SUBJECT: Enhancement of Windermere Basin - (PW08055) - (City Wide)

RECOMMENDATION:

(a) That the General Manager, Public Works be authorized and directed to file the Notice of Completion and issue the Project File for the Class Environmental Assessment for the Enhancement of Windermere Basin for the mandatory 30-day review period;

(b) That upon completion of the 30-day public review period, the General Manager, Public Works be authorized and directed to proceed with detailed design and implementation of the preferred solution of the Class Environmental Assessment for the Enhancement of Windermere Basin, provided that no substantial comments by the public or Part 2 Orders received by the Ministry of the Environment are received.

Scott Stewart, C.E.T.
General Manager
Public Works

EXECUTIVE SUMMARY:

The Water and Wastewater Division utilized the Class Environmental Assessment (Class EA) process to determine the best alternative for the Enhancement of Windermere Basin (Basin). The Basin has functioned as a sediment trap for sediments transported by Red Hill Creek which includes solids from the Woodward Avenue Wastewater Treatment Plant. Over time, as sediments accumulated in the Basin, the
ability of the Basin to retain sediments has been greatly reduced. Recent investigations indicate that the Basin has reached capacity and no longer serves as an effective settling basin. In order to reduce the need for further dredging in the Basin, and ensure that adjacent shipping and navigation operations in the harbour are not affected, the City of Hamilton (City) is considering options for managing the system.

As part of the Class EA process, the City has developed and evaluated four enhancement alternatives to address the problem of managing sediment from the Red Hill Creek and the opportunity to enhance the natural environment within the Basin. The four alternatives are as follows:

1. Do Nothing
2. Ongoing Dredging with Offsite Disposal
3. Construct a Watercourse to Direct Sediment to the Harbour and Create Aquatic Environment in Remainder of the Basin (Wetland)
4. Construct Watercourse to Direct Sediment to the Harbour and Create Terrestrial Habitat within the Remainder of the Basin

The recommended preferred alternative for the Basin, considering the “triple bottom line” criteria, is as follows:

**Alternative 3** - Construct a watercourse to direct sediment to the harbour and create aquatic habitat within the remainder of the Basin (Wetland).

The major advantages of this option are:

- Consistent with provincial/municipal policies and the vision for the Basin, including creating an aesthetically-pleasing gateway
- Greatest improvement to aquatic habitat and improves terrestrial habitat
- High potential to attract desirable native fish and bird species; high potential to discourage undesirable fish species
- Enhancement in water quality and ecosystem health
- Potential for passive recreational opportunities
- Would minimize accumulation of sediment in the Basin
- Potential to re-use existing sediment, rather than disposing off-site
- Low cost of maintaining wetland

Upon completion of the mandatory 30-day review period for the Class EA Project File report, a detailed design of the recommended preferred alternative will be initiated with construction expected to begin in late 2008 or early 2009.

The source of funding for the Basin enhancement project has been previously identified through two separate sources:

- The first source of funding was provided as part of the Basin transfer of ownership in 2000 to the City from the Hamilton Port Authority (HPA), formerly the Hamilton Harbour Commission. The City received a sum of approximately $10 M for maintenance of the Basin.

- Secondly, the City has an agreement in principle for approximately $3 M in funding, for the Basin enhancement project, from the Federal and Provincial Governments as part of the Canada Strategic Infrastructure Fund for improvements to assist in the cleanup of Hamilton Harbour in support of the Hamilton Harbour Remedial
Action Plan. One of the key projects comprising the cleanup program is the revitalization of the Basin through the implementation of a wetland.

BACKGROUND:

The recommendations contained within this Report have City wide implications.

Windermere Basin (Basin) is located in the east end of the Hamilton Harbour (Harbour), at the mouth of the Red Hill Creek in the City of Hamilton. Located in the Harbour and immediately downstream of the Basin, are Piers 24 and 25, where significant shipping activity occurs under the control of the Hamilton Port Authority. Located approximately one kilometre upstream of the Basin is the Woodward Avenue Wastewater Treatment Plant, which discharges treated effluent directly into the Red Hill Creek.

In 1988, a remedial program to reconfigure and rehabilitate the Basin as a sediment trap was conducted by Public Works Canada on behalf of the HPA. The work, which was completed in 1990, involved the construction of a series of eight dyked containment cells situated around the perimeter of the Basin; the dredging of the Basin to remove a large quantity of contaminated sediments which were deposited into the newly constructed containment cells, and the additional dredging of a portion of the Basin which created a sediment trap to capture future sediments entering the Basin.

Following the completion of the rehabilitation project in 1990, no additional remedial activities have been conducted in the Basin, except for the capping of the dredged sediments in the containment cells, which occurred over several years. Out of the eight containment cells, only Cell #4 remains open. The capped disposal cells have created large areas of reclaimed lands surrounding the Basin that are presently vacant and unoccupied. Although the 1990 rehabilitation project served to remove sediment from the Basin, it did not address the upstream sources of sediment.

In October 2000, the HPA transferred ownership of the Basin and surrounding lands to the City. As part of this agreement, the City assumed responsibility for maintenance dredging of the Basin, to be undertaken in a timely manner to ensure that the build-up of sediment does not impinge upon the shipping, navigation, and transportation needs of the Harbour’s operations. The HPA also acknowledged and agreed that the City will be permitted to deposit dredgeate in the prepared cell (Cell #4) on the western edge of the Basin, including encroachment on adjacent HPA lands. As part of the transfer of ownership, the City received a sum of approximately $10 M from the HPA, to be utilized for the maintenance of the Basin.

In 2005, the City retained C.B. Fairn & Associates to conduct a review of the existing conditions at the Basin, and evaluate feasible alternatives for a preliminary dredging plan to restore the sediment trap function of the Basin and ensure that the adjacent Harbour’s shipping and navigation operations are not adversely affected. A total of nine alternatives were examined, ranging from dredging the full quantity of accumulated sediments from the Basin and sediment trap, to providing no dredging within the Basin and conducting dredging activities only at Pier 25 within the Harbour. The costs of the various alternatives ranged from $3.7 M to $24 M. The dredging of the entire Basin with mechanical dewatering of the dredgeate was found to be most expensive alternative, while dredging the Pier 25 area and leaving the Basin “as is” was found to be the least expensive. C.B. Fairn recommended that the City consider leaving the
Basin as the "status quo" and, instead, develop a dredging plan that removes the sediment deposits from the Harbour itself.

Based on the results of the Dredging Feasibility Report by C.B. Fairn, the City retained Dillon Consulting Limited in 2006 to conduct a feasibility assessment pertaining to the establishment of a wetland within the Basin. The study included an assessment of the suitability of Basin sediment for supporting aquatic plants and the potential of ecological risks from contaminants found in the sediments. Nutrient modelling projected that potential water quality improvements from the wetland would be limited due to a relatively high nutrient loading rate. In order to manage water quality within the wetland, it would be preferable to limit loading by diverting the majority of flow away from the wetland. Hydraulic modelling indicated that flow out of the Red Hill Creek could be improved by dredging a channel, and that flood risks would not increase due to the improvements. Four wetland design concepts were evaluated and it was indicated that a wetland is constructible. The Dillon report concluded that there were no significant technical barriers or contaminant issues limiting the development of a wetland.

As a result of the above, the City retained Cole Engineering Group Ltd. (CEG) in 2007 as the prime consultant to complete the Class Environmental Assessment (Class EA) study process for the Basin enhancement project, in addition to providing subsequent preliminary design, detailed design, and contract administration services.

A Project Advisory Group (PAG), previously assembled to guide the development and planning of the Basin and surrounding lands, was utilized for this particular project. The PAG membership consists of local stakeholders, government agencies, City of Hamilton representatives, Conservation Authorities, First Nations, and industries. Additional public stakeholders were invited to join the PAG through the Notice of Commencement; however, no indication of interest was received.

The Class EA study was completed as a Schedule B project under the Municipal Class Environmental Assessment process. The Class EA for this project included public and Review Agency consultation, evaluation of alternatives, assessment of the impacts of the proposed works, and identification of measures to mitigate any adverse impacts. Upon completion of the study, a Project File report documenting the planning and decision-making process and recommended preferred alternative was prepared, and is ready for Public Review. Pending approval of this recommendation by Council, a separate advertisement will be issued to advise the public and stakeholders of the Notice of Completion of the Class EA.

**ANALYSIS/RATIONALE:**

By applying the Municipal Class EA process, the project followed the legislated multi-phased analysis rationale. Only Phases 1 and 2 of the Municipal Class EA apply for this project.

The Class EA Problem/Opportunity Statement was established at the onset of the study as follows:
The Problem
Windermere Basin has functioned as a sediment trap for sediments transported by Red Hill Creek. Over time, as sediments accumulated in the Basin, the ability of the Basin to retain sediments has been reduced. Recent investigations indicate that the Basin has reached capacity and no longer serves as an effective settling basin. In order to reduce the need for further dredging in the Basin, and ensure that adjacent shipping and navigation operations in the Harbour are not affected, the City of Hamilton is considering options for managing the system.

The Opportunity
The project presents an opportunity to provide benefits in a number of key areas, including environmental and social. First, the project will help to improve fish nursery habitat and wetland habitat within the Basin. Secondly, enhancement of Windermere Basin will also provide passive recreational opportunities and help to create a natural gateway to the City tying into trails and habitat corridors.

All reasonable alternatives that met the requirements of the Problem/Opportunity Statement were identified. The following is a list of the four alternatives considered in the study:

1. Do Nothing
2. Ongoing Dredging with Offsite Disposal
3. Construct a Watercourse to Direct Sediment to the Harbour and Create Aquatic Environment in the Remainder of Basin (Wetland)
4. Construct Watercourse to Direct Sediment to the Harbour and Create Terrestrial Habitat within the Remainder of the Basin

A comparative evaluation was undertaken using a “reasoned argument” or trade-off method. This method highlighted the relative advantages and disadvantages of each alternative solution based on its identified net effects. This allowed for a clear presentation of the key trade-offs between the various evaluation factors, and the reasons why one alternative solution was preferred over another. As a result, the relative differences and key trade-offs between each alternative solution for the various factors were clearly understood, and a traceable rationale for selection of the preferred solution was provided.

Evaluation criteria for the analysis of alternatives were developed by the Project Team and presented to the public and the PAG. Each alternative was screened against the evaluation criteria. The alternative with the highest score was deemed to be the preferred alternative. The preferred alternative being recommended was identified as Alternative 3 - construct a watercourse with aquatic habitat (wetland).

The recommended preferred alternative for the Basin is described as follows:

**Alternative 3** - Construct a watercourse to direct sediment to the harbour and create aquatic habitat within the remainder of the Basin (wetland)

The major advantages of this option are:

- Consistent with provincial/municipal policies and the vision for the Basin, including creating an aesthetically-pleasing gateway
- Greatest improvement to aquatic habitat, and improves terrestrial habitat
• High potential to attract desirable native fish and bird species; high potential to discourage undesirable fish species
• Enhancement in water quality and ecosystem health
• Potential for passive recreational opportunities
• Would minimize accumulation of sediment in the Basin
• Potential to re-use existing sediment, rather than disposing off-site
• Low cost of maintaining wetland

The above recommended preferred alternative satisfies the requirements for the enhancement, while balancing the social, environmental, and economic considerations. Implementation will result in:

• Providing a sustainable solution for the Windermere Basin
• Providing a sustainable solution for handling of dredgeate as a result of maintenance dredging at Pier 25
• Providing habitat enhancement for aquatic and terrestrial habitat
• Providing a solution that assists the delisting of Hamilton Harbour as an Area of Concern
• Creating a naturalized gateway to the City of Hamilton, tying into existing trails and habitat corridors

This recommendation is being made as required under the process for Class EA study project approval.

Mitigation measures of any negative environmental impact of the preferred alternative have been identified and become conditions for consideration in the Implementation Phase of the Class EA. Detailed mitigation measures are included in the Project File report under separate cover.

Public and Stakeholder consultation is an integral part of the Class EA Study process. See the RELAVANT CONSULTATION section of this Report, and of the Project File report for more detail.

The final step in the analysis rationale, before proceeding to implementation of the preferred alternative, is to undertake the mandatory 30-day review. A Notice of Completion of the Class EA, as recommended herein, is anticipated to be issued in the second quarter of 2008. Notices will be issued via newspaper advertising and a direct mail out to all members of the Stakeholder and Agency Contact lists. The Project File report will be placed on the public record, along with contact information to receive concerns. Every attempt will be made to mitigate all expressed concerns. Should resolution of a concern be unattainable, the conflict may be escalated by the opponent to the Minister of the Environment for a decision.

The above analysis rationale is a prescribed process under the Municipal Class Environmental Assessment (Class EA). The project was completed in full compliance with the Class EA.

**ALTERNATIVES FOR CONSIDERATION:**

The Project Team applied the City's “triple bottom line” approach to determine the most appropriate alternative to address the rehabilitation needs of the Basin. The consistency of each alternative with various Municipal, Provincial, and Federal acts,
policies and regulations was also assessed. Throughout the following section, when referring to the policies reviewed, they include:

<table>
<thead>
<tr>
<th>Level of Government</th>
<th>Applicable Acts, Policies and Regulations</th>
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</table>
| Municipal           | • Regional Municipality of Hamilton-Wentworth Official Plan  
|                     | • Windermere Basin Vision Statement (Windermere Basin  
|                     |   Steering Committee)  
|                     | • Vision 2020  
|                     | • Red Hill Creek Watershed Action Plan  
| Provincial          | • Provincial Policy Statement  
|                     | • Lakes and Rivers Improvement Act  
|                     | • Ontario Water Resources Act  
|                     | • Development, Interference with Wetlands and Alterations to  
|                     |   Shorelines and Watercourses  
|                     | • Ontario Water Taking and Transfer Regulation 287/04  
| Federal             | • Hamilton Harbour Remedial Action Plan  
|                     | • Fisheries Act  
|                     | • Navigable Waters Protection Act |

Evaluation of alternatives was presented to the Public and Stakeholders for comment. Consideration of alternatives is an integral part of the Class EA Consultation Process, through which every stakeholder (including Committee and Council) has an opportunity to participate.

A list of alternatives that were considered, along with detailed descriptions, is provided below.

**Short-listed Alternative Solutions**

<table>
<thead>
<tr>
<th>Alternative Solution</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1. Do Nothing</td>
<td>Not Recommended</td>
</tr>
<tr>
<td>2. Dredge Basin and Dispose of Sediments Off-site</td>
<td>Not Recommended</td>
</tr>
<tr>
<td>3. Construct a Watercourse to Direct Sediment to the Harbour and Create Aquatic Habitat within the Remainder of the Basin by re-working Accumulated Sediment (Wetland).</td>
<td>Recommended</td>
</tr>
<tr>
<td>4. Construct a Watercourse to Direct Water and Sediment to the Harbour and Create Terrestrial Habitat on top of the Accumulated Sediment within the Remainder of the Basin.</td>
<td>Not Recommended</td>
</tr>
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**Alternative 1 - Do Nothing**

The “Do Nothing” alternative would involve leaving the Basin in its current configuration and would not include dredging the accumulated sediments from within the Basin. According to bathymetric surveys conducted during 2007, the total volume of sediment accumulated in the Basin is approximately 270,000 m$^3$. Sediments from the Red Hill Creek and Parkdale CSO would continue to pass through the Basin and deposit into Hamilton Harbour in the Pier 25 area. The Pier 25 area would require periodic dredging to remove only the quantity of sediments that have actually infilled from the Basin, and that may directly impact shipping and navigation activities in the Harbour.
The Class EA document mandates consideration of the “Do Nothing” alternative; however, this option does not address the Opportunity Statement, but only provides a benchmark for evaluating the other solutions. The advantage of this alternative is that no major capital cost would be incurred by the City in the short term.

This alternative has several main disadvantages. It does not address issues of sediment management within the Basin; therefore, filling will continue and a braided channel configuration could form. This continued infilling will result in no net gain of aquatic habitat but, instead, the creation of an environment suited for invasive and non-desirable species. No potential for increased passive recreation or improved aesthetic conditions would be realized.

This alternative is inconsistent with the Vision Statement and current Municipal, Provincial, and Federal Government policies, and for these reasons is not recommended by City staff.

The estimated capital cost of Alternative #1 is approximately $160,000 for some existing required maintenance.

Alternative 2 - Dredge Basin and Dispose of Sediments Off-site

This alternative would involve dredging the full quantity of accumulated sediments from the entire Basin, representing the removal and disposal of an estimated volume of in-situ sediments of approximately 270,000 m$^3$. This estimated dredging volume represents the total quantity of sediments that have been deposited in the Basin over the past 17 years, since the completion of the original rehabilitation project in 1990. The Basin would then be reconstructed to the 1990 design. The dredged sediments would require drying through temporary storage on-site or through mechanical dewatering before off-site disposal. The majority of sediments flowing down Red Hill Creek, and discharging through the Parkdale Combined Sewer Overflow (CSO), would continue to accumulate within the Basin. Future dredging and sediment disposal would be required on an ongoing basis, but this option does not maximize the Opportunity Statement benefits for the Class EA. An advantage of this alternative is that it restores the sediment trap function of the Basin.

A major disadvantage of this alternative is the high capital cost. Dredging and disposing of 270,000 m$^3$ of sediment would require a large and costly capital works project that would result in significant trucking between the Basin and the selected landfill site. Furthermore, this alternative creates limited improvement to the natural environment and results in no increase to productive fish habitat or to the quality of breeding bird habitat and results in no additional social improvements or passive recreational opportunities.

This alternative is not consistent with the Vision Statement, does not improve the social or natural environment, and is the most costly. Therefore, this alternative is not recommended by City staff.

The estimated capital cost for Alternative #2 is approximately $31 M.
Alternative 3 - Construct a Watercourse to Direct Sediment to the Harbour and Create Aquatic Habitat within the Remainder of the Basin by re-working Accumulated Sediment (Wetland)

This alternative would involve construction of a watercourse within the Basin that would transport future sediment into Hamilton Harbour. The watercourse would be created by isolating the Basin through the installation of an earthen dyke between the channel alignment and the remainder of the Basin. A wetland would then be established within the remainder of the Basin by re-working the sediment and controlling water levels to achieve the desired habitat conditions. Sediments from the Red Hill Creek and Parkdale CSO would pass through the Basin and deposit into Hamilton Harbour in the Pier 25 area. The channel would be designed to ensure conveyance of sediments through the Basin to minimize maintenance (i.e. dredging/flushing) requirements on the Basin property. The Pier 25 area would require periodic dredging to remove only the quantity of sediments that have actually infilled from the Basin watercourse and that may directly impact the shipping and navigation activities in the Harbour.

This option clearly addresses the Opportunity Statement for the Class EA, but has a higher capital cost than the "Do Nothing" alternative. However, its capital cost is substantially less than Alternative 2 and, depending on the source of fill, moderately less than Alternative 4. There is a potential disadvantage that during construction sediments could migrate downstream. This would be mitigated through a comprehensive control and monitoring program.

This alternative has the most definite advantages in terms of improving terrestrial and aquatic habitats. An increase in the productivity of aquatic habitat, increased control of invasive species, and increased breeding bird habitat greatly improves the socio-economic environment through increased passive recreational opportunities (i.e. bird watching). Alternative 3 results in the greatest improvements to the natural environment of any alternative evaluated. In addition, much of the dredgeate material is to be re-used on site, thereby minimizing truck traffic on the local road network. This alternative meets the goals of the Vision Statement, and is consistent with current Municipal, Provincial, and Federal Government policies. Throughout the Class EA evaluation process, the advantages of Alternative 3 outweighed the disadvantages, and scored the highest benefits of all other alternatives. Therefore, City staff recommend this as the Preferred Alternative under the Class EA Study process.

The estimated capital cost for Alternative #3 is approximately $9.2 M.

Alternative 4 - Construct a Watercourse to Direct Water and Sediment to the Harbour and Create Terrestrial Habitat on top of the Accumulated sediment within the Remainder of the Basin

This alternative would involve the construction of a watercourse within the Basin that would transport future sediment into Hamilton Harbour. Similar to Alternative 3, the watercourse would be created by isolating the Basin by installing an earthen dyke between the channel alignment and the remainder of the Basin. Sediments would pass through the Basin and be deposited into Hamilton Harbour in the Pier 25 area. The channel would be designed to ensure conveyance of sediments through the Basin to minimize maintenance (i.e. dredging/flushing) requirements on the Basin property. The Pier 25 area would require periodic dredging to remove only the quantity of sediments
that have actually infilled from the Basin watercourse and that may directly impact the shipping and navigation activities in the Harbour. The remainder of the Basin would then be filled and capped with the establishment of terrestrial habitat on top.

This option would only partially meet the Opportunity Statement of the Class EA by enhancing the terrestrial environment; however, aquatic habitat would not be enhanced.

This alternative does not offer enhancement of aquatic habitat and could result in a “net loss” of fish habitat, which is a major disadvantage. The approval process and required fish habitat compensation with the reviewing agencies would be problematic. This alternative is also inconsistent with the Vision Statement and current Municipal, Provincial, and Federal Government policies. In addition, passive recreational opportunities (i.e. water bird watching) would not be enhanced and may also result in the loss of the existing Common Tern colony in the Basin.

The advantages of this alternative include a potential cost savings that could be realized by utilizing Pier 25 dredgeate in the Basin. However, it is possible that imported fill may be required, which would significantly increase the construction cost of this alternative. However, a low ongoing maintenance cost would be realized as the terrestrial habitat created would be left to naturalize.

Notwithstanding a potential cost savings, this alternative is not consistent with the Vision Statement or current policies. Therefore, this alternative is not recommended by City staff.

The estimated capital cost for Alternative #4 is approximately $10.7 M.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Financial Implications:

The source of funding for the Windermere Basin enhancement project has been previously provided and approved through two separate sources.

- The first source of funding was provided as part of the Basin transfer of ownership in 2000 to the City from the Hamilton Harbour Commission. The City received a sum of approximately $10 M for maintenance of the Basin.

- Secondly, the City has an agreement in principle for approximately $3 M in funding, for the Basin enhancement project, from the Federal and Provincial Governments as part of the Canada Strategic Infrastructure Fund for improvements to assist in the cleanup of Hamilton Harbour in support of the Hamilton Harbour Remedial Action Plan. One of the key projects comprising the cleanup program is the revitalization of the Basin through the implementation of a wetland.

The recommended preferred alternative has an estimated capital cost range of $6 M to $10 M and will require a construction period of two years. The budget for the works was previously approved and will be funded from Account No. 5160766711. Any funds remaining in the project account upon completion will go towards the ongoing maintenance of the wetland.

An annual maintenance cost of approximately $100,000 will be realized to operate a proposed pump and to provide for spring, summer, and fall inspections of the wetland.
and dyke. Additional costs related to property maintenance would be realized regardless of the current project. These should amount to approximately $150,000 annually.

Staffing Implications:
N/A

Legal Implications:
Construction of the project will require permits from various regulatory agencies such as the Hamilton Conservation Authority, Ministry of the Environment, Ministry of Natural Resources, Department of Fisheries and Oceans, and Transport Canada, as well as the approval of the Hamilton Port Authority. Exact permit requirements are currently being confirmed, as some approvals may not be required dependent on methods of construction.

POLICIES AFFECTING PROPOSAL:
A number of policies, regulations, and statutes pertain to this document, namely:

- Lakes and Rivers Improvement Act
- Fisheries Act
- Development, Interference with Wetlands and Alterations to Shorelines and Watercourses: Regulation 161/06 under Ontario Regulation 97/04
- Ontario Regulation 347
- Ontario Water Resources Act
- Ontario Water Taking and Transfer Regulation 287/04

In addition, in September 2001, the Windermere Basin Steering Committee developed a broad vision statement for Windermere Basin:

_Windermere Basin will be a restored estuarine ecosystem, providing a sanctuary for wildlife and passive recreational use. With improved water quality and habitat regeneration, Windermere Basin will be a healed area; a source of community pride; a place where citizens and visitors can witness the ongoing regeneration of the area to a more healthy environment._

_Windermere Basin will be a green area in an industrial waterfront. As a unique feature of the eastern gateway to the City of Hamilton, the Basin will be an area where people can learn and understand about the area's natural and cultural history. Trails will connect the Basin with other natural and cultural attractions in the surrounding area, thus facilitating public access and linkages across the entire Hamilton Waterfront._

The Public Works Strategy Plan, “Innovate Now”
The recommendations from this Report will assist in meeting the Public Works Department’s key goal: to be recognized as the centre of environmental and innovative excellence in Canada. In addition, implementing the recommendations will also assist Public Works in building on Strategic Vision Drivers as follows:
Communities (Services our communities connect with and trust) –
Implementing the Enhancement of Windermere Basin will improve local environment. The transparent and consultative nature of the Class Environmental Assessment (Class EA) process builds trust within the community and Review Agencies, demonstrating Hamilton’s and Public Works’ commitment to Service Excellence.

People (Skilled teams, ready for any situation) –
This program demonstrates the ability of City staff to respond to an important and complex opportunity that affects the community. Implementing the proposed enhancement requires the knowledge and skill of many staff who work with the system on a daily basis. Through an extensive consultation process, stakeholders (including many employees) were invited to provide their input and contribute throughout the process of decision making. The proposed solution represents forward thinking and contemporary practice. Projects such as this have the ability to contribute to the positive image that Hamilton seeks to maintain, and will promote a sense of pride in staff.

Process (Smart processes to match our needs) –
Throughout the development process, plans have been formulated to ensure that all aspects of the City’s “Triple Bottom Line” approach to problem solving were considered. Social, Environmental, and Economic impacts were all assessed to provide a balanced approach to the recommended preferred alternative. A detailed scoring and evaluation process was employed in order to effectively arrive at the optimal solution that meets Hamilton-specific goals and objectives. The result is a sustainable long-term approach that addresses all aspects of the “Triple Bottom Line”.

Finances (Sound finance management for the long haul) –
Government policy and legislation have been considered in the development of the recommended preferred alternative. The economic impact to the City was a significant factor in the decision-making process.

RELEVANT CONSULTATION:
Public and Review Agency consultation is an integral and legislated component of any Municipal Class Environmental Assessment Study. Stakeholders are initially notified of the study with a formal Notice of Commencement advertised in the local newspaper. Review Agencies are notified directly by mail.

Project Stakeholder and Review Agency lists are developed at the onset of the study and maintained throughout, thus ensuring that all interested parties are kept informed. All Stakeholders are invited and encouraged to comment on the project at any time during the study.

The Agency and Stakeholder Contact List included the following groups:

- City of Hamilton
- Hamilton Conservation Authority
- Conservation Halton
- Canadian Wildlife Service, Environment Canada
- Hamilton Port Authority
- Stelwire
Regulatory agencies were notified and consulted throughout the Class EA process and feedback has been supportive of the preferred alternative. Consultation will continue through the preliminary and detailed design phases of the project.

The following summarizes the public consultation process that took place during the development of Phases 1 and 2 of the Enhancement of Windermere Basin project Class EA Study:

- Notice of Commencement and Advertising for Members of the Project Advisory Group, July 2007
- Project Advisory Group Meeting #1, September 13, 2007
- Public Information Centre #1, September 18, 2007 (Lakeland Community Centre)
- Project Advisory Group Meeting #2, November 21, 2007
- Public Information Centre #2, December 11, 2007 (Lakeland Community Centre)

Recommending the preferred alternative and filing a Notice of Completion is in itself the final stage of consultation, which is an inherent part of the Class EA process. The Project Team will receive, and attempt to mitigate, any Stakeholder concerns or requests for Part II Order that is initiated within the mandatory 30-day review period.

**CITY STRATEGIC COMMITMENT:**

By evaluating the “Triple Bottom Line”, (community, environment, 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

Environmental Well-Being is enhanced. ☑ Yes ☐ No

Economic Well-Being is enhanced. ☑ Yes ☐ No

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