



VISION: We will be a vibrant, dependable and clean city where services are delivered innovatively and effectively.

MISSION: To provide effective operations of the city through collaboration of members, management and staff.

City Hall, Hamilton
Infrastructure, Development & Future Committee

11 May 2016

10:00am

- Present:** Councillor John Harvey, MBE, JP (Chair)
Rt. Wor. Charles R. Gosling, JP
Councillor George Scott, JP
Councillor Nicholas Swan
- Staff:** The Secretary - Ed Benevides, JP
The City Engineer - Patrick Cooper
- Apologies:** The Event Project Manager - Danilee Trott

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- 1. Confirmation of Notice** - the Secretary confirmed that the notices for the minutes and the agenda were posted and sent out in accordance with the new meeting guidelines.
 - 2. Role of the Chairman** - Councillor Harvey acknowledged his role as Chair of the committee.
 - 3. Open Meeting** - Councillor Harvey called the meeting to order at 10:00am.
 - 4. Apologies** - The Secretary confirmed apologies from the Event Project Manager.
 - 5. Public Participation:**
There is no public participation/presentation.
 - 6. Correspondence:**
There is no correspondence.

7. Minutes of Previous Meeting dated 13 April 2016

The Mayor commented:

Page 3 of 10, 2nd Paragraph, 2nd sentence: "The FSPS has two (2) larger pumps...and the **affluent** piping... should read: "...and the **effluent** piping..."

Proposed: Councillor G. Scott

Seconded: The Mayor, Charles Gosling

The Minutes were accepted as read with the amendment.

8. Matters arising from the Previous Meeting dated 13 April 2016

(i) **Report re: Replacement of the Pipes at the Front Street Pump Station (FSPS)**
- the City Engineer is still working on the report, i.e. prices, etc. Still have not decided on the course of action. Work in progress, defer to the next Infrastructure Committee meeting in June.

(ii) **Map Drawn Up re: Existing Area at No 8 - Parking Request for 141 Street -**
the City Engineer showed a map to the committee. Councillor Swan queried whether he should excuse himself (conflict of interest). It was noted the last time this subject was discussed, Councillor Swan did excuse himself. Councillor Harvey commented that the committee resolved that a review of the surrounding areas would be done and a map drawn up of the area. He did not see any reason for Councillor Swan to leave the meeting. The map showed Front Street and the ramp going down to #8 dock. There is a water tank that used to go with the #8 shed under the area where the planter is located. There is also a fuel fill-up point for all of the Stevedoring Services trucks. With that in mind there is limited space available there to be able to place cars without the removal of the big planter.

Councillor Harvey commented on a previous discussion with regards to exploring the move of the planter, e.g. on the property at the bottom of Spurling Hill.

ACTION: Councillor Harvey to make contact to ascertain who the owners are of the property at the bottom of Spurling Hill and the beginning of Front Street and pass that information on to the Secretary.

The other issue is because this is the entrance to the City and it is a very busy road, it would be a very dangerous situation with people backing in and out onto the main road. A system would have to be created where one can drive in and out facing the right way and have some way of turning around. The visibility and site line would be an issue because it is quite a thin wedge. To design this to code and to proper standards is proving to be difficult. Discussion continued regarding the trucks fuel fill-up area and whether it could be relocated, etc.

The Secretary said that the CoH had started discussions with the Department of Marine & Ports Services about them allowing the CoH to nick off a part of their building which would allow for three (3) lanes of traffic all the way through up until Court Street. That would mean that the traffic would not go up Spurling Hill anymore, it will flow like it does now on East Broadway - in the morning two (2) lanes in and in the evening two (2) lanes out. The outside lanes would always stay in opposite directions.

The Mayor queried what happens if someone wants to gain access from the beginning of Reid Street down to Court Street to which the Secretary said that access can be gained by going up King or Court Streets.

The other point is to make a beautiful entrance to the City and not have a commercial entrance. Councillor Harvey suggested that plans be done to encompass all what was discussed and make a presentation to the Government, the Ministry of Public Works, the neighbouring people, etc.

The Secretary asked if the committee had any major objections to removing the planter, e.g. any nostalgic, historical or functional reasons. The City Engineer said that planter blocks a good part of viewing the commercial dock and containers. If it is taken away it would have to be replaced with a nicer barrier, e.g. some greenery more up against the fence. Councillor Swan queried if the committee minded if someone civically could come up with some designs to which there were no objections. Dialogue continued.

ACTION: The Secretary to invite persons to submit drawings with regards to changing and edifying the entrance to the City.

(iii) **Letter to Mr. Branco of Innovation Ltd. re: Request for Parking Spaces for Ram Re House** - this was a letter to be written advising Mr. Branco that the CoH was going to review its Residential Parking Policy.

ACTION: The Secretary to follow-up on letter to Mr. Branco of Innovation Ltd. regarding his request for residential parking spaces for Ram Re House.

(iv) **Safety or Noise Aspect re: Container Trucks on Canal Road/Laffan Street (Residents Advisory Committee)** - the concern that the residents have raised on that intersection is high speed but there is no way that a vehicle can take that corner at high speed at this point in time. The major complaint is the containers coming down that street and going back up Laffan Street. Turning left going to Laffan Street and going along to Cedar Avenue is a particularly narrow road and is not the best road for commercial traffic. It was noted that the traffic flow is about to be changed into a one-way system and these concerns will have to be weighed in. Once the area is completed a further review will be done. Further dialogue continued.

There is no definite date for completion and the City Engineer said he cannot estimate with the CoH's crews when they are going to be finished. The crew get pulled off to do other emergency jobs, etc.

(v) **Forward Residential Parking Policy to Infrastructure Committee Members for review and Feedback at next Committee Meeting in May** - the only additional item regarding the policy is the \$25.00 per year charge for the permit. Any residential parking space within the City can be used by all residential parking permit holders. There are some specific spaces. There was further discussion with regards to requests received for exclusive residential parking spaces in the City which is outside the policy. The committee is looking for guidance as to where does the Council see the vision of the City from a residential space and whether the City should give up potential revenue by providing free parking to residents to encourage parking in the City.

Discussion continued on the revenue received from clamping versus the revenue from people actually paying. The complaints from the residents particularly in Northeast Hamilton are that they come back to their house and someone is parked in their space. These are people that have no permit to park there and the CoH has no way of enforcing. Clamping was supposed to dissuade them. There have also been requests from residents who want to be able to give a "visitor's pass" so that they can park in the residential parking spaces when visiting a resident. There is a resident on Ewing Street who has a nurse that visits her and cannot find a parking space so she parks in a residential parking space and often receives tickets by the traffic warden.

The Mayor said a visitor's permit is not what is required but is to allow persons that provide a service like that to have a supplemental permit, etc., which will enable them to use residential parking for when they are providing those services.

The City Engineer said there are regular parking bays that they can use but the issue is that the wardens do not enforce them, therefore, they do not turn over and the one (1) hour bays turn into all day parking.

ACTION: The Infrastructure Committee and the technical staff to review the current Residential Parking Policy to give comments in terms of formulating a policy going forward. Feedback to be brought forward to the Infrastructure Committee meeting in July.

It was suggested to leave this matter on the agenda and invite other people to give comment on the policy, i.e. include the residents and the Resident Advisory Committee.

ACTION: The Recording Secretary to place on the agenda an invite to the residents and the Residents Advisory Committee to give comments for a new policy for the Residential Parking Permits.

ACTION: The Secretary to write a note to the residents regarding the review of the Residential Parking Permits Policy.

(vi) **Placing the Work for the Pedestrian Crossing on Dundonald street near Heritage Worship Centre on the Work Schedule** - the work is on the schedule. Bump outs will be created; the sidewalk extended to the edge of the parking lane so that pedestrians are visible and are not hidden behind cars.

(vii) **Review of Request from the Residents Advisory Committee re: Pedestrian Crossing on Dundonald Street** – discussed in previous item.

(viii) **Site Visit of Dr. Bradshaw's Property on Ewing Street** – the City Engineer has been working with Councillor Ming to get a meeting with Dr. Bradshaw. They went to the Planning Department and pulled the Development Application and Building Control files. There is no set of drawings which are stamped by Building Control in the file. There are documents missing out of the files and there was no information in them that could assist the CoH. The CoH has a copy of what was applied for but what was built is very different. Hopefully Dr. Bradshaw will have copies of some stamped Building Control drawings which will prove that he received proper permissions for what he has built. Planning should be able to make a comment of where those missing documents could be.

In the last Board meeting Councillor Ming mentioned that there are several encroachments on CoH's properties. The encroachments are on the eastern section of Ewing Street, east of Court Street. This matter is being pursued by the Property & Safety Committee. It was mentioned in that meeting so that all Council members were made aware and understood the issue that has to be addressed in the future. The committee will need direction from the Board in how to proceed because there are about 6-8 encroachments and some of them are significant. The City Engineer is trying to schedule the meeting and he received a note from Dr. Bradshaw that 11am on Friday 13 May 2016 would be feasible.

(ix) **Organise a Meeting with BTA and the Chamber of Commerce re: Challenges of the Liquor License for Events within the City of Hamilton** – there were some meetings set up with the Liquor Licensing Board getting feedback from the public. The Secretary spoke with Inspector Scott Devine who has been liaising directly with the Event Project Manager because Events could not make the public meeting. The current Liquor Licensing Board is enforcing to the letter the current rules which have been relaxed for so long that it is now causing major problems. They are using this as an opportunity to get input on suggested changes to the liquor license. The CoH is supposed to see a draft of any proposed changes.

ACTION: The Secretary to follow-up with Inspector Scott Devine with regards to liquor licenses for events.

9. Status Update:

There were no status updates.

10. Recommendation for Review:

RECOMMENDATION: That the Board agree to allow ACBDA to install whatever they need for the safe mooring of Super Yachts on Front Street. All discussions on what infrastructure is going to be left behind can be had afterwards.

AMENDED RECOMMENDATION: That the Board agree in principle to allow ACBDA to install the necessary infrastructure and utilities for the safe mooring of the Super Yachts on Front Street. Final approval will not be unreasonably withheld. The removal of the infrastructure and utilities will be agreed upon by a Memorandum of Understanding (MOU) between both organisations. **(approved in Corporation Board meeting dated 4 May 2016).**

The Secretary and the City Engineer are meeting with ACBDA this afternoon at 4:00pm to further this motion forward. The MOU will get started. Dialogue continued about the moorings for the Super Yachts on Front Street. Councillor Harvey commented on the moorings and the Queens Bottom. The City Engineer said that the CoH would not need Queens Bottom approval for moorings, would just need a mooring license. If the ACBDA leaves the moorings for the CoH then the CoH can apply for a mooring. The strategy is to get them to donate one of these moorings because they are going to try and recoup their costs. They will ask for a donation for leaving one or two in. The whole matter will have to be negotiated. There was continued dialogue about the moorings.

The Mayor suggested that if there is an issue of whether or not the moorings are transferrable would be to say that while ACBDA is putting out expenses for the infrastructure and receiving all of the revenue, the moorings will be in the name of the CoH. These moorings are for large vessels to med moor on Front Street. At the moment the CoH can only accept large vessels to side-on on Front Street because there is not a big issue of congestion that would necessitate med mooring.

11. Any Other Business

(i) **Gibbons Company Container** - the City Engineer met with Ms. Paula Clarke of Gibbons Company and voiced the concerns of the CoH. Gibbons Company receives a shipping container approximately one every week which is for their home furnishing stores in Washington Mall, Phase 3. The problem they have is that the container is filled with larger heavier bulky items for home furnishings, e.g. couches, chairs, etc. among other items such as pillows, etc. It is all palletized and for them to break it down they have to have it off of the chassis and placed on the road so that they have a level access to get a pallet dolly in there to pull the items out. If it stayed up on a chassis they would need a forklift to unload the items. The CoH has told them they do like the container on the road because of a few issues: (i) every time they unload there is damage to the sidewalk, the street and the curb. They have agreed to pay for repairs; (ii) there is a safety issue because it is not reflected and if it is left there overnight, it is not as visible as it should be and if it was up on a chassis, it would have to have reflectors and (iii) there is the insurance issue because when it is on a chassis it is considered a vehicle and off the chassis it is just a steel box that is left on the road. It is not licensed and it should get a permit to be placed there. Ms. Clarke said that it is not economical for her to break the container down anywhere else. Another issue is that the freight elevator in Washington Mall, Phase 3 will not accept these large loads and they would still have to come through the front door with the merchandise.

The Secretary said this is not the only issue that the CoH has in the City. There is Island Trading who has been causing a safety issue for years on the intersection of Middle Road, Spurling Hill and Reid Street extension. They park in a loading zone on a chassis and it sticks out where it reduces the traffic down to two (2) lanes. He commented on other merchants that have been allowed to do this practice and is now becoming increasingly dangerous as it impacts the safety of the pedestrians and motorists. He suggested that the CoH allow this practice to continue only after controlled hours (8:00am - 6:00pm). They will also have to put out reflective cones, etc.

The City Engineer said the pushback that the CoH will receive from these merchants comes down to dollars and cents. The merchants will say that the CoH is now making it more expensive for them to do business and they will not be able to continue to do business here in the City and will be forced to shut down. Gibbons Company does not run a warehouse; the merchandise goes straight on the shelf. To unload the full container, it takes them all day. Basically the container is their warehouse right there on the street. Not all merchants have a warehouse, e.g. Marks and Spencer, M & M, the Supermart, etc. The City Engineer suggested that the committee members go across the street to see how the container is unloaded.

The Secretary wanted to put forward to the merchants, with the Council's approval, the reasonable approach to try and move away from the health and safety issue that exists and at the same time not cause an absolute disruption to their business.

The Mayor suggested having a conversation with the merchants and asking them for suggestions and at the same time present some suggestions as well. Suggestions that could be put forward to them would be a faster unload, doing it on Sundays or doing it after hours and if they had a choice, how would they prioritise these. Dialogue continued.

There was a suggestion that anything on a chassis that is on the left on the side of the road should have flashers and this should be enforced. The issue with enforcing and making rules is very problematic because it gets pushed to the CoH to enforce with no teeth.

The Mayor suggested that a couple of letters be written: (i) having someone to have a series of letters on their person that could be attached to a truck that is not compliant and (ii) if the truck is identifiable to advise the company. Also write to the police to say that this infraction has been identified as an issue and the letter is to put them on notice that they have been informed of the situation. Discussion continued.

A public consultative meeting in conjunction with the Chamber of Commerce could be held to advise the merchants and for them to give feedback in what might potentially be a change in policy.

(ii) **Junction of Front and King Street** - Councillor Harvey commented on this discussion brought forward by Councillor Johnson in the last Board meeting. When persons are travelling east on Front Street and wanting to turn right into the car park it causes some congestion.

It was suggested that a turning lane could be marked to alleviate the congestion.

ACTION: The City Engineer to follow-up with the possibility of marking out a turning lane for traffic travelling east on Front Street trying to turn into the car park.

(iii) **Summer Boat Parade 2017** - the Sandy's Rotary Club is keen to look at the event along with Steve Thomson and Ian Coles. They will be looking at (i) the CoH's involvement in the Christmas Boat Parade as it relates to the charitable status and (ii) the Summer Boat Parade.

(iv) **Parking in Car Parks** - the Secretary would like to pursue two (2) avenues: (i) leasing the car parks and ensure that the legal Opinion is solid in that if it was a private piece of property, they would be fully able to operate their own private car park and charge what rates they want and/or enforce those rates and (ii) what it would take for the CoH to operationally turn some key car parks into all day fixed-fee car parks, e.g. turning #1 and #5 car parks into \$15 all day parking. This would provide an opportunity for some employment as well as ensuring that the CoH receives full payment. The issue will be with the merchants.

ACTION: The Secretary to prepare a proposal with regards to parking in the car parks and what could be implemented to increase revenue.

The Mayor commented on the staff meeting relating to the redundancies of the three (3) clampers. The question came up about other revenue streams that the CoH might be looking at. If going down the privatisation route, it would have to be very carefully explained to the Unions that represent the staff that this is the only means by which the CoH is able to come up with a sufficient enough revenue stream to actually continue employing a number of staff members.

The Secretary has asked the Treasurer to start putting some numbers together on whether the CoH would look at an appropriate fixed fee or a smaller fixed fee and a percentage of income. There is a draft lease from MDM already in this regard. The City Engineer said if the CoH takes the loan, will the CoH be able to lease the property if it is part of the guarantee for the loan. If the fixed revenue is sufficient to meet the requirements then it will be less of a risk on the collateral but this would have to be discussed with Clarien Bank. The Mayor suggested that the initial steps is to go with Clarien to ascertain the viability. Secondly, enough research and development should happen to enable the Mayor and representatives of the Council to meet with the Minister to say because of his failure to live up to his commitments, the CoH is having to go this particular route. There is going to be pushback from the rate payers. Pragmatically, right now the CoH needs to accept the Government's position that clamping is not going to take place. Realistically, the CoH has no choice but to refuse to accept that and then continue to push for that.

ACTION: The Secretary to pursue discussions with the Clarien Bank and also what it would take for the CoH to do the logistics and costs to do the car park pieces.

(v) **Front Street Pump Station (FSPS)** - from the last Infrastructure Committee meeting minutes, consultants did come down to install and refurbish the 2nd screen in the FSPS. It is all complete and operational now, i.e. now has two 3 millimetres bar screens.

(vi) **Training Session - Traffic Lights** - had consultants on the traffic lights down to do a survey and train the staff on doing proper checks and servicing of the traffic lights (old and new). Councillor Swan commented on the intersection of Parliament and Reid Streets and has there been any thought to having traffic lights there. That intersection is bad because of the poor visibility. The City Engineer said this has been looked at for traffic lights as well as King and Reid Streets but due to budget constraints has been put on hold.

12. Motion to Move to a Restricted Session

Proposed: Councillor N. Swan

Seconded: Councilor G. Scott

The meeting was adjourned at 11:20pm.