



Hamilton

MINUTES

CANADIAN PACIFIC RAILWAY LIAISON COMMITTEE

Thursday, December 1, 2005

2:00 p.m.

Training Room, 330 Wentworth Street North
Hamilton, Ontario

Present: Councillor B. McHattie (Chairman)
Councillors B. Bratina, B. Morelli
CPR Staff: P. Thurston, Manager, Communications and
Public Affairs
D. Elen, Road Manager – Technical
M. Fitzpatrick, Constable, Ontario South District
K. Paul, Manager – Sales, Real Estate Ontario
R. Buckle, Area Manager – Sales, Real Estate Ontario
J. Presley, General Manager, Engineering
GO Transit: E. Eisen, Senior Project Engineer
E. Scalera, Project Co-Ordinator
A. VanSchouwen, Sandwell Consulting Engineers Ltd.
W Shearer, Wendy Shearer Landscape Architect Limited
L. Dayler, C. Feaver, G. Day-Myron, R. Dubois, B. Zelic

City Staff: B. Janssen, Manager, Community Planning and Design
B. Towers, Contract Co-ordinator, Public Works
D. Brown, Assistant to Councillor B. McHattie
C. Biggs, Legislative Co-ordinator

1. Call to Order/Introductions (Item 1)

Councillor McHattie welcomed everyone to the meeting and introductions were done by all.

2. Election of Chair and Vice Chair (Item 2)

(Dubois/Morelli)

That Graham Day-Myron be appointed Vice Chair of the CP Railway Liaison Sub-Committee. **CARRIED**

3. Declarations of Interest

None declared.

4. Approval of June 27 minutes – Bratina/Day-Myron

(Bratina/Day-Myron)

That the Minutes of the CP Railway Liaison Sub-Committee meeting held on June 27, 2005 be received as presented. **CARRIED**

Matters Arising from Minutes

- Ray Dubois commented with respect to the amount of garbage seen behind Dofasco during the recent tour – who is going to do the clean up and how is this issue being dealt with
- Constable Fitzpatrick responded that CP has worked extensively with the City to do cleanups, and have been very successful in certain areas. The garbage problem is not solely a CP Rail problem, and are looking to the City for assistance in cleaning up. Several areas that were disasters have been cleaned up, with significant improvements in those areas. Clean up is also difficult because of limited manpower; certain rules to allow access of equipment onto tracks. City has co-operated i.e., offer of trucks to haul items away, providing bins, etc. Next phase is to develop volunteer groups within communities to assist with clean up. Many challenges because first priority is safety, issue with types of garbage – litter is becoming a health and safety issue also.
- Councillor Morelli noted that the issue of garbage is a society and behavioural problem; working to clean up in some respects
- Councillor Bratina asked if residents adjacent to the railways have been circulated with information re: littering. This has been done in other communities; however, because of the extent of the problem, the first reaction is to get in and clean up. Maximum fine within the City for illegal dumping is \$500; railway side if \$120 for accessing tracks.
- Suggested that this matter be placed on a future agenda

- Ray Dubois indicated that there has been a micro improvement in noise and emissions; major problem with the citizens and residents in the area seems to be that of the trains parking and idling in one particular spot
- Doug Elen, Road Manager, to meet with Ray for further discussions; misuse of equipment

- Christine Feaver expressed concern that the Community Connect line is located in Alberta, and the response time when calls are placed; also, with no Community Connect line on weekends, there is no personnel on site at the yards on Sundays

- Paul Thurston responded that the Community Connect is a relatively new undertaking for CP; hopeful that it will continue to prove its usefulness; looking for funding and mandate to expand the program; very interested in seeing the program grow in years ahead
- Councillor Morelli noted that the real solution to the problem is to have a system in place where someone can be called to get a direct response – at least be able to treat the angst; some up some mechanism where contact can be made – on duty or on call; need more than a hotline of really committed to dealing with problems
- Request Paul Thurston to provide an update at the next meeting
- Graham Day-Myron questioned the operational rules for the length of time of an idling train, stating that there are other parts of the world that have strict guidelines in terms of how long trains idle, while here, trains idle in excess of four hours.
- Doug Elen responded that locomotives will freeze within three to four hours in the winter; if no one is manning the locomotive, the condition is not being monitored.
- Item for next agenda: Anatomy of a Train

5. Update – re: GO Transit

Enrico Scalera and Eric Eisen from GO Transit updated the Committee on the status of the layover facility in Hamilton, as follows:

- Currently in the stages of a preliminary design and EA process
- Have identified five areas around Hamilton for the layover site:

Hamilton GO Centre;
Kinnear Yard, which is an extension of the CP Yard;
Aberdeen Yard;
Kay Drage Park in the right-of-way;
Former CN Rail yard area, closer to the old CN Station

- Out of the five sites, pros and cons:

Kinnear Yard is a viable option; however, will require some yard expansion

GO station is a viable option

Aberdeen yard was identified; however, due to CP operations at that yard, it is not a viable option any more

Kay Drage site is still on the table as a viable option; some site conditions to consider i.e., former landfill site – whether viable or not i.e., engineering

CN Yard is possible; however, not turning out to be a viable option because of costs involved – operational challenges i.e., permission to use CN/CP rights-of-ways

- Out of EA process, looking at Kinnear Yard, GO Centre and Kay Drage Park; preferred area is Hamilton GO Centre; want to get trains as close as possible; want to be on east side of Hunter Street tunnel, which may require track extension
- Use of Kinnear Yard will create out outcry from the community
- What is the ultimate plan and connection from this point forward; is there a larger interest for GO to extend to eastern Hamilton/Grimsby
- Anticipated that 10-year plan will be passed by the GO Board and the Ministry of Transportation in February, 2006
- In the current scenario, the attempt to address demands for extra service and also the fact that movement is required by non-revenue deadhead trains each morning does not allow for a level of certainty and service that Hamilton should have
- 10-year look ahead for Hamilton is to be able to store 4 trains in the Hamilton vicinity to provide 4 morning trains and the existing 4 evening trains; probably 25-year projection for broadening service
- however, in the 10-year outlook, want to provide better service
- GO Centre location is preferred option because it is where passengers would be coming to get on the train, and allow least amount of complicated moves through the Hunter Street tunnel and the CN and CP tracks; also meets sequence through the Hunter Street tunnel
- Councillor Morelli sent a clear message that the Kinnear Yard is totally unacceptable now or in the future; would be nice to have a much larger strategic plan; want to talk about the EA process over the next few weeks; opportunity for committee members to comment before final approval by the GO Transit Board
- GO staff indicated that the 10-year plan is not a public document as yet, but will find out what part(s) can be made public
- Eric Eisen advised that notice of a Public Information Centre will be advertised in the Spectator to allow discussion of options; all written concerns/comments submitted will form part of the EA public process; all written submissions will receive a response
- Public Information Centre will be taking place on Wednesday, December 14, 2005 from 5:00 p.m. to 9:00 p.m. at St. Patrick Elementary School
- Councillor Morelli indicated that one PIC is not sufficient, and that a second PIC is required

(Morelli/Myron)

That a formal request be made to GO Transit to schedule an additional Public Information Centre or Open House in January, 2006 with respect to the sites being considered for the layover facility.

CARRIED

Eric Eisen assured the Committee that this request will be investigated, pending the results of the December 14 PIC.

Considerations for 2nd PIC location: ample free parking, easy access for the public i.e., schools, churches, community centres, legion halls. Will request assistance from City staff to identify second location.

- Members of the Committee expressed concern that the information sessions will be held in a vacuum, without knowing what the official plan sets out, and wondered if it wouldn't be more prudent to have information sessions in each location where a layover facility is being considered.
- Sites which are not considered viable will continue to appear in the documents to show the Ministry of the Environment that all alternatives have been investigated
- CN site not viable economically (cost) or operationally (risk)
- GO Transit Class B process – environmental assessment report – notification will be given indicating that document is ready for final publication, and public will have opportunity to review and comment on final document
- Will contain Statements of Undertaking and Process, Identification of Alternatives
- Capital figure for project is dependent on location of final layover; however, approximate figure is \$5 million

6. Update – Christmas Train

Paul Thurston advised that the CPR Holiday Train is scheduled to arrive at Gage Park on Sunday, December 5, 2005, at approximately 7:45 p.m. Working with Greater Hamilton Food Bank, and all donations of non-perishable food items will stay in Hamilton. Information on this event is being circulated through various media. The train will be stored overnight at the Aberdeen Yard.

7. Citizen Tour Feedback

8. Grant Avenue Plantings next to Fence

Nothing undertaken this fall; however, prepared to work with citizens to help some plantings take place. May involve cost-sharing. Item to be followed up at a future meeting.

9. Severance Near Aberdeen Yard

- Kevin Paul reported that meetings have been held with Planning staff well before filing of the application to see how the application would be received
- McMaster University is the catalyst, and the City is currently in the process of a study, which includes the Aberdeen Yard

- May be opportunity down the road to sever property from the main line and sell at fair market value (housekeeping)
- Application becomes public information once filed
- Councillor McHattie requested that affected Ward Councillors be kept informed
- Paul Thurston will keep Councillors informed and will give early warning to get answers/feedback
- Staff advised that land has been severed, but not sold; nothing can happen as the area is subject to interim control, which stops any kind of development proposal until a new by-law is in place.

Agenda Items for Next Meeting:

- (a) Plantings next to Fence at Grant Avenue – Update
- (b) Communication – improve phone line
- (c) Anatomy of a Train

Councillor McHattie advised that the next meeting of the CP Railway Liaison Sub-Committee will be scheduled for some time in February, 2006.

10. Adjournment

Councillor McHattie thanked everyone for attending the meeting and advised that the next meeting of the Committee would be in February, 2006.

The meeting adjourned at 4:15 p.m.

Respectfully submitted

Councillor B. McHattie
Chairman

Carolyn Biggs
Legislative Assistant
December 1, 2005