the collection and processing of recyclables from non-eligible properties and large special events after the expiration of the current waste collection contract with Green For Life Environmental Inc., following a competitive procurement process.

Recycling Service for Non-Eligible Properties Beginning January 1, 2026
(PW25046) (City Wide)

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Key Facts

- On April 1, 2025, the City of Hamilton transitioned to a Producer Responsibility model under the Ontario Blue Box Regulation. Only certain properties, including residential, schools and specified long term care homes are eligible for collection, under the new regulation.
- Other sites such as businesses, city facilities, places of worship, and daycares are considered non-eligible and are no longer covered by the Regulation. There are 2,499 such properties in Hamilton, and the City is responsible for their recycling services if it chooses to continue them.
- Through Report PW24021, Council approved maintaining Blue Box collection for all 2,499 non-eligible sources with the City's current recycling contractor, Green For Life Environmental Inc., until December 31, 2025.
- The purpose of this report is to seek approval to continue Blue Box collection and processing services for all 2,499 properties, starting on January 1, 2026, with weekly pickup, and the development of a collection schedule to maximize collection efficiency and lower collection costs.

Financial Considerations

The cost to continue to provide recycling collection services included in Report PW25046 is approximately \$2,824,000 in 2026 and is subject to applicable annual escalations due to the consumer price index and fuel costs. The funding for this program is currently budgeted across the different Recycling Program Dept IDs. As the 2026 Operating Budget will not be approved until the end of the first quarter in 2026, the first three months, January to March 2026 will be funded by Reserve 112270 – Waste Management Recycling. Following budget approval, the Reserve would be paid back.

The City's multi-year Tax Budget does not reflect this potential investment and represents an additional residential tax impact of 0.2% if adopted.

For comparison, the cost to provide this service during transition (April 1, 2025 to December 31, 2025) is approximately \$566,000. The difference in cost is due to material from both eligible (residential) and non-eligible (businesses and City buildings) properties being collected in the same collection vehicle on a shared / continuous route. The Regulation restricts this beyond December 31, 2025.

The net operating cost of the City's Blue Box Program in 2024 was \$13,700,000 and was budgeted to be \$4,415,000 in 2025. The costs in 2025 include being fully responsible for the Blue Box Program in Hamilton until April 1, 2025, the collection and processing of blue box material from all non-eligible properties from April 1, 2025 to December 31, 2025, and the operating expenses for the Material Recycling Facility at 1579 Burlington Street East.

Recycling Service for Non-Eligible Properties Beginning January 1, 2026 (PW25046) (City Wide)

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There are no direct staffing impacts (FTE impacts) associated with the recommendations or alternatives. The Waste Management Division has a Project Manager for Waste Collections Contracts as part of existing complement.

Background

The Provincial Blue Box Program Regulation (O. Reg. 391/21) was enacted by the provincial government on June 3, 2021 and required all municipalities and First Nation Communities to transition to a Producer Responsibility model for the collection and processing of blue box materials.

All municipalities were scheduled to transition between July 1, 2023 and December 31, 2025. The City of Hamilton was assigned the transition date of April 1, 2025.

The Regulation makes the Producers of paper and packaging products financially responsible for the collection and recycling at eligible properties including residential, schools and specified long term care homes. Other property types, such as businesses, city facilities, places of worship and day care centres are deemed non-eligible and municipalities continue to bear the costs, should they continue to be provided with the service.

In preparation for transition in April 2025, staff brought forward Report PW24021 to the Public Works Committee on April 2, 2024 recommending that the City of Hamilton continue to provide the collection of recyclables to non-eligible properties during the transition period between April 1, 2025 and December 31, 2025. Report PW24021 was approved and the recycling material from these properties continues to be collected by the City through Green For Life Environmental Inc.

Report PW25046 is the report back to the Public Works Committee to provide more information on the costs and consideration of continuing a Blue Box Collection Program to non-eligible properties post-transition, beginning January 1, 2026.

Analysis

During transition between April 1, 2025, to December 31, 2025, under the current collection contract, curbside recycling collection services are provided to 2,499 non-eligible properties as well as qualifying special events at a total budgeted cost of \$566,000. Under the Blue Box Regulation, these sources of blue box material are considered non-eligible properties, meaning that Producers are not required to collect and process blue box material from them. A breakdown can be found in Table 1.

Table 1: Estimated number of non-eligible properties receiving Blue Box collection by the City

Property Type	Number of Properties
City Facilities	184

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(PW25046) (City Wide)

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	Non-eligible properties	2,315
	Total	2,499

Report PW25046 recommends that the City of Hamilton continue providing Blue Box collection and processing services for all non-eligible properties currently collected by the City. The rationale to continue collecting blue box material from all non-eligible properties includes ensuring that blue box materials from all sources are properly processed reducing landfill waste, providing a level of equity amongst all properties that currently receive this service, demonstrating that the City will lead by example, and providing the service while allowing time for the province to address non-eligible properties.

Report PW25046 recommends that the continuation of this service be funded by the levy. Staff have discussed options for funding that include a Recycling tax levy or user fee to applicable properties who subscribe to this service however more investigation is needed on how this could be implemented.

Staff found during a recent municipal scan that there is no trend in what direction other municipalities are taking with non-eligible properties. Table 2 identifies the decisions of 24 municipalities surveyed on continuing to collect blue box material from non-eligible properties beginning January 1, 2026. 25% of these municipalities have approval to continue to collect blue box material from at least some non-eligible properties (some municipalities in this group are servicing all non-eligible properties while others are only servicing those in downtown / Business Improvement Areas), 50% have not made decisions yet, and 25% have approval to discontinue collecting blue box material from non-eligible properties. It is important to note that one municipality approved to continue servicing non-eligible properties will be imposing a waste management fee for service and another will require businesses to purchase bag-tags or subscribe to a collection bin for the continued collection of blue box recyclables.

Table 2: Municipal Decisions on continuing collection of Blue Box material to non-eligible properties beginning January 1, 2026

	Will Continue Service to Non-Eligible Properties	Undecided on Servicing Non-Eligible Properties	Will Not Continue Service to Non-Eligible Properties
Number of Municipalities	6	12	6
Municipalities	Barrie, Peel Region, Richmond Hill, Sarnia,	Brantford, Essex-Windsor, Guelph, Halton Region, London, Markham,	Chatham-Kent, Durham Region, Kingston, Norfolk County, Simcoe

Recycling Service for Non-Eligible Properties Beginning January 1, 2026
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	Toronto, Waterloo Region	Muskoka, Niagara Region, Ottawa, Peterborough, Sault Ste. Marie, Sudbury	County, Thunder Bay
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Proposed Amendments to the Regulations

On June 4, 2025, the Ministry of Environment, Conservation and Parks released proposed amendments to both the Blue Box Regulation and the Resource Recovery and Circular Economy Act, 2016. Staff are currently reviewing the proposed amendments and will be responding to them to comment on how the proposed amendments would impact the City of Hamilton Waste Management programs. Of specific interest to this report, the proposed amendment to the Resource Recovery and Circular Economy Act includes an amendment that could require Producer Responsibility Organizations to make an offer to municipalities to collect recycling from small businesses. The Ministry of Environment, Conservation and Parks heard loud and clear prior to Transition that arranging collection for these limited locations is neither environmentally nor financially reasonable and is not affordable for many communities. Staff are awaiting more information on how this would be administered and what the financial impact would look like.

Waste Diversion and the Environment

Diverting waste is the most direct way to secure the remaining life of Hamilton's only operating landfill, the Glanbrook Landfill. By continuing to collect recyclables from non-eligible properties, such as businesses and City facilities that the City also collects garbage from, the City can prevent these materials from taking up valuable space in the landfill. It is estimated that approximately 500 tonnes of recyclable material are generated from non-eligible properties in the City annually.

Equity Amongst Non-Eligible Properties

Providing the service of collecting blue box material from all non-eligible properties currently receiving the service demonstrates the City's commitment to providing a high level of customer service to all its customers. The City committed to providing waste collection services and are continuing the service without being selective.

Leading by Example

By continuing to collect blue box material at its municipal facilities, the City would continue to demonstrate its goal to be a leader in waste management. By doing so, the City sets a positive example for residents, reinforcing the importance of recycling and waste diversion initiatives. This commitment aligns with public expectations, reduces recyclables going to landfill, ensures operational continuity, reinforces recycling habits at home, and contributes to environmental stewardship.

Recycling Service for Non-Eligible Properties Beginning January 1, 2026
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Province Addressing Non-Eligible Properties

City Waste Management staff continue to advocate to the province to expand the list of eligible properties that Producers are responsible for providing a Blue Box Program to include businesses and other currently non-eligible property types. Continuing this service for, at minimum, an additional 39 months, will give time to see if the regulation changes. Cancelling the service too soon could lead to these properties losing interest in recycling and putting them in the City's garbage stream instead.

Feedback from Business Improvement Areas

At the Business Improvement Area Sub-Committee there was consensus that the continuation of the collection of recyclable material from these properties is a service level that should continue past January 1, 2026. These businesses currently face financial challenges, and many will not take on an additional financial burden of paying for the private collection of blue box materials. In these cases, blue box material would be disposed of in the garbage and potentially illegally dumped. In addition, these properties pay commercial taxes for services such as waste collection and it is not the role of Business Improvement Areas to fund services such as the collection of blue box material. The point was also made by this stakeholder group that Businesses within the Business Improvement Areas contribute to the financial well-being of the City and service reduction in any way is a concern.

Recommended Approach

The costs for the continued collection of recyclables from non-eligible properties will increase significantly after January 1, 2026, compared to costs for the same service today. The increase is based on restrictions being introduced on January 1, 2026 that limit the collection in the same vehicle as recyclables from eligible properties.

To mitigate the cost increase, Report PW25046 recommends adjusting the collection schedule through the City's contractor to improve efficiency. This schedule adjustment results in costs being approximately 56% lower than if the current collection schedule was maintained, which is presented as Alternative 3, for comparison purposes and is summarized on Table 3.

In addition to City facilities and other non-eligible properties, the City also provides recycling collection to approximately 10 large special events per year. These large special events are characterized by:

- Having at least 1,000 attendees;
- Being located on City property;
- Are organized by non-profit organizations;
- Having food service; and
- Being located where infrastructure is in place to support collection.

Smaller events on City property are generally held in parks or City facilities. For these events, City staff provide additional waste and recycling receptacles. Since these

Recycling Service for Non-Eligible Properties Beginning January 1, 2026
(PW25046) (City Wide)

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events are at non-eligible locations, they will be included in the City ongoing recycling services.

Table 3 provides a comparison of the annual costs for the recommended approach included in Report PW25046 with the annual costs to maintaining current service levels and collection schedule.

Table 3: Costs related to collecting and processing Blue Box materials from all non-eligible properties

Non-eligible Property Type	Estimated Annual Cost of Recommendation, Weekly Collection with revised Schedule	Estimated Annual Cost to Continue with Existing Service Levels and Collection Schedule
City Facilities	\$239,000	\$469,000
Business and other non-eligible properties	\$2,581,000	\$6,034,000
Large Special Events	\$4,000	\$4,000
Total	\$2,824,000	\$6,507,000

Alternatives

There are several alternative options to providing the recommended level of service after December 31, 2025,

Alternative 1 - Continue Blue Box collection service for City-owned facilities and special events only

Council could direct staff to only continue to provide the collection of blue box material from City-owned facilities, such as municipal service centres and recreation centres, as well as large special events that are organized or supported by the City. The City would discontinue the collection of blue box material for businesses, places of worship, and other non-eligible properties, requiring those property owners to source their own contractor for the collection of blue box materials at their own expense.

The annual costs associated with Alternative 1 are approximately \$239,000.

The transition to the Province's Individual Producer Responsibility (IPR) model, shifts the financial and operational burden of recycling to producers of paper products and packaging. This change aims to streamline recycling processes and reduce municipal costs. Continuing to service businesses and other non-eligible sources could strain municipal budgets and divert funds from other essential and strategic priorities. Furthermore, aligning with provincial regulations ensures consistency and compliance

Recycling Service for Non-Eligible Properties Beginning January 1, 2026
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across municipalities, promotion a more efficient and standardized recycling system. Other municipalities such as Durham Region, Kingston, and Thunder Bay, have decided to discontinue collecting blue box materials from non-eligible properties.

Alternative 2 - Continue Blue Box collection service for City facilities, large special events, and non-eligible properties located within Business Improvement Areas and enhanced collection areas with a revised collection schedule. Discontinue Blue Box collection service for non-eligible properties outside of these areas.

Council could direct staff to continue collecting blue box materials from City facilities, large special events, and non-eligible properties located within Business Improvement Areas and enhanced collection areas on a revised collection schedule determined by Green For Life Environmental Inc.

The 11 Business Improvement Areas are:

- Ancaster Village
- Barton Village
- Concession Street
- Downtown Dundas
- Downtown Hamilton
- International Village
- Locke Street
- Ottawa Street
- Stoney Creek
- Waterdown Village
- Westdale Village

The four areas currently defined as enhanced collection areas are:

- King Street West (Queen Street North to Caroline Street North)
- Main Street Esplanade (Dundurn Street South to Queen Street South)
- Hess Village
- Augusta Street

The annual costs associated with Alternative 2 are approximately \$1,256,000.

This alternative would achieve a balance between providing waste diversion services to some non-eligible properties while reducing the operating budget impacts of this service. It is estimated that a total of approximately 500 tonnes of recyclable material is generated from non-eligible properties in the City.

This alternative responds to the needs of downtown businesses. Continuing the collection of blue box material from businesses located in Business Improvement Areas reflects the need to support these businesses in their roles for the success of commercial districts throughout the City.

Recycling Service for Non-Eligible Properties Beginning January 1, 2026
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The four enhanced collection areas currently receive a higher level of garbage and / or recycling collection than other parts of the City indicating the need for these services as they generate a higher amount of waste than other businesses.

Alternative 3 - Continue Blue Box collection service for all non-eligible properties and large special events while maintaining the current collection schedule.

Council could direct staff to continue collecting blue box materials from all 2,499 non-eligible properties while maintaining the same collection day and frequency for those properties that receive more than one collection per week. This would include City-owned facilities, special events, and businesses and places of worship currently serviced within and outside Business Improvement Areas (BIAs) and special collection areas.

Alternative 3 will basically result in no noticeable changes in the collection of blue box material from all non-eligible properties from current service. The cost of this option is significant and would require additional funds being required in the 2026 operating budget to cover these costs.

The annual collection costs associated with Alternative 5 is approximately \$6,507,000 annually.

Alternative 4 - Discontinue Blue Box collection service for all non-eligible properties.

Council could direct staff to stop providing Blue Box Program collection services to all non-eligible properties, including City facilities, businesses, and special events. Beginning January 1, 2026, non-eligible properties and special events would be required to source their own contractor for the collection of Blue Box materials at their own expense and recycling services would not be offered at City facilities. Following contact with private waste collectors, estimated costs for recycling collection for each property is estimated to be \$3,600. Close attention would need to be paid to the properties to ensure the recyclables are not being disposed of with regular garbage and sent to our landfill. The current estimated remaining life of the Glanbrook landfill is 34 years which brings us to closure in 2059. By adding an additional 500 tonnes of waste per year due to recyclables being disposed of in garbage, the landfill life could be reduced by 0.3 years.

This alternative would result in the elimination of any costs related to the City collecting or processing Blue Box Program material starting on January 1, 2026.

Table 4 provides a summary matrix of the alternatives and their associated estimated annual cost to collect.

Table 4: Options and annual costs for continuing collection of Blue Box materials starting on January 1, 2026

Options	City Facilities	Special Events	BIA Businesses	Non-BIA Businesses	Custom Collection Schedule	Cost to Collect

Recycling Service for Non-Eligible Properties Beginning January 1, 2026
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Recommendation	X	X	X	X	X	\$2,824,000
Alternative 1	X	X			X	\$239,000
Alternative 2	X	X	X		X	\$1,256,000
Alternative 3	X	X	X	X		\$6,507,000
Alternative 4						\$0

Relationship to Council Strategic Priorities

Sustainable Economic & Ecological Development

Accelerate our response to climate change (1.3): Maintaining recycling services for non-eligible properties supports waste diversion goals, reducing landfill use and greenhouse gas emissions. This aligns with the City's commitment to achieving net-zero emissions by 2050.

Responsiveness & Transparency

Prioritize customer service and proactive communication (3.1): By continuing services to Business Improvement Areas, City facilities, and events, the City demonstrates its commitment to reliable and consistent service delivery, enhancing public trust and satisfaction. The recommendation to continue services allows the City to evaluate long-term options and make informed decisions, ensuring efficient and effective public service delivery.

Previous Reports Submitted

- [Recycling Services for Non-Eligible Properties Following the Transition of the Blue Box Program \(PW24021\)](#), Public Works Committee, April 2, 2024.
- [Blue Box Transition Update and Servicing \(PW22064\)](#), Public Works Committee, August 10, 2022.

Consultation

- Municipal Scan – other Ontario Municipalities that have transitioned or are preparing to transition to see how they are servicing their non-eligible sources.
- Business Improvement Area Sub-Committee

Appendices and Schedules Attached

N/A

Prepared by:

Ryan Kent, Manager of Waste Policy and Planning
Public Works Department, Waste Management Division

Recycling Service for Non-Eligible Properties Beginning January 1, 2026
(PW25046) (City Wide)

Page 11 of 11

Submitted and recommended by:	Angela Storey, Director of Waste Management Public Works Department, Waste Management Division
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June 25th, 2025

General Issues Committee
City of Hamilton
71 Main Street West
Hamilton, ON L8P 4Y5

To: Clerk

Re: Proposed changes to the recycling program within Hamilton's BIAs

Dear Members of the Public Works Committee,

On behalf of the eleven Business Improvement Areas (BIAs) in Hamilton, we are writing to express our deep concerns regarding the potential changes to recycling support for businesses as a result of the provincial recycling program requirements.

Our BIAs represent a diverse array of small and medium-sized businesses, many of which are already facing significant economic challenges. The recent feedback we have received from our members is clear: if municipal recycling supports are withdrawn, most business owners will simply be unable to continue recycling due to the additional costs and logistical burdens. This is not a matter of unwillingness, but rather a reflection of the very real financial and day-to-day pressures they are currently facing.

We are deeply frustrated by the prospect of further financial burdens being placed on our businesses. The loss of recycling services would not only increase operational costs, but also undermine the sustainability goals that our city and our business communities have worked so hard to advance. For many businesses, especially those operating on slim margins, the privatization of recycling means that recycling will become cost-prohibitive or logistically unfeasible.

Beyond the economic impact, we are alarmed by the environmental consequences this policy change may bring. If businesses are forced to discontinue recycling, we risk a significant increase in waste being sent to landfill, undermining years of progress toward a greener, more sustainable Hamilton. This is a step backwards for our city's environmental commitments and for the health of our neighbourhoods. We are also extremely concerned about illegal dumping increasing in our areas due to this proposed change.

We urge the City of Hamilton and the General Issues Committee to advocate strongly for continued recycling support for businesses within BIAs. We ask that you work with the province-mandated bodies to ensure that our businesses are not left behind in the transition to a privatized system, and that recycling remains accessible and affordable for all. It is imperative that the City of Hamilton prioritize business improvement areas and continue recycling services to our members. Many businesses choose to operate in a BIA with the expectation that there are increased levels of services as they are paying an additional levy to be located within our

BIA boundaries. Not only would a change in recycling collection negatively impact the businesses, but it would also put additional pressures on the BIAs resources that we simply do not have, as we are still recovering from COVID-19 lockdowns and current economic changes.

Thank you for your attention to this urgent matter. We would welcome the opportunity to discuss this issue further and to work collaboratively toward a solution that supports both our business community and our shared environmental goals.

Sincerely,

A handwritten signature in blue ink, appearing to read "Susie Braithwaite". The signature is fluid and cursive, with the first name "Susie" written in a larger, more prominent script than the last name "Braithwaite".

Susie Braithwaite
Chair of BIA Sub-Committee

To:
City of Hamilton – Office of the City Clerk
Email: clerk@hamilton.ca

Re: Written Submission – Public Works Committee Meeting #25-008 – July 7, 2025
Agenda Item 9.4: Recycling Service for Non-Eligible Properties Beginning January 1, 2026 (City Wide)

Dear Members of the Public Works Committee,

As a business owner and BIA board member, I am submitting this letter in response to the proposed changes regarding the removal of recycling services for non-residential properties, set to begin January 1, 2026.

I represent Ancaster Little Gems Children's Centre, a licensed early learning and child care facility located in the heart of the Ancaster Business Improvement Area. Our centre has proudly served families in this community since 1988 (37 years), providing care and education for children from infancy through school age. We are also a proud member of the Ancaster BIA and actively support initiatives that promote a strong, sustainable local business community.

I write today to express strong concern and opposition to the removal of municipal recycling services for businesses.

At Little Gems, sustainability and environmental responsibility are not optional – they are central to our operations and an integral part of the learning environment we provide for the children in our care. We teach our children about reducing waste, reusing materials, and recycling properly. These practices are embedded in our curriculum and our daily operations. Eliminating access to recycling services for businesses directly undermines these values and creates serious logistical and financial burdens.

Specifically, I would like to highlight the following concerns:

1. Environmental Impact
Removing recycling services for businesses may lead to a significant increase in landfill waste across the city. Businesses—especially in the education and childcare sectors—generate a high volume of recyclable materials. Without a reliable system in place, even the most environmentally conscious operators may be forced to dispose of recyclables in general waste, a decision that runs contrary to our shared climate goals.
2. Financial Burden on Small Businesses
Many small businesses operate on tight budgets, and adding the cost of private recycling services—on top of existing rising expenses—is unsustainable. For centres like ours, where every dollar is accounted for in staffing, food, programming, and maintenance, the shift to private recycling may mean cutting other essential services or supports.



3. Mixed Messaging to the Next Generation

As educators of young children, we are shaping future citizens. We emphasize the importance of environmental care, and children take great pride in their roles as “recycling helpers” within our centre. The message that recycling is no longer prioritized by the city creates confusion and undermines what we are working hard to teach them.

4. Equity and Inclusion

Excluding businesses from recycling services creates a two-tiered system, where residential properties are supported in their sustainability efforts while businesses are left to manage independently. This approach feels inequitable and short-sighted, especially given the volume of businesses within the city and their essential role in Hamilton’s economy.

I respectfully urge the Committee to reconsider the proposed removal of recycling services for businesses and instead work toward a collaborative, city-supported solution that maintains or expands recycling access for all property types.

Whether this involves a city-subsidized program, inclusion in residential routes, or partnership through BIAs and business clusters, we believe a path forward is possible—one that supports environmental goals without penalizing small businesses.

Thank you for your time, consideration, and commitment to a cleaner, more sustainable Hamilton.

Sincerely,

A handwritten signature in black ink, appearing to read "C. FitzGibbon".

Casie FitzGibbon
Owner/Director, Ancaster Little Gems Children’s Centre
BIA Board Member, Ancaster BIA



City of Hamilton Report for Consideration

To:	Chair and Members Public Works Committee
Date:	July 7, 2025
Report No:	PW20027(a)
Subject/Title:	Metrolinx Transit Initiative Program
Ward(s) Affected:	City Wide

Recommendation

That Council **APPROVE** the continued participation of the City of Hamilton in the Metrolinx Transit Procurement Initiative for Joint Transit Procurements facilitated by Metrolinx for the years 2024 to 2029, pursuant to a Metrolinx Multi-Year Governance Agreement and Terms of Reference in a form satisfactory to the City Solicitor and content satisfactory to the General Manager, Public Works.

Key Facts

- The purpose of this report is to request the authority for Hamilton Street Railway (HSR) to continue utilizing the Metrolinx Transit Procurement Initiative program's associated contracts through the approval of the multi-year governance agreement.
- In April 2020, Council approved Report PW20027, authorizing Transit to participate in the Multi-Year Governance Agreement (2020–2024) with Metrolinx.
- The original agreement with Metrolinx approved in Report PW20027, provided the option to extend for an additional five (5) year term (2024–2029). Metrolinx has provided notice that they are exercising their intention to extend the agreement.
- Participating in the Transit Procurement Initiatives contracts would be in accordance with Procurement Policy #12 for Cooperative Procurements.

Financial Considerations

There are no direct financial impacts associated with this report.

Background

The Ministry of Transportation of Ontario created the Metrolinx Act of 2006 to improve coordination and integration of all models of transportation in the GTA. HSR has participated in Metrolinx facilitated Transit Procurement Initiatives programs since 2008 allowing transit to benefit financially from savings due to purchasing power provided by economies of scale, reduced staff resources through Metrolinx facilitated contracts, and reduce parts inventory overhead through standardized vehicle design and equipment.

In 2015, working with Metrolinx, HSR had the Compressed Natural Gas propulsion choice included in the program. With industry Transit Procurement Initiatives growth and additional market choices in propulsion systems, Metrolinx vehicle contracts now include such options as diesel, gas, compressed natural gas, and electric. They are now also offering supporting parts and service contracts for these propulsion choices. Some current examples of these contracts include, but are not limited to, battery purchasing, tire purchasing and parts.

Analysis

Metrolinx facilitated contracts are tendered and managed through Metrolinx which reduces staff time in transit and procurement, increases collaboration with other municipalities, and increases technical expertise for both contract development and technical specifications with contracts created for all bus sizes and propulsion types.

All bus purchasing contracts hold a requirement to be 51% or more Canadian content. With the introduction of tariffs, Metrolinx has adopted the Ontario issued Procurement Restriction Policy which helps further increase the Canadian content of vehicles.

When Transit chooses to enter into a purchase agreement under the Transit Procurement Initiative, Metrolinx will assess a program cost recovery fee between \$1,000 - \$40,000 depending on the product or service being purchased.

Participation in these joint procurements bring additional benefits such as the ability to leverage more favourable pricing from economies of scale and help create industry standardizations for specifications of products.

Transit currently operates a fleet of over 300 buses and supporting vehicles. By continuing to participate in the Metrolinx program, HSR can continue to maintain consistent vehicle specifications and leverage additional benefits such as extended warranty, thus reducing risk to HSR's operations and minimizing operational expenses.

The Procurement Division is in support of this report and the request for continued participation in this Policy #12 Cooperative Procurement opportunity.

Alternatives

Council could decide to exclude Hamilton from the Multi-Year Governance Agreement; however, staff do not recommend this direction as it will lead to additional costs for the City to manage the appropriate requests for proposals for the various bus manufacturers and related contracts for technology and equipment. Additionally, it will delay the purchase of buses and other equipment.

Relationship to Council Strategic Priorities

This recommendation aligns with the priority of Safe and Thriving Neighbourhoods – making sure people can safely and efficiently move around by foot, bike, transit, or car. Participation in Metrolinx joint procurements will allow Transit to purchase equipment and products that align with other Ontario municipalities giving the customer a more consistent and familiar transit experience.

Previous Reports Submitted

- [PW20027 Metrolinx Transit Initiative Program, June 3, 2020](#)

Consultation

N/A

Appendices and Schedules Attached

N/A

Prepared by: Jeff Poljanski, Manager, Transit Fleet Maintenance
Public Works, Transit Division

Submitted and recommended by: Nancy Purser, Acting Director of Transit
Public Works, Transit Division

CITY OF HAMILTON

M O T I O N

Public Works Committee: July 7, 2025

MOVED BY COUNCILLOR M. FRANCIS.....

SECONDED BY COUNCILLOR

Use of Local Steel for Right of Way Signage Posts

WHEREAS, the City of Hamilton has historically used both pressure treated wood and galvanized steel posts for roadway signage such as parking signs, and stop signs.

WHEREAS, during the COVID-19 pandemic, City staff assessed material supply chains impacted such as availability and costs to ensure that levels of service were maintained;

WHEREAS, wooden and steel posts are used for specific applications out in the field;

WHEREAS, wood poles cannot be recycled and must be disposed of at landfills and end-of-life steel posts are highly recyclable, and steel recycling is considered a crucial component of the circular economy; and

WHEREAS, Hamilton has a proud identity as a steel city and has repeatedly emphasized the importance of buying local and supporting local industry, particularly in light of ongoing U.S. tariffs that threaten Canadian steel exports.

THEREFORE, BE IT RESOLVED:

That Transportation staff be directed to source steel posts for as many applications as possible for roadway signage; especially in urban areas.

CITY OF HAMILTON

MOTION

Public Works Committee: July 7, 2025

MOVED BY COUNCILLOR M. FRANCIS.....

SECONDED BY COUNCILLOR

Decorative King Street and Centennial Parkway Traffic Signal Controller Box Wrap (Ward 5)

WHEREAS, the intersection of King Street and Centennial Parkway serves as a gateway to downtown Stoney Creek and is adjacent to the Battlefield House Museum and Park National Historic Site;

WHEREAS, the Transportation Division wraps all new traffic signal controller boxes located at intersections with decorative artwork to enhance streetscape aesthetics and help deter graffiti;

WHEREAS, the traffic signal controller boxes in downtown Stoney Creek feature decorative wraps with Stoney Creek themes, including imagery related to the Battle of Stoney Creek; and

WHEREAS, the existing traffic signal controller box at the intersection of King Street and Centennial Parkway does not have a decorative wrap and is not scheduled for replacement for several years.

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Division be authorized and directed to install a Stoney Creek-themed decorative wrap on the existing traffic signal controller box at the intersection of King Street and Centennial Parkway;
- (b) That all costs associated with the installation of traffic calming measures be funded through the Ward 5 Capital Re-Investment Reserve #108055 at an upset limit, including contingency, not to exceed \$1,500; and

- (c) 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.

CITY OF HAMILTON

MOTION

Public Works Committee: July 7, 2025

MOVED BY COUNCILLOR M. WILSON.....

SECONDED BY COUNCILLOR C. CASSAR

City of Hamilton's Corporate Safety & Security Expenditure and Service Delivery Profile

WHEREAS, the City's Corporate Safety & Security team was established in 2018 with one staff member and now operates a 24/7/365 city-wide program with eight staff;

WHEREAS, centralized asset and security guard contract management has enabled a coordinated approach to safety and security across City facilities;

WHEREAS, service delivery is based on Security Risk Management best practices, involving stakeholders in decisions that reflect risk tolerance and operational needs;

WHEREAS, demand for security services has grown significantly, with 2024 alone seeing 850 incident investigations, 40,000 patrols, and 315,235 hours of contracted security service (equal to 152 FTEs);

WHEREAS, the City manages over 5,000 security infrastructure assets valued at approximately \$2 million, requiring planned life cycle management and renewal;

WHEREAS, other municipalities have also expanded their internal and community safety programs; and

WHEREAS, transparent reporting on the scale, cost, and impact of corporate security is essential for informed decision-making by Council.

THEREFORE, BE IT RESOLVED:

- (a) That the Corporate Safety & Security Office provide enhancements to their Annual Report, expected in Q3/Q4 2025, to include:
 - (i) A breakdown of the current service delivery program, including total annual investments (both operating and capital), with a specific

10.3

breakdown for City Hall expenditures; analysis of the return on investment and effectiveness of current investments; future programming forecasts (needs and growth); and metrics and key performance indicators (KPIs) used to assess program performance and outcomes across corporate and community-facing assets;

- (ii) A summary of the factors driving increased demand for the Corporate Safety & Security program city-wide, including trends in incident volume, incident reporting methods, the evolving risk landscape, the identification of external pressures and their impacts on the safety and security of the City's municipal service delivery;
- (iii) An analysis of the use and impact of formal risk assessments, including facility audits, on the delivery of the corporate security programming, and implications for future budgets; and
- (iv) A comparative benchmarking of the City's Corporate Safety & Security program scope and structure against similar programs in other Canadian municipalities.

CITY OF HAMILTON**MOTION****Public Works Committee: Monday, July 7, 2025****MOVED BY COUNCILLOR M. SPADAFORA****SECONDED BY COUNCILLOR J. BEATTIE.....****Vehicle Utilization and Fleet Optimization Review**

WHEREAS, the City of Hamilton maintains a significant fleet of vehicles to support the delivery of municipal services;

WHEREAS, the purchase and maintenance of fleet vehicles represent a substantial ongoing cost to the City and contributes to capital and operating budget pressures;

WHEREAS, it is critical to ensure that all vehicles currently in the fleet are being utilized efficiently, shared among staff where feasible, and not sitting idle for prolonged periods;

THEREFORE BE IT RESOLVED:

- (a) That staff be directed to report back to the Public Works Committee on the current utilization of fleet vehicles across all departments, including but not limited to:
 - (i) Vehicle usage rates (e.g. kilometers driven, hours in use, frequency of trips);
 - (ii) Opportunities for vehicle sharing between staff and departments;
 - (iii) Identification of underutilized or idle vehicles; and
 - (iv) Recommendations for improving vehicle utilization and deferring or reducing future fleet purchases; and
- (b) That this report be provided in advance of the 2026 Budget deliberations to ensure that any fleet expansion requests are justified and that existing vehicles are being maximized to avoid unnecessary cost pressures.

10.5**CITY OF HAMILTON****M O T I O N****Public Works Committee: July 7, 2025****MOVED BY COUNCILLOR C. CASSAR.....****SECONDED BY COUNCILLOR.....****MUNICIPAL RESOLUTION to Support the Need for Provincial Action on Salt Pollution from Road Salt**

WHEREAS, road salt is a known toxic substance designated under the Canadian Environmental Protection Act because of tangible threats of serious or irreversible environmental and health damage from road salt;

WHEREAS, salt levels in Ontario's groundwater aquifers, creeks, rivers, and lakes have increasingly worsened since the 1970s, seriously affecting municipal drinking water sources and aquatic life;

WHEREAS, the Corporation of the City of Hamilton has a Salt Management Plan and a Watershed Strategy to mitigate the impacts of non-point source pollution, the extent of harmful blue-green algae continues to grow in the harbour,

WHEREAS, the Ontario and Canadian governments have taken many actions over the past 25 years including setting water quality guidelines, developing voluntary codes of practice, signing the Canada-Ontario Great Lakes Agreement, and holding workshops, yet still the salt problem continues to grow;

WHEREAS, numerous situation analyses have recommended salt solutions involving liability protection, contractor certification, government-approved Best Management Practices (BMPs) and salt management plans;

WHEREAS, increased numbers of slips and falls claims, and other injury/collision claims related to snow and ice, are resulting in salt applicators overusing salt beyond levels considered best practices;

WHEREAS, unlimited contractor liability is making it difficult or expensive for snow and ice management contractors to obtain insurance coverage, resulting in contractors leaving the business, thereby making it difficult for municipalities and private owners to find contractors;

WHEREAS, the Snow and Ice Management Sector (SMS) of Landscape Ontario is working with the Ontario government to institute a limited liability regime for snow and

ice management, including enforceable contractor training/certification and government approved BMPs for salt application; and

WHEREAS, many Ontario municipalities have Salt Management Plans, but these often require updating in light of improved science and better salt management practices now available.

THEREFORE, BE IT RESOLVED:

- (a) That the Corporation of the City of Hamilton urges the province of Ontario to work urgently with key stakeholders to develop limited liability legislation, including enforceable contractor training and a single set of provincially endorsed standard BMPs for snow and ice management;
- (b) That the Corporation of the City of Hamilton urges the province of Ontario to create and fund an expert stakeholder advisory committee to advise the province and municipalities on the best courses of action to protect freshwater ecosystems and drinking water from the impacts of salt pollution;
- (c) That the Corporation of the City of Hamilton commits to:
 - (i) a review of the current City of Hamilton Salt Management Plan to assess the amount of salt used relative to existing policy;
 - (ii) the reduction of the use of road salt with a reexamination of the existing plan; and
 - (iii) training winter maintenance staff in Smart About Salt™ protocols while maintaining safety on roads and sidewalks; and
- (d) That this resolution be sent to the Association of Municipalities of Ontario (AMO), local MPPs, Conservation Ontario, Minister Todd McCarthy (MECP), Attorney General Doug Downey, and Premier Doug Ford.

10.6**CITY OF HAMILTON****M O T I O N****Public Works Committee: July 7, 2025****MOVED BY COUNCILLOR E. PAULS.....****SECONDED BY COUNCILLOR****Remembrance Day Crosswalk Design for the Royal Canadian Legion Branch 163
(Wards 6, 7, 8, 14)**

WHEREAS, Remembrance Day, marks the end of hostilities during the First World War, which ended on the 11th hour of the 11th day of the 11th month in 1918;

WHEREAS, on November 13, 2023, Public Works Committee approved a motion directing the Transportation Division to investigate and prepare a Remembrance Day themed decorative crosswalk on King Street closest to the Stoney Creek Saltfleet Memorial in the name of honoring those who served and continue to serve in the nation's defense;

WHEREAS, the Remembrance Day themed decorative crosswalk in Stoney Creek received positive feedback by many and has since been replicated by other municipalities;

WHEREAS, Ward Offices, in collaboration with various Branches of the Royal Canadian Legion across the City of Hamilton, wish to highlight the significance of Remembrance Day through the installation of a commemorative crosswalk honouring the men and women who gave their lives in the First World War; and

WHEREAS, the Royal Canadian Legion Branch 163 was consulted with by the Ward Councillor on implementing a Remembrance Day themed decorative crosswalk.

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Division be directed to install a Remembrance Day themed decorative crosswalk, as approved by the Hamilton Veterans Committee on Limeridge Road East from the Legion property limit to across the street to the War Memorial for Remembrance Day 2025;

- (b) That the installation of the Remembrance Day themed decorative crosswalk be funded equally (25% each) from the Ward 6, 7, 8, and 14 Capital Discretionary Accounts (3302309600, 3302309700, 3302309800 and 3302309014) at an upset limit, including contingency, not to exceed \$10,000; and that a one-time exception to the Ward Specific Funding Initiatives Policy be approved to permit cost-sharing of this initiative across multiple ward budgets; and
- (c) 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.

11.1

CITY OF HAMILTON

MOTION

Public Works Committee: July 7, 2025

MOVED BY COUNCILLOR C. CASSAR.....

SECONDED BY COUNCILLOR.....

Portable Toilets in Ward 12 Community Parks

WHEREAS, Ward 12 community parks are used by multiple user groups for activities including baseball and soccer and by the general public;

WHEREAS, the parks can include features such as a spray pads, baseball diamonds, tennis courts and playground amenities that attract visitors from throughout Ward 12 and outlying communities who would benefit from washroom facilities; and

WHEREAS, additional funding for the rental and cleaning of accessible portable toilet(s) for the 2025 season through to September 2025, is required.

THEREFORE, BE IT RESOLVED:

- (a) That the provision of a portable toilet at each of Meadowlands Community Park (160 Meadowlands Boulevard), Amberly Park (284 Nakoma Road) and James Smith Park (50 Braithwaite Avenue) for the remainder of the summer season (July-September) of 2025, to be funded from the Ward 12 Non-Property Tax Revenue Account #3301609612, at an upset limit including contingency not to exceed a total of \$5,000, 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.

11.2**CITY OF HAMILTON****NOTICE OF MOTION****Public Works Committee: July 7, 2025****MOVED BY COUNCILLOR C. KROETSCH.....****Bennetto Community Centre – Basketball and Tennis Court, 450 Hughson Street North, Hamilton (Ward 2)**

WHEREAS, the existing double play court, maintaining a basketball court and tennis court at Bennetto Community Centre, located at 450 Hughson Street North, Hamilton, is in poor condition;

WHEREAS, there is no capital funding to support the full replacement of this community asset and additional funding is needed to support the full replacement of the basketball and tennis court;

WHEREAS, this work will be undertaken by the Parks Section capital team and completed in addition to the existing work plan and ongoing projects; and

WHEREAS, resources are limited and this work will be initiated in 2025, scheduled to be completed within 12-24 months, subject to unforeseen challenges such as procurement timing, supply chain issues, weather, etc.

THEREFORE, BE IT RESOLVED:

- (a) That the replacement of the basketball and tennis courts at Bennetto Community Centre, located at 450 Hughson Street North, Hamilton, be funded from the Ward 2 Capital Re-Investment Reserve #108052 at an upset limit, including contingency, not to exceed \$350,000; 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.

CITY OF HAMILTON

NOTICE OF MOTION

Public Works Committee Date: July 7, 2025

MOVED BY COUNCILLOR C. KROETSCH.....

To Permit the Inclusion of Permanent Waste Enclosures as an Eligible Expense Under the Existing Commercial Districts Revitalization Grant Program

WHEREAS, the Commercial District Revitalization Grant Program (the Program) provides cost sharing grants with commercial tenants or property owners for exterior physical building and property improvements that improve the appearance, accessibility and/or environmental sustainability of a commercial property within strategic commercial districts, including Business Improvement Areas, whose success contributes to Hamilton's image for both residents and visitor;

WHEREAS, the Program is authorized under the Revitalizing Hamilton's Commercial Districts Community Improvement Project Area and Community Improvement Plan By-laws 21-163 and 21-164 respectively, with Program specific administrative and eligibility criteria approved by City Council via Appendix E to the Community Improvement Plan;

WHEREAS; the existing Program permits permanent waste enclosures as an eligible improvement only where the waste enclosure will be immediately adjacent to a public street facing façade and does not permit standalone waste enclosures nor any that would not be visible from a public facing street (such as in laneways); and

WHEREAS, the density of businesses in some parts of downtown Hamilton make it very difficult for standard commercial waste collection solutions; and

WHEREAS, implementing custom solutions to safely dispose of commercial waste is often costly, requiring the hiring of engineers, architects, and consultants.

THEREFORE, BE IT RESOLVED:

That Economic Development Division staff be directed to report back to the Public Works Committee with an amendment to the Program terms contained in Appendix E to the Revitalizing Hamilton's Commercial Districts Community Improvement Plan, by early Q4 2025, to permit permanent waste enclosures on any portion of a Program eligible commercial property along with any additional eligibility criteria which may be required to ensure such improvements are in keeping with the existing purpose and intent of the Program.

CITY OF HAMILTON

NOTICE OF MOTION

Public Works Committee: July 7, 2025

MOVED BY COUNCILLOR T. HWANG.....

Pilot Project for Greening Kenilworth Avenue North, Hamilton (Ward 4)

WHEREAS, Kenilworth Avenue North between Britannia Avenue and Barton Street has a limited number of trees and green spaces;

WHEREAS, this section of Kenilworth Avenue North has been identified as high to very high on the heat vulnerability index used by Public Health;

WHEREAS, pedestrians can benefit from the addition of shade from trees;

WHEREAS, this section of Kenilworth Avenue North has limited plantable space to support the installation of new street trees in the public right-of-way;

WHEREAS, adding insulated planters to the right-of-way containing trees and perennials may offer improved aesthetics and shade as an interim solution; and

WHEREAS the survivability of trees in insulated planters is variable based on environmental conditions.

THEREFORE, BE IT RESOLVED:

- (a) That a two-year pilot project to determine the efficacy and survivability of planting trees in insulated planters be administered by the Forestry and Horticulture section, including five large, insulated planters at various locations in the right-of-way on Kenilworth Avenue North between Britannia Avenue and Barton Street;
- (b) That the two-year pilot project be funded from the Ward 4 Capital Discretionary Account #3302309400 with an upset limit, including contingency, not to exceed \$24,000;
- (c) That the Forestry and Horticulture section be directed to report back on the success of the pilot; and

- (d) 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.

11.5

CITY OF HAMILTON

NOTICE OF MOTION

Public Works Committee: July 7, 2025

MOVED BY COUNCILLOR M. WILSON.....

Capital Infrastructure Annual Report

WHEREAS, Council identified the importance of communicating in an accessible and transparent manner as part of its 2022-2026 set of priorities;

WHEREAS, the City of Hamilton delivers many important services that are dependent on infrastructure such as transit, roads, bridges, facilities, clean water and wastewater treatment;

WHEREAS, the City's annual budget identifies planned capital investments but doesn't account for annual completion rates;

WHEREAS, the City is working to fulfill the requirements of Ontario Regulation 588/17 Asset Management Planning for Municipal Infrastructure with the goal of improved financial efficiency, allowing for more effective management of risk, driving accountability and effective, sustainable decisions for residents;

WHEREAS, there is growing public interest in the condition of Hamilton's municipal assets and planned actions to renew, restore and remediate;

WHEREAS, details on infrastructure investments and how they are being allocated, along with progress updates on the status of key infrastructure projects, including timelines, milestones and completion rates would support the goals of transparency and accountability; and

WHEREAS, an annual report on infrastructure works in coordination with ongoing asset management work could provide details on infrastructure investments and data on how infrastructure projects are meeting service level targets and addressing the needs of Hamiltonians.

THEREFORE, BE IT RESOLVED;

That City staff be directed to publish an annual infrastructure report to inventory key capital work that would offer progress updates, financial information, asset management, performance metrics, and completion rates to enable the public to ensure these investments align with the City's strategic direction and Council priorities.