

**SAM MERULLA  
WARD 4 – EAST HAMILTON**



**COUNCILLOR  
CITY OF HAMILTON**

October 2011

Dear Constituent:

I am pleased to inform you of the next Ward 4 – East Hamilton Community Meeting:

**Thursday, November 3, 2011  
7:00 p.m.  
Pat Quinn Parkdale Arena  
1770 Main Street East**

Please accept the late delivery of some of the following updates due to the work disruption at Canada Post in June:

### **2011 BUDGET**

The City of Hamilton 2011 budget has been approved and included in the process this year were some significant changes to how some services are taxed (called "area rating"). Tax rates for some services including Transit, Fire and Recreation have differed by former municipality since amalgamation and reflected different service levels and costs. Tax rates were higher in the former City of Hamilton and lower in the suburban municipalities.

However, in the 10 years since amalgamation service delivery has changed. Most urban areas in the City of Hamilton now receive the same service levels. This led to a situation where some areas paid much less in taxes, but received the same level of service. Over a number of years, Council led an intensive review and consultation process to look at area rating options. In the end, Council approved the transition to an urban/rural model of taxation for the area rated services. Now services like Fire, Recreation, sidewalks and street lighting will be taxed consistently throughout the urban areas, with a reduced rate being charged to the rural areas.

For Ward 4 residents, there will be no impact on taxes due to the new area rating model. Savings that occurred due to the new model are being re-invested in a special capital levy which will fund additional infrastructure projects in the former City of Hamilton, including Ward 4.

For 2011, Council has approved an average 0.8% tax increase to balance the budget. This is the lowest tax increase in 10 years. For Ward 4 residents, the average tax increase will be 0.7% or \$14. The budget includes some significant investments in capital infrastructure, transit and social services.

### **CROWN POINT EAST NEIGHBOURHOOD PLAN**

Staff will be providing an overview of the Crown Point East neighbourhood plan, approved by City Council in 1980, with specific reference to the future parkland at Roxborough Avenue, Graham Avenue North, and Province Street North. The City has acquired the majority of properties in the area, and is now looking forward to providing a timeline for park development. The 1980 neighbourhood plan shows the extension of the park onto Roxborough, to connect the park to the school lands. This would involve the closure of the one-block portion of Roxborough between Graham Avenue North and Province Street North. This neighbourhood has a severe deficit in parkland, and the City would like to review the possibility of expanding the parkland through the closure of Roxborough in this area. City staff would like to hear from residents regarding the road closure, and have a discussion at the meeting regarding this proposal, prior to initiating the formal road closure process. If you are unable to attend, or have further thoughts regarding the proposal, please contact Cynthia Graham, Landscape Architect, at (905) 546-2424 ext. 2337, or [cynthia.graham@hamilton.ca](mailto:cynthia.graham@hamilton.ca).

## **WOODWARD PARK IMPROVEMENTS**

Staff will be attending the meeting to give an update on the design and construction schedule for Woodward Park improvements.

## **NEW PEDESTRIAN WATERFRONT LINK OVER QEW NOW OPEN**

I am pleased to announce the completion of the new trail connection and pedestrian gateway crossing over the Queen Elizabeth Way (QEW) and Red Hill Creek, a project which I initiated in 2007. The trail connection, known as the East Hamilton Trail and Waterfront Link, is a critical component in the development of Hamilton's recreational trail network and creates a safe off-road connection to the waterfront over the barrier of the QEW traffic lanes.

Construction work on the \$14M project began in the summer of 2009 and was fully funded by the Province's *Municipal Infrastructure Investment Initiative* funding.

The project was deemed a strategic priority by Council as it will bring tremendous benefits to the entire community.

"I am thrilled that the pedestrian bridge is open to the public and will connect ward four to our precious waterfront via our tremendous trail system for pedestrians and cyclists for generations to come," said Ward Four Councillor Sam Merulla.

The project includes a barrier-free, accessible paved trail from Van Wagner's Beach Road to Brampton Street and the extension of the Red Hill Valley Trail from Brampton Street to Barton Street. The recreational trail hub component of the project consists of a redeveloped parking area at the waterfront entrance, a habitat restoration zone on the area's former landfill sites, a multi-purpose court and picnic area to be included in the redeveloped Woodward Park and interpretive signage highlighting the area's heritage at the trail head locations in the Red Hill Valley. Restoration work is scheduled for completion later this year and construction of recreation amenities will occur in 2012.

The bridge links hundreds of kilometres of trail in Southern Ontario, and its "fireweed red" hue (the same colour used on San Francisco's Golden Gate Bridge) creates a signature gateway feature for East Hamilton. It spans 200 metres from the top of the former Brampton Street landfill and opens up more recreational areas, providing access to the trail systems including the Red Hill Valley trail and new recreational facilities identified in the Rennie Street End-Use plan.

## **B-LINE LAND USE PLANNING DESIGN WORKSHOP REPORTS WE WANT YOUR COMMENTS**

The City is undertaking secondary planning for the lands along the Main, King, Queenston corridor, known as the B-Line Corridor from McMaster University of Eastgate Square. The outcome will be a Corridor Plan that will establish future land use patterns (uses, heights, densities, urban design directions) for properties along this corridor. This work is an important step in managing future growth and change in the corridor, while, at the same time, protecting and helping to revitalize many neighbourhoods and commercial areas along the corridor.

The most recent phase of public consultation took place in June/July 2011. A design workshops or charrette\* was held for the area around the Queenston Traffic Circle through Parkdale Avenue on June 23, 2011. Five other charrettes were held across the corridor. In each charrette, citizens and local architects came together to create design concepts for possible future development along the B-Line corridor. A public meeting to present and review the design concepts followed on the evening of each design workshop. The conceptual designs are intended to illustrate ideas and explore design issues for possible types of development in future. They are to be used as tools to invoke discussion and are not in any way to be seen as actual development proposals or approved City policy.

The designs along with an explanation of the features of each design and the discussion that took place are included in the Charrette Reports listed on the project webpage [www.hamilton.ca/nodesandcorridors](http://www.hamilton.ca/nodesandcorridors).

You are invited and encouraged to visit the website to learn more about this study and any upcoming public consultation events.

\* A Charrette is a type of workshop in which a small group of people work collaboratively to develop solutions or responses to a problem of common interest in a limited amount of time. It is a method that can break down barriers, encourage innovative ideas and build connections between participants.

## TRAFFIC SIGNAL JUSTIFICATION SUMMARY

The City's Traffic Engineering section has been requested to consider the installation of a traffic signal at Kenilworth and Roxborough. To help with understanding the process for assessing the feasibility of a new traffic signal, a detailed explanation has been provided.

The implementation of a traffic signal is determined through an objective review of the existing roadway conditions. It is not necessary to receive a residents' petition in order to justify a new traffic signal. A single inquiry is enough to initiate the investigation.

More specifically, the City of Hamilton utilizes a Council approved policy which outlines the requirements needed to determine whether or not a full traffic signal is required. The policy follows Provincial guidance and standards which is the benchmark used by most municipalities in Ontario.

The determination looks at:

- (1) the **volume of cars and pedestrians in all directions** of travel at the intersection,
- (2) the amount of **delay incurred** waiting to make a maneuver whether traveling straight through or turning left or right the number,
- (3) the of **collisions that occur** which could be prevented if a signal was installed; and,
- (4) the **distance to the next signal**

Each of these criteria must meet minimum thresholds in order to justify the installation of a traffic signal.

Actual traffic volumes are measured at the subject intersection and compared to the required thresholds. A minimum traffic and pedestrian volume must be present throughout an eight hour period, for the volume and delay sections of the assessment, to warrant a traffic signal.

Reviewing the history of collisions at the subject intersection will reveal whether there has been a crash problem. A traffic signal can reduce the occurrence of certain types of collisions. Specifically, the type of collisions that a signal might prevent are right angle and turning movement collisions. If there is a definite pattern of these types of collisions over an extended period, normally three years, a traffic signal is recommended.

In order for a new traffic signal to function safely within the road network it must be properly spaced in relation to adjacent signals. It is desirable that the signals not be located closer than 215 metres apart. Violating this distance requirement can increase congestion and result in a less efficient roadway, which can potentially reduce overall safety for all users.

If the above noted criteria fulfils the minimum requirements, a traffic signal is recommend for installation. Following this method of determining where signals are needed results in a road network where traffic flow and safety can be optimized.

Kenilworth Ave. and Roxborough Ave.

The following is a table summarizing the analysis conducted at the intersection of Kenilworth and Roxborough.

	Minimum Threshold	Actual Data	Threshold Met
Traffic and Pedestrian Volume	100%	53%	No
Delays	100%	49%	No
Collisions	100%	7%	No
Distance to Nearest Signal	>215 metres	165 metres	No

Installation of a new traffic signal, under these conditions, would not be recommended.

It should be noted that installing traffic signals at intersections which do not achieve the required thresholds, can result in serious consequences such as causing driver aggression due to the introduction of an additional restriction in the road network. The following is a list of other potentially negative impacts, which can be present, where an un-validated traffic signal is installed:

- **increased congestion**

- increased delays
- increased driver frustration
- added collisions
- running red lights
- reduced signal coordination
- increased travel times

If you have any questions regarding the justification process for installing a traffic signal, please contact the City's Traffic Engineering Section at 905-546-2424 x 5920.

## OTTAWA STREET B.I.A.

Ottawa Street BIA is now keeping everyone up to date by using Twitter and facebook. Give them a follow on twitter @OttawaStBIA, join their facebook page to get updates about what's happening on Ottawa Street or visit [www.shopottawastreet.com](http://www.shopottawastreet.com)

The Ottawa Street Farmers' Market is open year round, rain or shine, Fridays & Saturdays, 7:00 a.m to 3:00 p.m. For updates about the market and its products, vendors and events, you can now follow them on twitter @OttawaStMarket or join their facebook page!

**Congratulations to all Merchants, Property Owners, Board of Management, Executive Director Patty Despinic, of the Ottawa Street BIA as well as those involved in the Farmers' Market for their outstanding efforts and commitment to this community as Ottawa Street was chosen Canada's 2<sup>nd</sup> best street as part of the Greatest Places in Canada Contest, sponsored by the Canadian Institute of Planners. Keep up the great work!**

## THE CENTRE ON BARTON – Update Fall 2011

**Sidewalks continue to be an issue that we are slowly addressing; as each building is complete more of the sidewalk network will be available to provide a safe pedestrian route. Watch later this year for our new Website.**

### **Building X 1149 Barton St**

LCBO Opened last fall with many positive comments from the public. The building next to LCBO is now complete, leasing will begin.

### **Building F 1267 Barton St**

**Staples** opened in February and has been very well received, **Dollarama** opened in April and the crowds are witness to its success.

**Sally Beauty** will be opening this fall, beside Super 10 Nails

## **Under Construction...**

Construction is nearing completion and the Fashion Buildings S and N will be open this fall.

### **Building S 1223 Barton St**

Located next to Boston Pizza, will be home to the centres latest fashion stores....**Reitmans, Ricki's, Shoe Company, La vie en Rose** The anticipated open will be early fall 2011.

### **Building N 1259 Barton St**

Located directly north of the Scotiabank will be home to **George Richards Big & Tall Menswear**, **Ardene**, ladies fashion and accessories as well as **Carters /Osh Kosh** fashion for children; this building will include several other fashion retailers. The planned opening date is fall 2011

### **Building H 1317 Barton St**

This building will be located along Kenilworth Ave between the TD Canada Trust and Canadian Tire Gas Bar, this will be home to **Tim Hortons**. This location will be a full service facility, including a drive thru feature, and will also include several additional tenants. **Wild Wings Restaurant** will be opening in the spring of 2012.

**The Food Pavilion** opened last August 2010 and offers a selection of quick service restaurants **A&W, Opa, Popeyes, Wok Express, Montfort** and **Subway**. Make plans to drop by for breakfast, lunch and dinner. The Food Pavilion is open **Saturdays** until 8:00 p.m.

The **Food Pavilion** houses the **Redcliff Realty Management Inc.** offices as well as the **Security Offices** for the property. The new public washrooms include a Family washroom, Childcare/Nursing washroom, as well as modern barrier-free washrooms.

The **Food Pavilion** has a separate area to be used for Community Groups, Local Fundraisers, and Public Awareness Events:

Announcements will continue as other new tenants develop.

**BOYS AND GIRLS CLUBS OF HAMILTON (45 Ellis Avenue, 905-549-2814)**

**HAMILTON'S LARGEST HALLOWEEN HAUNTED HOUSE!**

Join us in the "dungeon" for a Halloween experience for the whole family.  
(not recommended for children under 7, \$2.00 admission).

Sponsored by The Hamilton Spectator

**October 28, 29 and 30th**

**6:00pm to 9:00pm**

**NEW LOCATION: TBA**

For further details please contact the Boys and Girls Clubs of Hamilton at 905-549-2814

**MY CONTACT INFORMATION**

The Councillors' Offices are located at City Hall, 71 Main Street West, 2<sup>nd</sup> Floor, Hamilton, Ontario, L8P 4Y5.

Please note that this update as well as any future updates, can be viewed online at <http://www.hamilton.ca/YourElectedOfficials/WardCouncillors/Ward4Councillor.htm>

As always, please do not hesitate to drop by my office or contact me at (office) 905-546-4512, (24hr. pager) 905-777-7491 or via email, [smerulla@hamilton.ca](mailto:smerulla@hamilton.ca)

Thank you for your attention and I look forward to seeing you on the 3rd.

Sincerely,



Sam Merulla  
Councillor, Ward 4 – East Hamilton

SM/dp