THE GENERAL ISSUES COMMITTEE PRESENTS REPORT 15-022 AND RESPECTFULLY RECOMMENDS:

1. Hamilton Police Services Board Report 15-069 (Item 5.1)

That the Hamilton Police Services Board Report 15-069 be received.

2. City of Hamilton Staff Participation on the Hamilton-Burlington Trails Council (Item 6.1)

That the City of Hamilton staff be authorized and directed to work with the Hamilton-Burlington Trails Council (HBTC) as active members of the HBTC to further the City of Hamilton's transportation, public health and economic development plans.

3. Creation of a Formal Body to Present a Consolidated Approach in Building Our Community – McMaster and Post Secondary Institutions (Item 6.2)

That the appropriate staff, within Economic Development Division, be directed to liaise with McMaster University and all other existing post-secondary institutions, located within the City of Hamilton, in an effort to create a formal
body that may present a consolidated approach in building our community and report back to a future General Issues Committee with the devised model.

4. **Hamilton Tax Increment Grant Program (HTIGP) – 98 James Street South, Hamilton (PED15168) (Ward 2) (Item 8.1)**

   (a) That a Hamilton Tax Increment Grant Program (HTIGP) application submitted by 2203284 Ontario Inc. (Louie Santaguida), for the property at 98 James Street South, Hamilton, for a Hamilton Tax Increment Grant Program (HTIGP) grant estimated at $2,417,013.82 over a maximum of a five-year period, and based upon the incremental tax increase attributable to the redevelopment of 98 James Street South, Hamilton, be authorized and approved in accordance with the terms and conditions of the Program; and,

   (b) That the Mayor and City Clerk be authorized and directed to execute the Grant Agreement, attached as Appendix “A” to Report PED15168, in a form satisfactory to the City Solicitor.

5. **St. Mark’s Financial and Operating Plan (PED15162) (Ward 2) (Item 8.2)**

   (a) That the St. Mark’s Cultural Programming Space Financial and Operating Plan, attached as Appendix “A” to Report PED15162, be received; and,

   (b) That staff be directed to develop a Capital funding plan and report back to the General Issues Committee by Q2 2016.

6. **Review of Options in Respect of Tobogganing on City Property (FCS15051) (City Wide) (Item 8.3)**

   (a) That Staff be directed to proceed with all three options reviewed:

      (i) Designate tobogganing site(s) in the City that would be provided, or operated and maintained specifically for tobogganing use, for this winter season;

      (ii) Sign hills or areas where tobogganing is not permitted with warnings and/or prohibitions as appropriate, advising that areas are not prepared or maintained for public use;

      (iii) Submit a request to the Province to amend the *Occupiers’ Liability Act* to have tobogganing or other similar winter use of hills given similar legislative treatment as is provided to recreational trails in order to enable the City to avail itself of the lesser standards of maintenance; and,
(b) That Public Works staff be directed to report back to the General Issues Committee, in 2015, with identified tobogganing sites for this winter season for Committee’s consideration.

7. Capital Work-in-Progress Sub-Committee Report 15-006, October 15, 2015 (to be distributed) (Item 8.4)

(a) That the Capital Project Status Report (excluding Public Works) as of June 30, 2015, attached as Appendix “A” to Report FCS15065, be received;

(b) That the Capital Projects Status Report (excluding Public Works) Projects for Review as of June 30, 2015, attached as Appendix “B” to Report FCS15065, be received; and

(c) That pharmacy contract revenues from the company Medical Pharmacies in the amount of $223,000 be used to fund system deficiencies in the Lodges Point of Care Terminals Capital Project # 6301051002.

8. Government Relations Sub-Committee Report 15-003, October 14, 2015 (Item 8.5)

(a) Ontario Municipal Partnership Fund Changes (Item 5.1)

(i) That the City of Hamilton call on the Province of Ontario to better categorize and communicate the dollar amounts that the City of Hamilton has saved through the uploading of services, in terms of actual costs versus avoided costs;

(ii) That the City of Hamilton continue to engage the Province of Ontario in direct advocacy to find a solution to the cost of social services to the municipal tax base with and through all means possible, including but not limited to: the Regional Chief Administrative Officers, the Regional Treasurers Association, the Association of Municipalities Ontario, and the Federation of Canadian Municipalities; and,

(iii) That if required to address the issue and seek new solutions to the costs of social services, the downloading item, and the impact to the City of Hamilton, that other options be considered to advocate the City’s position, including, but not limited to the use of governmental relations services.
(b) **Government Relations Strategy Update (Item 6.1)**

That the Government Relations Strategy be revised to include stakeholder engagement to allow for participation in policy development.


(a) That the City Clerk be authorized and directed to prepare the required by-election by-laws; and,

(b) That the amount of $100,000 required to hold the by-election, funded through the Election Reserve Expense Account (112206), be approved.

10. **Promoting the Rich History of Hamilton’s Public Rail Transit System (Item 9.1)**

(a) That staff be directed to investigate the methods of promoting the rich history of Hamilton’s public rail transit system (the “R” in “HSR), i.e. the Hamilton streetcars, phased out in the mid-twentieth century, and arguably “reborn” in LRT, with any funding to run such programs to be funded from the existing Tourism and Culture Budget; and,

(b) That staff be directed to liaise; particularly with the Hamilton Public Library, on this project, the Library Archives, and the General Management of the Library, for identification of ideal places for relevant, visually interesting displays; and report back to the General Issues Committee.

**FOR THE INFORMATION OF COMMITTEE:**

Prior to moving forward with the agenda, Committee welcomed Claire Thorne, daughter of Jason Thorne, General Manager of the Planning and Economic Development Department; and, Cristiana D'Amico, daughter of Carmen Bian, Senior Policy Analyst, Social Development, who were in attendance for Bring Your Children to Work Day.

(a) **CHANGES TO THE AGENDA (Item 1)**

The Committee Clerk advised of the following changes to the agenda:

(i) Added as Item 8.4 – Capital Projects Work-in-Progress Sub-Committee Report 15-006, October 15, 2015
Council – November 11, 2015

(ii) Added as Item 8.5 – Government Relations Sub-Committee Report 15-003, October 14, 2015

(iii) Added as Item 8.6 – Report CL15004 respecting the Council Vacancy – Office of Councillor for Ward 7

(iv) Added as Item 12.4 – Personnel Matters

Pursuant to Section 8.1, Sub-sections (b), (e) and (f) of the City's Procedural By-law 14-300, and Section 239(2), Sub-sections (b), (e) and (f) of the Municipal Act, 2001, as amended, as the subject matter pertains to personal matters about an identifiable individual, including City employees; litigation or potential litigation, including matters before administrative tribunals, affecting the City; and, the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

The agenda for the November 4, 2015 General Issues Committee meeting was approved, as amended.

That Items 6.8, the delegation by Anthony Rizzuto, Blue Line Taxi, respecting the state of the taxi industry in Hamilton related to competition practices by UBER; and, Item 6.9, the delegation by Ron Van Kleef, Hamilton Cab, respecting the taxi industry in the city of Hamilton and the importance of providing businesses a level playing field, be moved up on the agenda to be addressed before Item 6.3.

The above motion was DEFEATED on the following vote:

Yeas: Merulla, Jackson
Total: 2

Total: 11
Absent: Ferguson, Pasuta
Total: 2

(b) DECLARATIONS OF INTEREST (Item 2)

Councillor A. Johnson declared an interest to Item 6.4, the delegation by Trish Mills respecting Enbridge Pipeline’s Line 10, as he previously provided legal representation to Ms. Mills respecting Enbridge Pipeline.

Councillor D. Conley declared in interest to Items 6.3 – the delegation by Ken Hall, Senior Advisor, Public Affairs, Eastern Region and Herb Shields, Manager of Government Relations, both of Enbridge Pipelines Inc., respecting Enbridge Line 10 Upgrades; 6.4 – the delegation by Trish Mills respecting Enbridge Pipeline’s Line 10; 6.5 – the delegation by Agnes Richard, respecting Enbridge Lines 10 and 11; 6.6 – the delegation by Jim Harris, Knollwood Golf Club,
respecting Enbridge Lines that will run through his property; and, 6.7 – the delegation by Danielle Boissoneau respecting Enbridge Inc.’s Pipelines, as Councillor Conley’s daughter is employed by Enbridge Pipeline Inc.

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 3)

(i) October 21, 2015 (Item 3.1)

The Minutes of the October 21, 2015 meeting of the General Issues Committee were approved, as presented.

(d) HEARINGS / DELEGATIONS (Item 6)

(i) Wayne Terryberry, Hamilton Burlington Trails Council, respecting a Proposal for a Regional Multi-Use Greenway to Compliment LRT Infrastructure and Enhance Hamilton's Active Transportation Network (Item 6.1)

Wayne Terryberry, of the Hamilton Burlington Trails Council, addressed Committee respecting a proposal for a regional multi-use greenway to Compliment LRT infrastructure and enhances Hamilton's Active Transportation Network. Mr. Terryberry’s presentation included, but was not limited to, the following:

- The Hamilton Burlington Trails Council (HBTC) was established in 2013, as the result of a growing discussion about the need for easily accessible information for trail users and the need to connect user groups with trail property owners.

- These discussions, and the initiative to establish the HBTC, came from the goals and objectives of the Cootes to Escarpment Eco Park System (C2E) project: to provide opportunities for appropriate passive recreation in the C2E lands. The HBTC decided to expand the geographical area of focus beyond the border of C2E lands to incorporate the entire Hamilton and Burlington municipal region, allowing the development of a regional trails vision and the ability to connect to other trail networks in southern Ontario.

- The HBTC currently consists of members from the City of Hamilton, City of Burlington, Conservation Halton, Hamilton Conservation Authority, Royal Botanical Gardens, Halton Region, McMaster University, as well as several local user groups including the Hamilton Cycling Club, Iroquoia Bruce Trail Club and the Hamilton Naturalists Club.
• The Regional Greenway Concept is a network of multi-use trails connecting Hamilton and Burlington and is based on the Indianapolis Cultural Trail.

• The concept, which builds off of existing City plans (i.e. Transportation Master Plan, Recreational Trails Master Plan, Cycling Master Plan, Pedestrian Master Plan), provides a way for residents and visitors to safely and conveniently connect to natural, cultural and heritage areas, entertainment venues, shopping areas and BIAs as well as employment areas, schools, and transit hubs across Hamilton and Burlington.

• A multi-use trail network across the region that connects all Hamilton city wards and Burlington. The Greenway network, which is based on existing City plans, provides a way for residents and visitors to safely and conveniently connect to:

  • Transit Routes and Hubs - LRT
  • Cultural Areas and Attractions
  • Business Improvement Areas (BIAs)
  • Population Centres – Connecting Wards
  • Popular Destinations – i.e. shopping
  • Workplaces
  • Schools
  • Provincial Trail Networks
  • Recreation Centres
  • Conservation Areas and Parks
  • Waterfalls and Vistas
  • Bike Lanes

• The Characteristics include:

  • Multi-Use trail – separated from motorized vehicles.

  • Three general types:

    1. Inner City Trails – i.e. Cannon Street Cycle Path
    2. Urban Trails – i.e. Pipeline Trail
    3. Rural Trails – i.e. Hamilton to Brantford Rail Trail

  • Connections – A network of trails, bike lanes, and transit connecting residents across the city, enhancing the connectivity of the many wonderful trails in Hamilton and Burlington.

  • Accessibility

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• Connecting people to nature via parks and urban green landscaping.

• Trail-user amenities: benches, washrooms, signage, interpretive information, art and more.

• Regular maintenance – all season.

• Safety – lighting, facilitate multi-use, patrols.

A Regional Greenway Trails Network complements and enhances many Hamilton projects and plans:

• LRT – Metrolinx ‘The Big Move’
• Transportation Master Plan (2007 - now under review): 'increase daily trips made by walking or cycling from 6% (2001) to 15% by 2031'.
• Recreational Trails Master Plan (2007)
• Shifting Gears: Cycling Master Plan (2009): objective to develop a comprehensive cycling network.
• Step Forward: Pedestrian Mobility Master Plan (2012)
• Hamilton West Harbour Waterfront Recreation Master Plan
• Pipeline Trail Master Plan
• Renew Hamilton Project
• Cootes to Escarpment Eco Park System
• Bay Area Economic Summit
• Improving Health by Design - Dr. Ninh Tran, Associate Medical Officer of Health - Hamilton Public Health Services
• Hamilton Burlington Trails Council Partners
• McMaster University – “Big Ideas, Better Cities’
• Shaping Hamilton with Complete Streets’
• SOBI Bike Share Program
• City of Burlington Transportation Master Plan
• City of Burlington Community Trails Strategy
• City of Burlington Cycling Master Plan

Benefits for Hamilton and Burlington

• Economic benefits:
  o Tourism - Enhancing The Visitor Experience – Cycle Tourism
  o Urban Development and Economic Growth

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Cost Savings

- Attracting the best and brightest – both companies and professionals.

- Reduced Transportation Congestion

- Environmental Benefits:
  - Reduces, mitigates and help us adapt to climate change.
  - Reduced air pollution – 40% of hazardous air pollution in urban areas is generated by the transportation sector.
  - Reduced greenhouse gas emissions - 25% of greenhouse gases from transportation sector – 50% of that from urban centres.

- Reduce Energy Consumption

- More Efficient Land Use – Facilitate Community Development

- Health Benefits:
  - Promotes citizens’ health, fitness and personal well-being:
    - 60% of Canadian adults are considered overweight or obese, along with over 30% of children and youth.
    - 91% of Canadian children and youth and 51% of adults are not getting the recommended levels of daily physical activity – reduce ‘screen time’.
  - Low physical activity rates result in an estimated $5.3 billion per year in direct and indirect health care costs.
  - Mental Health Benefits
  - Social Connectivity – Community Development
Project Funding (Long-term plan over 5 to 20 years – initiated in phases.):

- Corporate and Public Donors
- Government Funding
- Grants
- Public Support

Next Steps:

- Planning – Phase 1 (2015)
  - HBTC partners meet to draft concept outline and potential route plan.
  - Discuss with municipal leaders.
  - Formal establishment of a working group/committee.

- Planning – Phase 2 (2016)
  - Feasibility study and project design and research on feasibility of potential routes.
  - Research on other North American greenway/multi-use trail networks (plans and operations).
  - Determine greenway network cost estimates – short term and long term.
  - Public feedback and input.

Phase 2 will require a consultant or project manager to facilitate the research and planning, and to work with the Greenway Committee, HBTC partner staff and volunteers.

Estimated cost - $100,000 (not including in-kind partner funding)

- $25,000 - HBTC partners and local foundations.
- $75,000 - funding grants from government programs and charitable foundations.
The presentation provided by Wayne Terryberry, of the Hamilton Burlington Trails Council, respecting a Proposal for a Regional Multi-Use Greenway to Compliment LRT Infrastructure and Enhance Hamilton's Active Transportation Network, was received.

A full copy of the presentation is available online or through the Office of the City Clerk.

Councillor A. Johnson put forward the following Motion respecting Item 6.1:

City of Hamilton Staff Participation on the Hamilton-Burlington Trails Council (Item 6.1)

WHEREAS, the Hamilton-Burlington Trails Council (HBTC) was established in 2013, as the result of a growing discussion about the need for easily accessible information for trail users and the need to connect user groups with trail property owners, like the City of Hamilton;

WHEREAS, these discussions, and the initiative to establish the HBTC, came from the goals and objectives of the Cootes to Escarpment Eco Park System (C2E) project: to provide opportunities for appropriate passive recreation in the C2E lands;

WHEREAS, The HBTC decided to expand the geographical area of focus beyond the border of C2E lands to incorporate the entire Hamilton and Burlington municipal region, allowing the development of a regional trails vision and the ability to connect to other trail networks in southern Ontario;

WHEREAS, the HBTC currently consists of representatives from: the cities of Hamilton and Burlington, Conservation Halton, Hamilton Conservation Authority, Royal Botanical Gardens, Halton Region, McMaster University, as well as several local user groups including the Hamilton Cycling Club, Iroquoia Bruce Trail Club and the Hamilton Naturalists Club;

WHEREAS, currently, trail information for all areas within Hamilton and Burlington, is segregated to the individual landowners themselves;

WHEREAS, the HBTC is a unique group in our area, which will act as an all-inclusive resource for accurate and up to date trails information to the public; and, this Trails Council will be a key link in collaborating all of the pieces from the member organizations and providing it to the public in a much more accessible way; and,

WHEREAS, policies and strategic plans pertaining to this Council include, but may not be limited to, the following:
LRT – Metrolinx ‘The Big Move’  
City of Hamilton Transportation Master Plan (2007 - now under review)  
City of Hamilton Recreational Trails Master Plan (2007 - now under review)  
Shifting Gears: Cycling Master Plan (2009)  
Step Forward: Pedestrian Mobility Master Plan (2012)  
Hamilton West Harbour Waterfront Recreation Master Plan  
Pipeline Trail Master Plan  
Renew Hamilton Project  
Cootes to Escarpment Eco Park System  
Bay Area Economic Summit  
Improving Health by Design - Dr. Ninh Tran, Associate Medical Officer of Health - Hamilton Public Health Services  
Shaping Hamilton with Complete Streets’  
SOBI Bike Share Program  
Bruce Trail  
Dofasco Rail Trail  

THEREFORE BE IT RESOLVED:

That the City of Hamilton staff be authorized and directed to work with the Hamilton-Burlington Trails Council (HBTC) as active members of the HBTC to further the City of Hamilton's transportation, public health and economic development plans.

For disposition of this item, please refer Item 2.

(ii) Patrick Deane, President of McMaster University, respecting an Update on McMaster’s Activities and its Work related to Community Engagement and Development in the City of Hamilton (Item 6.2)

Patrick Deane, President of McMaster University, addressed Committee respecting an update on McMaster’s activities and its work related to community engagement and development in the city of Hamilton. Mr. Deane’s presentation included, but was not limited to, the following:

- This is a special year for us. The University is celebrating the 85th anniversary of its move from downtown Toronto to our beautiful campus in the west end.

- City Council and dedicated City staff have done a tremendous job of growing economic opportunities, and maintaining a steadfast commitment to creating a liveable city that creates opportunities for people in every neighbourhood.
• Much of the community work of the University happens quietly and without much fanfare, so I will take this opportunity to blow the horn for the students, faculty and staff who help out across greater Hamilton.

• At the Good Shepherd, Wesley Urban Ministries and Living Rock, you will find McMaster students participating in MacServe Reading Week and MacServe Day of Learning. This lets students forge closer ties to Hamilton and learn more about the complex needs that exist within our communities.

• Our recently launched research showcase, Big Ideas, Better Cities, is helping to bring researchers and our community together with a focus on aging, big data, climate change and healthy communities.

• For more than four years, the McMaster University School of Nursing’s Health in the Hubs program has seen nursing students working hands on with residents and service providers in the Crown Point, McQuesten and South Sherman neighbourhoods to help make people healthier.

• Young entrepreneurs in Hamilton are getting a leg up at the Forge Downtown, gaining opportunities to help grow and build the next generation of tech companies. You may have seen its new location on James Street North. Hangry is a mobile app start-up by two McMaster alumni working out of the Forge. They will be pitching their idea for a new app to make it easier to order take-out food on Dragon’s Den next week.

• We have some incredible graduate students working in the community with new Canadians to talk about healthy active living in a religious and cultural context.

• The McMaster Stone Church Family Health Centre, on the Hamilton Mountain, is a clinical teaching unit that has served mountain residents for more than 20 years.

• McMaster Forest, the four-hectare farmland property off Lower Lions Club Road stretching from Ancaster to Dundas is being restored to a natural area accessible to everyone in the community. The Forest will also provide a naturalized setting for teaching, learning and research for faculty and students.

• Launched back in September, the Neighbourhood Hoops program sees McMaster student athletes offer barrier-free, accessible basketball for children aged 9-14 in the Beasley community. The program was developed in partnership with the City of Hamilton, the Eva Rothwell Resource Centre, Boys and Girls Clubs of Hamilton, Wesley Urban Ministries and McMaster Athletes Care.
Thanks to the generous investment from City Council, the now fully operational David Braley Health Sciences Centre will continue to transform and generate tremendous activity and opportunity in the city. The McMaster Family Practice located at the Centre is seeing approximately 200 patient visits per day, and there have been 650 new patients join the family practice since the building opened. In addition, the Maternity Clinic is seeing about 20 patients per day and oversees the care for about 700 deliveries each year. Later this year, the McMaster Infant and Child Health Lab will be relocating to the Centre as well.

Finally, I wanted to highlight that the University, with the help of the City and our community partners, continues to be among the world's very best. Once again this year, McMaster remains only one of four universities in Canada ranked in the world's top 100, and one of only two in the province of Ontario to achieve this international standing.

McMaster recognizes and appreciates the immense role our municipal government plays in our success and we take seriously our responsibility to return significant and diverse benefits to our city.

We look forward to continuing to work together to strengthen this partnership.

The presentation provided by Patrick Deane, President of McMaster University, respecting an Update on McMaster’s Activities and its Work related to Community Engagement and Development in the City of Hamilton, was received.

Councillor Farr put forward the following motion respecting Item 6.2:

Creation of a Formal Body to Present a Consolidated Approach in Building Our Community – McMaster and Post Secondary Institutions (Item 6.2)

That the appropriate staff, within Economic Development Division, be directed to liaise with McMaster University and all other existing post-secondary institutions, located within the City of Hamilton, in an effort to create a formal body that may present a consolidated approach in building our community and report back to a future General Issues Committee with the devised model.

For disposition of this matter, please refer to Item 3.
Ken Hall, Senior Advisor, Public Affairs, Eastern Region and Herb Shields, Manager of Government Relations, of Enbridge Pipelines Inc., respecting Enbridge Line 10 Upgrades (Item 6.3)

Ken Hall, Senior Advisor, Public Affairs, Eastern Region, Enbridge Pipelines Inc. and Herb Shields, Manager of Government Relations, of Enbridge Pipelines Inc., addressed Committee respecting Enbridge Line 10 upgrades. The presentation included, but was not limited to, the following:

- Line 10 – Westover Segment Replacement Project
  - Many Enbridge projects and operations, including Line 10, contribute significantly to Ontario's economy, services and overall energy security.
  - The taxes we pay in Ontario support schools, infrastructure development and other provincial/local government initiatives.
  - Enbridge is planning to replace a 35 kilometre (21 miles) segment of our Line 10 pipeline, from the Westover Terminal to the Nanticoke Junction. This segment would require an increasing number of maintenance digs to maintain the operating fitness of the line and has reached our conservative threshold for replacement as the preferred option.
  - The Westover Segment Replacement Project will proactively address pipeline maintenance requirements, enhance safety and reliability of the system and restore the pipeline to its original operating capacity.
  - Route Selection Considerations:
    - The majority of the replacement route will follow the existing Line 10 right-of-way.
    - Three proposed reroutes are being considered (about 11.5 km in total).
    - Copetown Woods and Flamborough Hills Golf Clubs
    - Knollwood Golf Club
    - Mount Hope Subdivision and Southern Pines Golf and Country Club
    - New rights-of-way would be acquired for these reroutes.
A final pipeline route will be determined through:

- Field Studies (Environmental and Archeological)
- Consultation with Impacted Landowners
- Pipeline routes are often not final until the end of the regulatory process.

Pipeline Decommissioning:

- Our regulatory application will include a plan to decommission the segment of Line 10 that’s to be replaced. This segment will be taken out of service safely and permanently, but left in place while other pipelines in the same right-of-way continue to operate.

- Why is the pipeline left in place? The decommissioning process is designed to minimize the effect on communities and the environment.

- Before decommissioning a line, we perform engineering and environmental assessments in consultation with landowners. Once the National Energy Board approves a decommissioning application, the process typically involves these steps:

  Pipeline Construction:

  - Safety and reliability are built into Enbridge’s energy infrastructure before, during, and after the construction phase. We take care to limit our footprint, and actively manage potential effects on communities and the environment, as we build our pipeline projects.

  - During construction, residents can expect to see an increase in Enbridge traffic, heavy-haul vehicles, buses and crew trucks on highways, secondary highways and rural township roads. To manage traffic volume and ensure public and worker safety, we make sure to:

    - Develop a traffic accommodation plan to minimize impacts to community residents.
- Move heavy equipment across roads during off-peak hours.

- Bus crews to and from the construction site where possible.

- Actively communicate with the local community on any disruptions to normal traffic patterns.

- Pay strict adherence to mandated noise limits.

- Install and maintain proper signage at work sites, road and temporary access crossings. Build protective structures to prevent damage to road surfaces and facilitate equipment and truck crossings.

- Local Benefits:
  - Pending regulatory approval, construction is anticipated to begin in the third quarter of 2017. The project will provide participation opportunities for southern Ontario goods and services providers, including Aboriginal businesses.
  - A peak construction labour force of 300 persons is expected.

- Project Consultation Efforts:
  - Meetings with impacted and adjacent landowners.
  - Project briefings to all levels of government, Aboriginal communities, Conservation Authorities and business leaders.
  - Public Open Houses Nov 3, 4 and 5, 2015.
  - Engagement will continue throughout construction.
• Maintenance-Based Pipeline Replacement Projected Timelines:

  o June 2015:
    ▪ Project announcement, initial government, Aboriginal, landowner and stakeholder outreach began.

  o June to November 2015:
    ▪ Pre-application consultation; one-on-one meetings, open houses.

  o July 2015 to August 2016:
    ▪ Civil and environmental surveying, geotechnical work.

  o November 2015:
    ▪ File project application with National Energy Board

  o December 2015 to 2018:
    ▪ Ongoing consultation with all stakeholders.

  o Third quarter 2017:
    ▪ Pipeline Construction (Contingent on NEB approval.)

  o First quarter 2018:
    ▪ Project goes into service.

  o September 2018:
    ▪ Right-of-way restoration complete.

The presentation provided by Ken Hall. Senior Advisor, Public Affairs, Eastern Region and Herb Shields, Manager of Government Relations, of Enbridge Pipelines Inc., respecting Enbridge Line 10 upgrades, was received.
Jaydene Lavallie, on behalf of Trish Mills, respecting Enbridge Pipeline’s Line 10 (Item 6.4)

Jaydene Lavallie addressed Committee respecting Enbridge Pipeline’s Line 10. Ms. Lavallie’s comments included, but were not limited to, the following:

- As a tar sands pipeline, even if Line 10 never spills it does damage. Pipelines risk humans, animals, plants and medicines. Entire ecosystems, entire food chains. And as much, they threaten the sovereignty and treaty rights of the First Nations People. The same Ongwehonweh whose territory we stand on now.

- Line 10 already runs through Hamilton and it’s already been here for years. And maybe, because of that you’re inclined to let this project proceed unchallenged, but I urge you to overcome that defeatism and propose an alternative no Line 10. Not at all – not old – not new.

- If they can’t replace it, they will eventually have to decommission it.

- As Council, you’ve challenged federal projects before. You have fought Goliath.

- Enbridge will need municipal permits. You are the municipality.

- One less pipeline is how many barrels of oil not mined? How many litres of water not poisoned? How many lives saved?

- Over the last few years, I’ve sacrificed my personal freedom to challenge local pipelines and the tar sands – to fight for the land and the water, for communities, for cultures, for actual human lives.

- Today, I am asking you to join me. I ask that you do the hard work of self-examination: how do you currently benefit from settler-colonialism?

- What do you gain from the destruction of the land and water, and of communities and culture?

- How can you use your strengths and privileges to make reparations?

- What can you personally do for the future of this world and when will it begin?
The ACFN Study reveals that the foods contained elevated levels of heavy meals and carcinogens, and that nearly a quarter of the Aboriginal participants had cancer, among other ailments.

Environment Canada studies and industry have confirmed that millions of litres are leaking from tailings ponds into the Athabasca River every day.

Maybe more important than anything else I have to say. I want to first acknowledge that we exist here today on the traditional lands of the Haudesaunee people.

Most of us here benefit from settler colonialism in a multitude of ways, whether it’s through having privilege of whiteness, owning property, or something more subtle. I want to challenge everyone in these Chambers to think beyond a land acknowledgement; to do the always-challenging task of self-examination.

I want to talk about one of the more subtle privileges. I want to talk about our actions and inactions, and how those impact others: how our very ability to choose inaction is a privilege.

Fort McKay First Nation can no longer gather there medicines or eat their traditional diets. They were told they could no longer linger around when they take a shower because the water is no good for them. Potable water is now trucked into the community, but just two generations ago this community lived off the land.

The people of the Athabasca Chippewyan First Nation, have a 1 in 3 cancer rate and can’t eat or drink from the river. Aamjiwnaang, whose people experience skewed sex ratios and high rates of respiratory illness because of the petrochemical refineries.

We believe the Enbridge and their Line 10 are complicit.

Three years ago Enbridge stood here before you and told you that Line 9 would not ship heavy crude. Days later, they applied for a heavy crude permit.

They told you that they followed all regulations, and then were caught without safety valves and emergency shut-offs. They told you Line 9 hadn’t spilled, yet further investigation revealed the pipeline had breached at least 35 times.

The presentation provided by Jaydene Lavallie, on behalf of Trish Mills, respecting Enbridge Pipeline’s Line 10, was received.
(v) **Agnes Richard and Don McLean, respecting Enbridge Lines 10 and 11, to come forward at the same meeting as Enbridge is to provide their presentation regarding Line 10 (Item 6.5)**

Agnes Richard addressed Committee respecting Enbridge Lines 10 and 11. Ms. Richard’s comments included, but were not limited to, the following:

- My name is Agnes Richard, and I am speaking today as a representative of Hamilton 350, and the System Change not Climate Change branch of the local Council of Canadians.

- I would first would I like to congratulate you for accepting the Citizens Climate Change Action Plan. To quote that plan “Mitigation refers to proactively moderating climate change by reducing our overall contribution to emissions. Climate Change mitigation is centred on taking action to reduce further contributions to global warming.”

- There are a number of ways that local governments can take action to reduce or mitigate the amount of greenhouse gases emitted to the atmosphere. “Taking a close look at the ultimate plans for the use of an expanded capacity export Line 10 pipeline is one way the Council can act in the spirit of the Action Plan.

- The pipe clearly expands the amount of oil that can be shipped to the U.S., although Enbridge claims there will be no volume increase. It is inaccurate for the company to call it a replacement. They are going from a 12 inch pipe to a 20 inch pipe. We know that the NEB review process is deeply flawed. The City found that out during the Line 9 review.

- Line 10, as a whole is 143km long, but the company is only replacing a piece at a time, in this case 35 km. Provincial assessments kick in at 40 km. Is that why the 35km through Hamilton has been chosen? The City should ask the province to require an Environmental Assessment.

- The pipe crosses Environmentally Significant Areas and waterways. The City has a responsibility to ensure the protection of those natural features. The pipe is substantially within the Greenbelt, but it is a private enterprise not public infrastructure. The City and the Province should not give special treatment to Enbridge in this way.

- The proposed expansion of Enbridge’s Line 10 crosses tributaries of the Welland River that feeds into Binbrook Conservation Area. It is paramount that we exercise all due diligence in ensuring that this, and any other waterway this pipeline crosses, is protected from the possibility of oil spills. Back in 2001, a pipeline rupture near Binbrook...
resulted in a spill of 95,000 litres and an explosion along an Enbridge pipeline. The pipe had corroded to 16% of its original thickness.

- In speaking with a friend who provides testing equipment to the pipeline industry, about Line 9, his concern is not so much for older pipes (they were built much better 40 years ago in his opinion), as for the possibility of rupture in newer pipes. The rupture of a two year old pipe in Alberta earlier this year, a pipe with all the modern safety features in place, is a case in point.

- Council should question the future expected use of this pipeline. Will it eventually carry bitumen as well as the products named by Enbridge? This is in fact an export pipeline, and as such this pipe benefits the company, but not the City and ultimately it will be city residents who have to deal with the inevitable leaks.

- It is clear to everyone paying attention that we must reduce our use of fossil fuels. Supporting the expansion of the pipe enhances the ability of Enbridge to support expansion of Canada’s fossil fuel for export industry, thus adding to our global climate crisis.

- Another item to take into consideration is compensation. Enbridge pays compensation to landowners whose property is crossed by the pipe. What does it pay to the City when it crosses roads and right-of-ways? The compensation is one-time only, but the pipe remains essentially forever.

- The existing pipe is being left in the ground and the company promises to care for it forever. Didn't Stelco promise to take care of its property forever too? We know what happens to those promises.

The presentation provided by Agnes Richard, respecting Enbridge Lines 10 and 11, be received.

(vi) Jim Harris, Knollwood Golf Club, respecting Enbridge Lines that will run through His Property (Item 6.6)

Jim Harris, of the Knollwood Golf Club, addressed Committee respecting Enbridge Pipelines lines that run through his property. Mr. Harris’ comments included, but were not limited to, the following:

- I am before you today to ask Committee for your support in preventing Enbridge from acquiring a new easement in the Greenbelt to circumvent my property Knollwood Golf Club, when they already have an existing easement in place that runs through the golf course that they can use or enlarge as needed.
- Enbridge’s argument is that they are going around my golf course because there are potential community and environmental benefits in doing so. With respect to the environment they must cross the same water courses that run through the golf course. With respect to the community, Knollwood is privately owned and will continue to decide for itself what is in the best interest of its patrons. The sole reason they are attempting to go around me is they believe it is cheaper.

- The easement that runs through Knollwood Golf Course has been in place since the 1950’s. Ten years ago Knollwood was legislated into the Greenbelt when it was first conceived. I have never objected to this inclusion. Golf courses are a natural fit. What this has cost me in land value is easy to see. Glancaster with half the acreage is up for sale for close to $29 million dollars. The valuation of Knollwood at the present time given its inclusion in the Greenbelt is approximately $5 million. I accept this.

- What I do not accept is the proposal that would allow Enbridge to use the Greenbelt to its financial advantage, to reroute through the adjoining farmland and reconnect on the existing easement on the other side of my golf course. If we are going to have a Greenbelt, it is only fair that all parties are held to the same standards of compliance and that those with the power to do so not be allowed to insist on a double standard when it is to their advantage to do so. I think such fairness must be demonstrated if the province and the municipality continue to ask those of us in the Greenbelt to absorb the financial costs on the limitations to our properties for the good of future generations. I would suggest that a double standard could jeopardize the continued existence of the Greenbelt, something none of us would like to see.

- I am asking both the municipality and the province to provide me with a letter of support that I can take to the National Energy Board to ask that Enbridge be held to the same standard as the rest of us.

The presentation provided by Jim Harris, Knollwood Golf Club, respecting Enbridge Lines that will run through his property, was received.

(vii) Danielle Boissoneau respecting Enbridge Inc.’s Pipelines (Item 6.7)

Danielle Boissoneau addressed Committee respecting Enbridge Pipeline Inc.’s Line 10. Ms. Boissoneau’s comments included, but were not limited to, the following:

- Indigenous communities have been dealing with colonial capitalism in the form of resource extraction for generations.
I am here today on the authority of being a direct descendant of the peoples who have lived on this continent, since time and memorial.

I am the mother of 5 children who all know you are responsible for the decisions made in regard to Enbridge as well as the effects that this pipeline will have on our community with respect to our water and the sustainability of our land.

I am originally from Northern Ontario (Sault Ste. Marie) and moved to Hamilton to attend McMaster from where I graduated with an Honours Degree in Political Science and Indigenous Studies.

Are the opinions of the Indigenous people being taken less seriously because there is still a want to extract the resources?

As a woman, I have an obligation to protect the water. Water runs through our systems when we carry children - the water passes through our bodies.

Are we allowing ourselves to believe that the dollar is more important than our water? We have a need to protect the water.

The presentation provided by Danielle Boissoneau, respecting Enbridge Inc.’s Pipelines, was received.

All of the information presented at the November 4, 2015 GIC, respecting the Enbridge Line 10, was referred to staff for a report, which outlines the City’s available options, to the General Issues Committee by December 2, 2015.

(viii)  Antony Rizzuto, Blue Line Taxi, respecting the State of the Taxi Industry in Hamilton related to Competition Practices by Uber (Item 6.8)

Anthony Rizzuto, of Blue Line Taxi, addressed Committee respecting the state of the taxi industry in Hamilton related to competition practices by UBER. Mr. Rizzuto’s comments included, but were not limited to, the following:

Blue Line Taxi and Hamilton Cab are not against competition. We compete with each other every day and shutting others out would be unfair if they wish to come into the city and compete with us. We only ask for the fair competition where those who are performing the same function as us, do so following the same rules.
- Uber is now challenging the regulatory regime in this city and other communities; and in so doing, wants to decide which rules apply to them and which do not.

- We are not opposed to technology. We were one of the first taxi companies to become computerized using GPS technology to match customers with drivers.

- Both Blue Line Taxi and Hamilton Cab have a smart phone app, which can be used to solicit our service.

- Beyond that, we also can be called on the phone or by hailing us at the side of the road. Our drivers are uniquely trained to transport special needs people, people with disabilities, school children as well as seniors who may not know an app from an apple or economically disadvantaged people who may not have a credit card to pay their fare with. I can guarantee you that in inclement weather and in the middle of the night, we are on the roads picking up passengers while those who claim to be independent contractors may be in the warmth of their houses during the snow storm.

- Our industry is regulated and as you as the City make the rules, you make the rules we follow, you monitor the adherence to those rules and reprimand us on any transgressions, as we have just recently seen. The most serious of which can mean a loss of driving and operating privileges. We have never said that your rules contradict our business model. You regulate; we comply or pay the consequences.

- Last week a question was asked by this Committee on how many Uber vehicles were operating in Hamilton. Mr. Shaffer could not answer that question for a reason. Any Uber vehicles can operation in any jurisdictions. They have no boundaries so when Hamilton has an event. Uber drivers from anywhere in Ontario can swoop into our City and transport Hamiltonians. That should be a concern.

- I can also guarantee you that we are fully insured as an industry providing maximum coverage for our drivers and passengers. We show you proof of our coverage and file with the City all proper documentation.

- The City also requires any insurance company who insures any Hamilton taxi to file a Certificate of Insurance with the City.

- Any change to a policy and the City is notified. It would be more comfortable perhaps to say, trust us. We are insured. But that would be cold comfort to our travelling public if turned out to be untrue. Your monitoring of our insurance coverage gives everyone peace of mind.
Finally, I can guarantee you that we are striving to improve. Our fleet is being modernized; our drivers are trained and re-trained; and, our customer service ensures repeat business.

We are Hamiltonians. Our head office on John Street is in our downtown. You can send us an e-mail, phone or visit us if you have a concern. We contribute to the community and are visible participants in the everyday life of this great city.

We honour our community and feel it is a privilege to continue to do so. Please help ensure that any competition is fair, open and protects the citizens of Hamilton.

The presentation provided by Antony Rizzuto, Blue Line Taxi, respecting the State of the Taxi Industry in Hamilton related to Competition Practices by Uber, was received.

(ix) Ron Van Kleef, President, Hamilton Cab, respecting the Contributions by the Taxi Industry to the city of Hamilton and the Importance of Providing Businesses a Level Playing Field (Item 6.9)

Ron Van Kleef, President of Hamilton Cab, addressed Committee respecting the contributions by the taxi industry to the city of Hamilton and the importance of providing businesses a level playing field. Mr. Van Kleef’s comments included, but were not limited to, the following:

- Hamilton Cab has 210 taxis and employees 450 to 500 drivers and staff.
- We pay $750,000 to $1,000,000 to the City of Hamilton in taxes.
- Hamilton Cab spends over $3,000,000 for the maintenance and repair of their vehicles annual.
- We obtain commercial insurance for every driver, which cost us approximately $12,000 per driver per year.
- Personal insurance does not cover the passengers that are being carried, which puts both the passengers and drivers at risk.
- There have been cases in Toronto where Uber insurance claims have been denied.
- Hamilton Cab follows all City by-laws and often assists Hamilton Police Service with information that is caught on taxi cameras.
We have a very diverse workforce that often assists newcomers assimilate into the community.

Hamilton Cab accepts all forms of payment, not just credit cards; making it easier for those who do not have credit cards.

We provide 24/7 service and have AODA compliant vehicles available to those who may need them.

The City of Hamilton is provided with direct contact – not just an e-mail address in San Francisco.

HST is still an unresolved topic of discussion with respect to Uber. How does the Canada Revenue Agency feel about this?

Uber drivers incur the costs of their insurance, gas, vehicle maintenance/wear and tear so in reality they are not making as much money as they may believe.

Uber will never provide a list of all of their drivers who operate in Hamilton.

The presentation provided by Ron Van Kleef, President of Hamilton Cab, respecting the Contributions by the Taxi Industry to the city of Hamilton and the Importance of Providing Businesses a Level Playing Field, was received.

(x) Abigail Santos, Chair for Hamilton HIVE, respecting Hamilton’s Umbrella Organization for Young Professionals, Entrepreneurs, and Leaders in the City (Item 6.10)

Abigail Santos, Chair for Hamilton HIVE, addressed Committee respecting Hamilton’s Umbrella Organization for Young Professionals, Entrepreneurs, and Leaders in the city. Ms. Santos’ comments included, but were not limited to, the following:

- Hamilton HIVE is the umbrella organization for young leaders, professionals and their groups.

- It is the home for Hamilton’s growing young professional class; a class with greater skills and education; a class in tune with technology; and, a class with a growing appreciation for innovative and culturally significant ideas.
The Mission of Hamilton HIVE:

- To attract and retain young professionals (YPs) in Hamilton.
- To provide an all-in-one, up-to-date resource for them from across the economic landscape that are looking to start or advance their career and life in Hamilton.
- To assist in building YP networks in the city by advancing business, social, educational, and career development opportunities
- Hamilton HIVE currently has 23 member groups under its umbrella.

To Member Groups

- Facilitate and Exchange Information
- Support and Promote Their Initiatives
- Demonstrate that YPs can prosper and thrive in the city.

To Young Professionals

- Gather and Disseminate Information
- Draw on Expertise of Member Groups
- Inform YPs of issues and news in the city and province.

Communication

- Social Media
- Website
- What’s Happening E-Newsletter
- Blog
- Meet the HIVE Mixer

Professional Development

- Annual #HIVEX young professional conference
Subcommittees:
  - #HIVEX Conference Planning
  - Public Relations
  - Sponsorship & Stewardship

- On October 31, 2015 HIVEX held a Lunch Panel: Putting Hamilton on the Map. The panelists included:
  - Arts: Stephanie Vegh
  - Economics: Keanin Loomis
  - Entrepreneurship: Stephanie McLarty
  - Politics & Community Engagement: Matthew Green
  - Tourism: Tim Potocic
  - Moderator: Molly Hayes

- The HIVEX Breakout Sessions included:
  - Connecting the Ecosystem: Innovation Factory
  - Connecting the Dots in Media: Hamilton Media Guild
  - City Wide….Making Meaningful Connections: Mohawk Young Alumni Connections
  - How to Use Social Media to Accelerate your Career or Business: Suzanne Zandbergen, The Generator; Brad Coughlan, YMCA
  - Re-envisioning Your City: Complete Streets for Vibrant Communities: Sustainability Professionals Network
  - Building Effective Community Engagement Strategies: Our Future Hamilton Staff, City of Hamilton

- Hamilton HIVEX’S mission is to attract and retain young professionals in our ambitions city. This is done through:
  - Professional Development Workshops
  - Social Events
  - Networking Opportunities
  - Annual #HIVEX Conference
  - Mentorship Program Between Some of our YPs and Young Women’s Advisory Council (YWAC)
The presentation provided by Abigail Santos, Chair for Hamilton HIVE, respecting Hamilton’s Umbrella Organization for Young Professionals, Entrepreneurs, and Leaders in the city, was received.

A full copy of the presentation is available online or through the Office of the City Clerk.

(e) DISCUSSION ITEMS (Item 8)

Mayor Eisenberger introduced the following motion:

(i) Review of Options in respect of Tobogganing on City Property (FCS15051) (City Wide) (Outstanding Business List Item) (Item 8.3)

WHEREAS, staff have reviewed and considered options available to the City in respect of tobogganing on City property;

THEREFORE BE IT RESOLVED:

(a) That staff be directed to proceed with all three options reviewed, as follows:

   (i) Designate tobogganing site(s) in the City that would be provided, or operated and maintained specifically for tobogganing use, for this winter season;

   (ii) Sign hills or areas where tobogganing is not permitted with warnings and/or prohibitions as appropriate, advising that areas are not prepared or maintained for public use; and,

   (iii) Submit a request to the Province to amend the Occupiers’ Liability Act to have tobogganing or other similar winter use of hills given similar legislative treatment as is provided to recreational trails in order to enable the City to avail itself of the lesser standards of maintenance; and,

(b) That Public Works staff be directed to report back to the General Issues Committee, in 2015, with identified tobogganing sites for this winter season for Committee’s consideration.

For disposition of this matter, please refer to Item 6.
(f) MOTIONS (Item 9.1)

Councillor A. Johnson introduced the following motion:

(i) Promoting the Rich History of Hamilton’s Public Rail Transit System (Item 9.1)

WHEREAS, history matters; and

WHEREAS, that which is old is new again;

THEREFORE BE IT RESOLVED:

(a) That staff be directed to investigate the methods of promoting the rich history of Hamilton’s public rail transit system (the “R” in “HSR”), i.e. the Hamilton streetcars, phased out in the mid-twentieth century, and arguably “reborn” in LRT, with any funding to run such programs to be funded from the existing Tourism and Culture Budget; and,

(b) That staff be directed to liaise; particularly with the Hamilton Public Library, on this project, the Library Archives, and the General Management of the Library, for identification of ideal places for relevant, visually interesting displays; and report back to the General Issues Committee.

For disposition of this matter, please refer to Item 10.

(g) GENERAL INFORMATION / OTHER BUSINESS (Item 11)

The following amendments to the General Issues Committee’s Outstanding Business List, were approved:

(a) Proposed new due dates requiring approval:

(i) Item “C” - Wards 1, 2 and 3 One-Way to Two-Way Street Study Group
    Current Due Date: December 2, 2015
    Proposed New Due Date: June 15, 2016

(b) Items to be removed:

(i) Item “O” – St. Mark’s Feasibility Study (Item 8.2 on today’s agenda - PED15162)
(h) PRIVATE & CONFIDENTIAL (Item 12)

(i) Closed Session Minutes – October 21, 2015 (Item 12.1)

The Closed Session Minutes of the October 21, 2015 meeting of the General Issues Committee were approved as presented.

(ii) Proposed Settlement of Personal Injury Litigation (LS15021/FCS15079) (City Wide) (Item 12.2)

Report LS15021/FCS15079, respecting the Proposed Settlement of Personal Injury Litigation, will remain confidential.

(iii) Line of Duty Death Benefits – Hamilton Fire Service (Item 12.3) (no copy)

The update respecting the Line of Duty Death Benefits – Hamilton Fire Service, was received.

(iv) Personnel Matters (Item 12.4)

The update respecting the Personnel Matters was received.

(i) ADJOURNMENT (Item 13)

There being no further business, the General Issues Committee adjourned at 4:29 p.m.

Respectfully submitted,

D. Conley, Deputy Mayor
Chair, General Issues Committee

Stephanie Paparella
Legislative Coordinator
Office of the City Clerk

Council – November 11, 2015