COUNCIL OF THE CITY OF WINNIPEG
Thursday, July 19, 2018

The Council met at 9:35 a.m.

The Clerk advised the Speaker that a quorum was present.

The Speaker called the meeting to order.

The opening prayer was read by Councillor Gilroy.

ROLL CALL

Clerk: Madam Speaker Councillor Sharma, His Worship Mayor Bowman, Councillors Allard, Browaty, Dobson, Eadie, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan and Schreyer.

INTRODUCTION AND WELCOME OF GUESTS AND ANNOUNCEMENTS

Madam Speaker: Thank you, Madam Clerk. I'd like to now recognize our pages for today's meeting. Please welcome Kate Gameiro…Kes Gameiro who attends Kelvin High School and resides in the River Heights-Fort Garry Ward. Sorry, Kes, I know your mother well, Kate. And we also have with us Max Thompson who attends St. Boniface Diocesan High School and resides in the St. Boniface Ward. Thank you both for joining us and serving Council. Before we move on to today's announcement,s I would like to recognize Carlos Gameiro. Carlos was just been appointed as our new City Clerk and I would like to take this opportunity to congratulate him on behalf of City Council. Congratulations. Yes, Councillor Schreyer

Councillor Schreyer: I believe you meant Deputy City Clerk.

Madam Speaker: Yes, our Deputy City Clerk. Thank you. I will correct that in my notes. You just started, Marc and we intend on having you here for many, many years. Mr. Mayor, on to you for your morning announcements.

Mayor Bowman: Thank you, Madam Speaker and congratulations to you both. I want to welcome everybody here today, council colleagues, those in the gallery and those that are watching these proceedings online or on television. I do have a few remarks to share with Council today. July 1st, of course, Canada Day was a...once again was a tremendous celebration of community and celebration for the nation that we all love. I want to thank all Winnipeggers and members of Council for participating in numerous community events in every corner of our city. Madam Speaker, it was an honour to recognize and commemorate our past, our present and our future through the expansion of the Royal Winnipeg Rifles Memorial recently in Vimy Ridge Park. I want to thank and acknowledge many members of Council who I know were in attendance, including our Council Liaison for Military and Veterans Affairs, Councillor Scott Gillingham. The Royal Winnipeg Rifles have a proud history, a lasting legacy in our city and it's a great way that we are able to memorialize them in this way. Madam Speaker, I recently, like many Winnipeggers, had the opportunity to participate in the Winnipeg Folk Festival. This is the 40th annual Winnipeg Folk Fest. I had an opportunity to spend time with Lynne Skromeda who is the Executive Director. She and her team once again did an outstanding job bringing visitors and Winnipeggers out to Birds Hill for an incredible celebration of community and I want to wish them all the very best as they commemorate 40 years of celebration. Folk Fest has a great international reputation and has consistently brought tourists into Winnipeg for many, many years. And I also want to acknowledge the volunteer efforts over many years by Councillor Gerbasi. She has been a tireless volunteer at the Folk Fest and I want to acknowledge and thank her and all of the volunteers for their outstanding efforts. I had the opportunity to once again serve dinner on the Saturday night of Folk Fest to the volunteers and was just a wonderful way to say thank you to those that really make that celebration come alive. Madam Speaker, it was inspiring to see the level of commitment on display by Winnipeg's young people during the third Mayor's Scholarship for Community Leadership award ceremony. This year we saw 60 aspiring student leaders who are already thinking and acting on ways that they can build a stronger Winnipeg. And it's very encouraging to know that our young people have incredible passions and care enough about our community that they are prepared to turn those thoughts into action. Madam Speaker, just last week it was a great honour to attend the library renaming ceremony for the new Bill and Helen Norrie Library at the corner of Grant and Cambridge. Together, Madam Speaker, they were both champions of libraries and that's why it's so fitting for us to be able to honour them in this way. The new Bill and Helen Norrie Library will be an accessible, modern place for people to meet, learn, grow and build community for many years to come. And I want to thank Councillor John Orlikow for his incredible leadership skills and abilities to make sure that that becomes a reality. And I also want to acknowledge and thank our chair of the Standing Policy Committee on Protection, Community Services and Parks, Councillor Mike Pagtakhan, for his leadership efforts to support the

renaming of this library. Yesterday, Madam Speaker, I attended the land blessing ceremony for the new Red River College Innovation Centre. This $95.4 million investment in the heart of our downtown, just blocks away from where we are today at City Hall, will feed and bolster our innovation and our technology sectors for many years to come. It's great to see this remarkable new centre coming to fruition. I want to acknowledge and thank the Province of Manitoba for their loan guarantee to Red River College and I also want to commend the incredible support from the Federal Government with real dollars to make sure that innovation centre is built in downtown Winnipeg. It's a project that I have supported since we first learned of it and it will continue to find ways to support it as well. In closing, Madam Speaker, last year Councillor Gillingham and I together with our CFO and our CAO met with Standard & Poor's and Moody's in New York City. Meeting directly with the international bond rating agencies, Madam Speaker, provides the City of Winnipeg with an opportunity to underscore an ongoing commitment to fiscal prudence and to highlight steady population and economic growth projections for the City of Winnipeg. On that note, I just point out that in 2013, Winnipeg's population was 698,000. As of the end of last year, we finally reached historic levels of population. We are now over 750,000 and growing very fast. And that was acknowledged and noted by the bond raters. Just yesterday, Madam Speaker, Moody's confirmed Winnipeg's stable Aa2 credit rating. As part of that decision, Moody's cited the City's disciplined fiscal planning and track record on a solid operating surpluses despite recent funding pressures, our economic diversity, and our strong governance and management structures. These are very positive comments, Madam Speaker, I'm confident we'll be well received by an investment community. And I want to thank my council colleagues and our public service for all of their efforts to ensure that this credit rating remains where it is. Thank you, Madam Speaker.

Madam Speaker: Thank you, Mr. Mayor. Councillor Mayes, your opportunity for your morning announcement.

Councillor Mayes: Thank you, Madam Speaker. I just wanted to highlight an event this coming weekend in St. Vital. It's the hundredth anniversary of the Canoe Club Golf Course that we'll be celebrating on Saturday and also celebrating the end of about a year and a half long public dialogue that we've had going to debate the future of the Canoe Club Golf Course. And I just wanted to highlight, I think a change in approach by this council as compared to previous councils and I want to thank the Mayor, who has always talked about innovation and I think we're doing something innovative there at the Canoe Club Golf Course. As you may remember Madam Speaker, in early 2011 before my election, there was a report to City Council that was approve 10-6 that called for the…several of our golf courses that are leased to be sold upon the expiry of the lease. The first up of those is the Canoe Club where the lease expires in April of 2019. Rather than proceeding to do that, we've had a long public consultation. Not everyone got what they wanted, including me. We had to change tact a few times, but I think we've landed in a good place where we are retaining all 48 acres as green space. The golf course, two holes will be shortened slightly, and the two acres that are freed up by that will be re-dedicated to soccer with the adjacent Bonivital Soccer Club. No increase in operating costs for the City. The current operator had his lease extended by three years by Riel Community Committee the other night. We'll continue to make a bit of money at the golf course, so I think it's an innovative approach criticized by those who wanted it all golf, criticized by those who wanted no golf, criticized by those who wanted it all sold off for in-fill housing so we must have gotten it right if we're being criticized from all those different angles because we had one person show up to speak against the other night. I think most people in St. Vital are pleased to see the retention of green space. I want to thank the Mayor for his interest and support on this very long running public consultation. It'll still depend on some money being allocated in the budget, right now there's $1 million allocated for 2019. Councillor Gillingham, if I didn't say it, would leap to his feet and point out that all of that will be still subject to vote on the budget for those who are here in 2019. But I do want to thank my colleagues for their support and look forward to, hopefully I will not be golfing and endangering the health of…well-being of St. Vitalers, but we'll be unveiling the hundred year anniversary sign on Saturday. Thank you.

Madam Speaker: Thank you, Councillor Mayes. Our final morning announcement by Councillor Allard.

Councillor Allard: Yes, so just…I wanted to officially congratulate the new MLA for St. Boniface, Dougald Lamont. And so we've just had a bi-election this week and we saw several hard fought campaigns for the privilege of representing the people of St. Boniface, provincial ward. And I wanted to recognize everybody who worked on the campaigns and all the candidates in particular Dougald who was the successful candidate and thank everyone for having taken the time to get out and vote. I understand participation was fairly high even though it was a bi-election.

Translation of French Spoken:
So I would like to formally recognize that the Saint Boniface Provincial riding now has a new Member of the Legislative Assembly of Manitoba. So, Dougald Lamont was the winner in the by-election for Saint Boniface. I would like to also recognize all the other candidates who put the effort to run for various parties. There were many well run campaigns that were very competitive. And I would also like to recognize the voters of Saint Boniface who took the time to exercise their democratic right to vote. And finally, I would like to congratulate Dougal, and I had the opportunity to get to know him during the campaign at many events and I'm excited to join in and work with him at the provincial level.

Madam Speaker: Thank you, Councillor Allard. You all have a leave of absence motion on your desks. Madam Clerk, will you read it into the record?

MOTIONS

Moved by Councillor Sharma,
Seconded by Councillor Eadie,

That Councillor Wyatt be granted a leave of absence from today's meeting due to a doctor's appointment.

Madam Speaker: All in favour? Contrary? Carried.

MINUTES

Councillor Gillingham moves that the Minutes of the meeting held on June 21st, 2018, be taken as read and confirmed.

Madam Speaker: All in favour? Contrary? Carried.

DELEGATIONS

Madam Speaker: We'll now move into delegations. I'd like to call forward Mr. Garth Steek. Also at the same time, if Ms Diana Wiesenthal could come forward as well. Mr. Steek is here in support of the notice of motion that's on our agenda today regarding the 2018 Municipal Election Question – Portage Avenue and Main Street. He's in support of this item. There'll be 10 minutes on the clock, and following that, we'll hear from Ms Diana Wiesenthal, Chair of the Downtown Winnipeg Business Improvement Zone and she is also in support of the same item. Next on the list is Mr. Stefano Grande and Mr. Matthews. Welcome Mr. Steek.

Garth Steek: Madam Speaker, good morning. Madam Speaker, I'd just like to extend sincere congratulations to Mr. Gameiro on his appointment as Deputy Clerk. I'd also like to acknowledge his lovely daughter Kes who I've always teased and told how fortunate she is to look like her mother. The issue I'm here to speak on, Madam Speaker, is the plebiscite. Madam Speaker, Mr. Mayor, members of Executive Policy Committee, bureaucrats, the Mayor has stated over the last number of months that his election in 2014 was a mandate for him to open Portage and Main because it was a plank in his platform. That's wrong. The truth of the matter is, Madam Speaker, so many of us voted for this mayor because of his commitment to openness, transparency and accountability.

Madam Speaker: Mr. Steek, I think your comments need to stick to the fact of whether or not this question should be on the election ballot.

Garth Steek: Certainly, happy to do so. I think what's fascinating about the evolution of this plebiscite, Madam Speaker, is when we open the newspaper today, we saw that the Mayor and the members of Executive Policy Committee now support this plebiscite. I guess the question that has to come to mind is, did the Mayor suddenly see the light of democracy or the loom of an upcoming election? The fact is, Madam Speaker, that in a city where gangs are rampant, drugs are epidemic, the opening of Portage and Main is folly. So why is a plebiscite of such critical importance? Because Madam Speaker, in a plebiscite there's no incumbent. It means that all of us as citizens have the opportunity to vote the merit of the issue based on our conscience. Furthermore Madam Speaker, the plebiscite is critical for another unique reason. There will be a minimum of 5 new members of this council come the fall. For those of us challenging incumbents, there may be more. We may have a new mayor. The plebiscite, Madam Speaker, will send an indelible message to the future council as to how this citizenry feel about the question of opening Portage and Main. It is stunning to think, Madam Speaker, that we were deemed to be highly intelligent where we voted for the mayor and the Executive Policy Committee, but for the longest period of time, we weren't deemed bright enough to be involved in voting on a plebiscite. I'll be anxious to hear from the Mayor and the members of Executive Policy Committee why this dramatic about face. Finally Madam Speaker, I have to ask this question, did we learn nothing from the Charleswood fiasco? The Mayor and the members of Executive Policy Committee stated they did not know that the RFP for the opening of Portage and Main was coming forward. Well, it was their baby. The CAO said, Madam Speaker, perhaps I'm at fault and I should have told you about it. Perhaps? Well, if he isn't involved, Madam Speaker, who is? Finally Madam Speaker,

this plebiscite is critical for another reason. It gives the citizens of Winnipeg the opportunity to push back against the ubiquitous hand of the Mayor, Executive Policy Committee and the CAO. It's also an opportunity for us to embrace the bright opportunity of hope that comes with an election. For a plebiscite that as recently as 48 hours of cool couldn't see the light of day, how dramatic a turnabout Madam Speaker. I'm here to say that I support this plebiscite without reservation. Thank you.

Madam Speaker: Thank you, Mr. Steek. Next, I'll call forward Ms Diana Wiesenthal, Chair of the Downtown Winnipeg Business Improvement Zone. Good morning, welcome.

Diana Wiesenthal: Good morning. Good morning, Madam Speaker and thank you very much for the opportunity to be here Mayor Bowman, and also to our distinguished council members. I come to you today with no political agenda, but representing the Downtown BIZ Board of Directors. As you know, they are a very diverse group of people that represent large corporations, small businesses and our community within the downtown. There's a very strong support in terms of grassroots that the Downtown BIZ has been actively involved in with…determining from members what it wishes to see and consistently around 70 percent of the people that are polled are in favour of opening up Portage and Main. So I'm very, very congratulatory to all of the members here to achieve that kind of support already. I understand that this is a big, divisive issue and it's an important issue for the City of Winnipeg. But we really support a strong vision for Winnipeg. We want one that's inclusive. We want one that's walkable. We want one that brings the community together. And many of you might not remember, but I'm old enough to remember, and I've lived in the downtown area and worked here for four decades now all within the vicinity of that area and when the pillars went up, there was a major outcry. People don't like change in general but if we focus on what's the right thing to do for this city and what's the right thing to do for our community, then we can't go wrong. And sometimes, we need to show that vision to others so that when they see that the new vision has really come to fruition, then people will say, this is great for the city and I really support this and I'm really enjoying it. So we come just with some grassroots support in terms of a message from the community that it supports the opening of Portage and Main. Personally, I would like to see that. Initially when I heard the idea, I thought, what? But when I educated myself, then I understood why we need to do this. And so we support the Mayor and also the Council members in terms of how they wish to achieve that. The Downtown BIZ will be there to support this administration in terms of moving that issue forward but also educating people on the importance of why this is important for the City of Winnipeg. So I just wanted to bring that message to you today and we thank you very much for your time today.

Madam Speaker: Thank you. We'll now take questions, if you could still remain at the podium. Mr. Steek, if you could come forward. Are there any questions for our delegations on this matter? Okay, seeing none, thank you for your presence today at Council. Next is…we'll hear from Mr. Stefano Grande. He's the Chief Executive Officer of the Downtown Winnipeg Business Improvement Zone. Is Mr. Shawn Matthews here as well? Is Mr. Matthews here as well?

Stefano Grande: Yes, he is.

Madam Speaker: Okay, wonderful. And I understand you're presenting together? We'll have 10 minutes on the clock. And they are here in support of Item 3 of the report of the Executive Policy Committee dated July 11th, 2018, regarding Destination Marketing Reserve – Multi-Year Downtown Public Safety Strategy. Mr. Matthews is the Director of Safety at the Downtown Winnipeg BIZ. Welcome.

Stefano Grande: Good morning. Good morning, Madam Speaker, Honourable Mayor Bowman and Council members. On behalf of our 1,300 members and the BIZ board, I would like to thank you for allocating good portion of the 3.5 million of un-spent funds into the destination marketing reserve to support the development of a multi-year downtown public safety strategy. The injection of funds is timely and strategic as our downtown is seeing an increase in tourism, conventions, national events as well as an increase in visitors, students, workers and much more positive indicators as a result of significant investments in our downtown over the last several years. Subsequently, there is a need to continue innovating new ideas towards the ongoing goal of creating a safer downtown for everyone. The injection of City funds will help build on the safety successes over the last several years. For example, a short time ago, there was no dedicated committee for police foot patrols in our downtown, nor our Cadet program. Today there are 68 police foot patrols and a Cadet program of up to 40 youth per intake. Their presence is evident in our downtown as provided positive results. And our working relationship with the Winnipeg Police Service has blossomed and even more. A few years ago, there were no (inaudible) services to help the homeless off our streets who have slipped through the cracks. Today we have in place, with the support of our city and our mayor, our Community Homeless Assistance Team which helps people in need navigate the system of services by finding homes to over 200 people per year and connection hundreds more to the services they need but can't access. It's imperative that we continue to innovate and move the ball forward collaboratively. We believe this new downtown public safety strategy and injection of funds is a great step in the right direction. A proposed exterior lighting program, the expansion of the Winnipeg Police Service Closed Circuit Television Program, a track tick pilot project to enhance private-public communications, reporting and analysis of

downtown issues are more timely and of course, the enhancements of our downtown in past our Safe Walk Program which aims at walking people with safety concerns to and from their downtown places in particular in the evening and for women, which we recognize has challenges based on a recent survey by Winnipeg Police Services. And we support the other strategies in the recommendations being brought forward by your administration. One of the things that we have learned is that downtown safety is much more than just policing and enforcements and over the last decade, the Winnipeg Police Service has communicated that they cannot do it alone. The complexity of safety requires partnerships, creativity, coordination and the integration of all community resources in order to effectively respond to the increasing challenges of safety. In addition to these new tools and collaborative approaches supportive of this goal, it itself brings our relationship between the Winnipeg Police Services and the private sector to a higher level. We are also very appreciative of the City and the civil service reaching out to the stakeholders such as the BIZ asking for our feedback. We don't take this for granted, the opportunity to help shape policies and programs and we are thankful for this chance. On May 7th the Downtown, the Exchange and the West End BIZ collaboratively welcomed more than 150 community stakeholders to listen to the thought leaders from across Canada and the United States for our Downtown Winnipeg Safety Summit at the RBC Convention Centre. Thank you again Mayor Bowman for spending a good part of the day with us as well as Chief Danny Smyth who shared with us his vision and ideas which resonated with the downtown stakeholders. I have Shawn here with me today to talk a little bit more about the Safety Summit and the recommendations if that results in some of the questions after my presentation. This summit was designed to bring together a cross representation of public and not-for-profit sectors, the charitable sector, the Indigenous community and a private sector, key individuals from key organizations and groups who share our vision and who also gave their ideas to achieve this collective goal. Together we discussed and shared best practices in creating a safer, more welcoming, and more inclusive downtown through public and private collaboration and partnerships. Our intent was to have the committee priorize additional safety strategies to inform the process of the civil service in developing these recommendations regarding this multi-year downtown strategy. We are very pleased that many of our recommendations coming from the summit were adopted in the City reports and we would like to acknowledge the work of Michael Jack in particular in engaging the community and listening to the ideas and feedback coming from the community. The Downtown BIZ and more importantly the community we engaged are supportive of all the recommendations in the City's proposal. We recognize that not everything can be done at once but these are the right incremental steps to improving downtown safety. Downtown Winnipeg partners have a clear vision for the safety of our downtown; a friendly, safe, a secure neighbourhood and for everyone. And we are committed to this vision for safety for all of those who work, live, shop, learn and play in our downtown. The proposed multi-year downtown public safety strategy builds on and supports the BIZ goals and we feel outlines nicely and is incremental to the Winnipeg Police Service's central line downtown safety strategy being spearheaded by our police chief. The recommendations coming forward today will build on and support the outstanding work being done by the community stakeholders who are dedicated to also making our city a better place for everyone. Thank you.

Madam Speaker: Thank you, Mr. Grande. Now I'll call forward Mr. Shawn Matthews to continue. Thank you.

Shawn Matthews: Madam Speaker, Mayor Bowman, Councillors, thank you and good morning. Just building a little bit on what Stefano has said about our summit, there were 5 key recommendations that came out of the workshops that we held with the participants. And I'm not going to go into too much detail. We're probably tight on time, but there was the 5 main recommendations had to do with expanding the presence of police foot patrols, community foot patrols such as operated by the various Downtown Business Improvement Zones and working with the Indigenous community and expanding a community safety partnerships with them as well. The second one had to do with the use of CCTV cameras and new technologies. Participants recognize that there's a tremendous amount of cameras in the downtown and also the public service realm has expanded the use of CCTV and it was identified that there hasn't been a lot of collaboration at this time, so that was something that they felt was a great opportunity to enhance and work to hopefully deter crime, but also help the police and investigations to apprehend criminals much quicker. There was also a feeling that there was great opportunity to expand public/private partnerships within the downtown especially when we know there's a lot of safety assets already on the street and in the community. We have police, we have a great police service, we have the Cadet program, we have our community safety patrols and we have a lot of private security. And right now they are working well, but there's probably some opportunities to mobilize and create more partnerships and look at how we can use technologies, again, to share information, create better deployment of resources and put people where they need to be and when they need to be there. The other…the fourth one, main one, was an interesting one, it had to do with social intervention and not really a policing matter per se, but maybe working with social service agencies and the Province to identify individuals that are functionally struggling with mental health, addiction, poverty, homeless in the downtown and we have tremendous support from Mayor Bowman and Council for our CHAT program, but there was also a feeling that the participants stead around harm reduction strategies to do with substance abuse and the needles that are unfortunately being deposited in the community after they're being used. And finally, the last one was crime prevention through environmental design to create safer spaces in our downtown. And again, there's a great opportunity that participants felt if there was a fund where the private sector and the public sector could work together to work with our businesses and organizations to improve such things as lighting especially at night in the back lanes, redesigning

structures that are deemed unsafe, looking how we can really modify the environment so there's better sightlines and the perception of safety in the downtown. So that again was felt to be a really good opportunity. Thank you, Madam Speaker.

Madam Speaker: Thank you for your presentation. I'll now call forward Ms Gloria Cardwell-Hoeppner, Executive Director of the West End BIZ. She is in support of the same item, and I'll ask the other delegations to stay on the bench. We will take questions momentarily. Welcome, we have five minutes on the clock.

Gloria Cardwell-Hoeppner: Good morning everyone. Good morning Mayor Bowman, members of Council, Madam Speaker. The West End BIZ operates a number of safety initiatives, education information, lighting, septic projects, grants for cameras and alarms and we also have…employ a safety liaison who is a retired Winnipeg police officer to oversee our patrol program and directly engage with our businesses, our residents and our visitors. Our most popular program however, is our West End Safety Patrol. The three largest BIZ groups downtown are the Downtown, Exchange and West End and we have operated these very successful patrol programs for years. Our goals are the same, to create a safer environment for businesses, residents and visitors to the area. Most of those in our patrol programs are already enrolled in or have completed post-secondary education in public safety and looking forward to future careers in our city in those related fields. The patrol training is almost identical and provided most often by the same trainers and the patrols provide the same types of public assistance including safe walks. The three patrol programs work together often to cover staff shortages or stretch out our resources for events. You can find West End patrols helping out at the downtown street parties from the Jets or at Manyfest or in the Exchange for events like Fringe Festival or Jazz Fest. And you will see Downtown and Exchange patrols out in the West End to help us for Nuit Blanche on Sargent, U of W convocation events or our Central Park events. Some of the densest areas as to resident population, students, staff and visitor traffic are the University of Winnipeg, Central Park and areas within and around the Spence neighbourhood. All these are part of the West End's zone, but directly adjacent to or intersecting with the Downtown BIZ boundaries. We share some spaces. My experience has taught me, however, that the public has a very different perception on what encompasses downtown and regardless, crime knows no boundaries. The West End recently partnered with the Downtown and Exchange BIZ groups to host the Downtown Safety Summit held this past May and referenced in this final report was, "That aggressive panhandling is taking place at a variety of locations throughout the downtown, Exchange and West End neighbourhoods." Also referenced, "The Business Improvement Zones community based foot patrols are seen as the most effective manner in which to collaborate with the Winnipeg Police Service adding more eyes and ears on the safety to deter crime and improve the perception of safety." Based on these recommendations, we submitted a joint request for funding for all three patrol programs from the funds earmarked for the Downtown Safety Strategy. We know that our West End patrols are an important component in contributing to a safer downtown and the area's surrounding communities and we support the funding as allocated for our West End BIZ patrol program as included with the Downtown and Exchange patrols. And I would like to thank Councillor Gilroy for her support as well as the Downtown and Exchange BIZ. Thank you, Madam Speaker.

Madam Speaker: Thank you. We'll now take questions for our delegations. Any questions? Mr. Mayor.

Mayor Bowman: My question's for Stefano Grande. I want to thank, Madam Speaker, all the delegations for their support for this downtown multi-year safety strategy and their collaborative efforts which they highlighted, working with our public service, Winnipeg Police Service and others to arrive at a very solid report that's going to have very real and tangible benefits for downtown safety. I also want to take this opportunity to congratulate and thank Stefano Grande for his time at the Downtown BIZ. I know it's not completely over yet and he's just accepted a new position, I want to thank him and just ask if he could reflect on what's changed in terms of downtown and downtown safety in particular, of course, during his term serving for the…in the leadership capacity for the Downtown BIZ and helping build a stronger downtown.

Madam Speaker: Thank you, Mr. Mayor. Mr. Grande.

Stefano Grande: Well, thank you and thank you for your words of support. I've been honoured to have led the Winnipeg BIZ over the last 14 years and I've been humbled to work with great people as yourself and prior mayors and city councillors and a top notch administration. I think if I look back to our successes as a community, it's that…a sense of collaboration, finding those areas where we can collaborate, move forward and improve our downtown safety. As I said, a short five, six years ago, there were no police foot patrols in our downtown. I think the City should be proud that we have a foot patrol program and that's just the beginning, I believe. The innovation of our Cadet program in our downtown is something that has added value to our business community. I think over the last number of years, you know, we've seen our downtown just increase in the number of people coming and visiting. The essence of people is what drives safety in our communities. I've also been very fortunate and blessed to have worked with another city agency for seven years in my career, Winnipeg Housing. And if you remember 27 years ago, the unsafest neighbourhoods were the Spence neighbourhood, the North End, homes were derelict, that dilapidated. But it was through housing and it was

through residents that brought those neighbourhoods alive through collaborations with the Province and the City, incentives to stimulate housing, build parks, the community development pieces and that's what we're seeing also in the downtown. Safety has improved. The needle has moved significantly during the day in particular. With the arrival of events also in the evening, we're starting to see more and more safety. Perceptions change and we just have to look back just a few weeks ago with the arrival of the Jets and the playoffs and the tens of thousands of people that came to our downtown and how as a community and the city, we very quickly came together to celebrate in a positive way and people's perceptions of our downtown changed. The issues of safety also changed. And so we know events has been an important driver to change those things and all of this could not have happened without the collaborations and support. If we take a look at just recently, over the last four years our Community Homeless Assistance team, which has flourished since our partnership with the City in particular, our partnership also with Manitoba Liquor and Lotteries, wherein the past, people in the streets just weren't being helped, being connected to those services that were there and now we have eight full-time staff that are dedicated to building relationships and helping people off the street and in doing so, changing those perceptions by just simply helping people in need. So a lot of positive things have changed in our city from a safety perspective and a lot of that is as a result of the good work through all the partners including our friends in the Exchange and the West End BIZ and many others.

Madam Speaker: Thank you, Mr. Grande. Thank you. Any further questions? Councillor Orlikow.

Councillor Orlikow: Thank you. This question is for whoever would like to speak to it. It's great that the BIZ have staff that are able to help support these community initiatives and I've been very pleased to steal ideas from all the groups. We have a serious issue in River Heights, more throughout the city, but definitely in the River Heights Ward. Can you maybe give me some ideas…do you know of any…so you have the BIZ group, but how do you take that, without a BIZ, and expand it into the whole neighbourhood on more of a community-based model? Do you have any ideas off the top of your head on that?

Stefano Grande: I can give you a few thoughts just based on some of the good models that exist already in our city. Obviously, trying to create BIZ groups city-wide is so important. It comes with it some sustained resources, sustaining the programs and ideas and to leverage the dollars, but there's some really great examples in the Spence neighbourhood where you have the Spence Neighbourhood Association or the North End where you have the North End Housing or the North End Renewal Corporation. Those are agencies with very broad mandates that if they're given a little bit of support, a little bit of spark, the same way that you're working with our Business Improvement Zones. The community's very creative in leveraging and working very hard. The volunteerism that goes into our organization is incredible. And so again, it's just finding those areas of trying to, you know, raise the tide and working with those existing community groups and creating new ones in neighbourhoods such as River Heights if they don't exist.

Madam Speaker: Thank you, Mr. Grande. Would you like to address the question as well?

Gloria Cardwell-Hoeppner: Just going to add to that, that all of us in the BIZ groups. I know we're the big three and we do have those staffer resources but we're willing to share and we're willing to help. So you have only to reach out to us and we'll be there.

Madam Speaker: Thank you. Any further questions? Seeing none, thank you for your presentation today. We will move on to Mr. Garth Steek, if you could please come forward once again. And he is in opposition to the same item that was just presented on. There will be 10 minutes on the clock. Mr. Steek.

Garth Steek: Thank you, Madam Speaker. I see the Mayor is not present, nevertheless, Mr. Mayor, members of Council, bureaucrats. If I were to ask anyone around this room, what's the most important consideration for you and your family, the answer would be two-fold. Number one, you want your family to be healthy. Number two, you want your family to be safe. Safety, Madam Speaker, is the cornerstone of a healthy, prosperous community. Everyone has a right to be safe. That's easily said, it's much more difficult to realize. I found it fascinating that in the prayer from Councillor Gilroy, she talked about the fact that let us remember the enduring value of life. So Madam Speaker, in this city that gangs are rampant, where drugs are epidemic, where many live in constant fear, and if you live in one of the under-privileged areas in this city, if your daughter's being lured into prostitution, if your son's being harassed by gangs, if you have a constant fear of violence, you know what you want Madam Speaker, not to open Portage and Main, what you want is to be safe. It's time, Madam Speaker…I listened to these presentations from the Downtown BIZ, they're impressive and I think they're very well-intentioned and there's certainly been some degree of achievement. However, it's time Madam Speaker, to acknowledge the fact, this is a violent city and frankly what we need is more police officers. Let me tell you why. A good friend of mine is a psychiatric health nurse at…nurse at HSC, Keith Polson, two weeks ago, he was responsible for helping hold down 12 meth addicts. That means that 24 police officers were at the Health Sciences Centre assisting them. That is wrong. So what's the answer? Well, this week I attended at one of the major accounting firms in the City of Winnipeg. They're so concerned about it. They're looking at having the private sector fund

100 bed unit where these people can go. So very frankly, Madam Speaker, what we should be doing is going to Property and Development because they're not expropriating anybody in Charleswood these days, we should be going to Property and Development saying, what kind of surplus buildings does this city have? Can we partner with the Province and have 100 bed unit where these people can be taken? Those are the kind of ideas that should be coming out of city council. Furthermore Madam Speaker, I said we need police officers, what does it cost to put police officers on the beat? Well, you all know around this table that you need 18 officers to staff a car on a full time compliment. So what does that cost? Well a five year, number one constable, is paid $130,000 plus benefits. So pre-calculation tells you that 18 officers at $130,000 equates to $2.3 million. That would put 18 additional officers on the street. Furthermore, if you wanted to put 36 officers in 2 cars out there, it costs you 4.6 million, Madam Speaker. Where's the money going to come from? That's always the huge cry. We don't have the money. You have no money. You've got a street repair budget of $115 million. If you reduce it to $110 million, which I assure you nobody will notice, it would be a reduction of 7 paved blocks in this city because they cost $665,000 per block. Where do you think the better return on investment is? You know Madam Speaker, pavement is not sacred. Human lives are sacred. Furthermore Madam Speaker, mayoral candidate Motkaluk brought up an interesting opportunity to see an enhancement in the school resource officer model. I met this weekend with Devon Clunis, highly esteemed, former Police Chief. Clunis said point blank, "Five years I spent in special resource officer, the most important work I did." There should be at least another five special resource officers in the schools immediately. How are you going to fund it? Well, I thought this was fascinating when I read the pre-amble to the plebiscite, and it notes in here the establishment of the Office of Public Engagement. I remember that well because the Office of Public Engagement was at the meetings in Charleswood when the Charleswood residents wanted to stand up and have the meeting recorded, but Public Engagement said no. There's half a million dollars right there. Slash public engagement. Tell me you've seen a better (inaudible) of your life because of the establishment of that particular…particular committee. If you're living in abject poverty, if you're living in fear, you want those resource officers because of the fact they are role models, they are mentors and they are protectors. It is unconscionable to think that with the dollars that are out there, we can't find the opportunity to enhance those programs and the safety of the citizens of Winnipeg. You must have read the newspaper report today from the Police Chief about the impact of meth. Police services are strained to the limit. Strained to the limit. Councillor Orlikow talks about, what have you got in the way of ideas for River Heights. Well let me tell you, as a guy who lived there, I came here today in a car that just had its windows smashed out. In the last two years, I've had 10 windows smashed out. I've had my cars wrecked. Two houses away from me, one of my neighbours had a drug deal go bad in front of her home in front of four kids and the person was violently assaulted. Crime knows no social or economic boundaries, it's everywhere in this city. Let's cut to the chase, this is a violent city. I said on this floor earlier that governance would be a critical issue for me in this campaign, and rest assured it is. We saw a major shift today from the Mayor and EPC. Crime and safety throughout the city…

Councillor Gillingham: Madam Speaker, are we going to talk about downtown safety or campaign 2018?

Madam Speaker: Thank you, Councillor Gillingham. Again, Mr. Steek, let's stick to the item before us.

Garth Steek: Thank you, Madam Speaker, through you to Councillor Gillingham, perhaps he doesn't know that the Health Sciences Centre is in the heart of Winnipeg. The people that go there have to be realized.

Councillor Gillingham: He should be addressing the Speaker, and we were in River Heights a moment ago.

Garth Steek: With all due respect, I said that through you Madam Speaker to Councillor Gillingham.

Madam Speaker: You did, yes. Thank you. Again, let's continue, there's just two minutes on the clock here. Let's stick to the issue at hand.

Garth Steek: Winnipeg is our home. Right now this home is damaged. Throughout the city, crime affects us all. You know, I noticed an interesting commentary the other day where people are talking about the fact that the police will have to stay within the boundaries of inflation, well, I'm sure the criminal element gets together and says, you know what, the City's only got an increase of 2% so God knows, we'll only increase crime 2%. Madam Speaker, the city is our home. It's damaged. If your home was leaking, the roof was leaking, if the foundation was a wreck, but you've got to open Portage and Main like buying a Porsche Turbo Carrera? I don't think so. Quite simply, Madam Speaker, there should be an objective coming out of this council and future budgets to make this the safest large city in the country, period. Now, that would be a bold initiative. Not running around downtown with flashlights. Now, Madam Speaker, is the time to put citizens first. Now is the time to address this critical issue and crime that is rampant everywhere in this city. It's not an over-dramatization. Read what the Chief said today about the meth epidemic. It's getting worse. Across the country, gangs, guns and violence are epidemic. There is going to be a new council here in the fall, a markedly different council. And when the budgetary process unfolds this should be at the top. If I had the good fortune, Madam Speaker, rest assured, I will be bringing this forward in an impactful manner. Once again, Madam Speaker, it's time to put citizens first not bureaucrats, not politicians. Thank you.

Madam Speaker: Thank you, Mr. Steek. Are there any questions? Councillor Mayes

Councillor Mayes: Thank you for your comments on the school resource officer program. Just, are you aware that this council is the first to have extended that program to two school divisions that weren't part of it before 2015, Seven Oaks School Division and Louis Riel School Division in 2016? I know you are speaking in favour of the school resource officers. As the School Board Liaison, I'm proud of the work we've done on this and I just want to make sure you are aware that this council, that it extended that program out to two school divisions that had not previously been part of the program.

Garth Steek: Madam Speaker, through you to Councillor Mayes, I applaud that initiative, Councillor Mayes, wholeheartedly but we still have only 17 school resource officers in this city. Where I live, Kelvin, Churchill, Grant Park and a myriad of small schools share a single officer, that's not satisfactory. Calgary where the 36 officers have the resource officer full time in every high school and every junior high school. As I'd stated, Devon Clunis said, it's the finest policing work he has ever done. We should be enhancing that program. But Councillor Mayes, thank you for taking that initiative and I hope in the future because there is no question you will be back here, that you are one of the people that will push for an enhanced resource officer program. Thank you.

Madam Speaker: Thank you, Mr. Steek. Councillor Eadie.

Councillor Eadie: Madam Speaker, it's more of an aware question, Madam Speaker. The Winnipeg Police Service mostly with the SRO program, provides a number of in kind services, but Madam Speaker, I'm not sure if the presenter knows this, but the school divisions that do have the SROs, they are actually covering off costs and I'm not sure if the Province is still contributing towards them, but currently, the essential wages are covered by the school divisions that have these officers. Does our presenter know that?

Madam Speaker: Mr. Steek.

Garth Steek: Thank you Madam Speaker, through you to Councillor Eadie. Councillor Eadie, I am aware of that. As a matter of fact what's particularly important about that question is that it's a tripartite share between the City, the School Division and the Province. So when I talked about the fact that $500,000 that you could get into the budget by slashing public engagement, would be with the City funding everything but just think, if the Province and…the Province and school divisions are supportive, you could add a dozen resource officers. It's an important thing to ask, you know, when you go out on the campaign trail, Madam Speaker, go around and ask your constituents, what would they like to see? Another block of pavement in their ward or would they like to know there is an enhanced safety program for their children?

Madam Speaker: Thank you. Any further questions? Seeing none, thank you for your presentation today Mr. Steek.

Garth Steek: Madam Speaker, thank you very much.

Madam Speaker: Next I'd like to…thank you. Next I'd like to call forward Ms Donna Henry. She's the President of the Winnipeg Network of Dog Owners…Dog Owner Groups. She is in support of Item 5 of the report of the Standing Policy Committee on Protection, Community Services and Parks, the report dated July 3rd, 2018 and it is regarding the Off-Leash Dog Areas Master Plan. Welcome.

Donna Henry: Mayor Bowman, Councillors, thank you and good morning. I'm here today to speak on behalf of WINDOG and our off-leash area advocacy partners in support of the off-leash area master plan and request dedicated capital funding to implement it. The new plan clearly identifies that Winnipeggers want more well-designed dog parks with quality amenities. The plan's policies and standards provide direction on meeting that demand in a sustainable manner. The plan states the City will establish a budget line to support capital investment in the establishment and the enhancement of the OLAs and will establish additional operating budget resources for the management of those off-leash areas. The public service has identified that the City needs an extra $15,000 in operating budget resources for existing off-leash areas to meet new OLAMP service level standards. For new off-leash areas, an additional operating budget of $9,900 per hectare is required to comply with service level maintenance standards. The public service also identified that the City needs to establish a $300,000 capital budget line item in each of the next six years to support establishment and enhancement of dog parks. It recommended that the capital funding to implement the plan be referred to the 2019 budget process for consideration. The recommendation comes at a time when the city faces significant financial challenges with respect to the 2019 budget. With the City's infrastructure deficit pegged at 6.9 billion over the next ten years, Council will have some difficult choices to make in funding capital projects. And when the OLAMP administrative report was drafted the 2019 operating budget shortfall was 85.9 million. Since the plan was

released, WINDOG and the public service have had several discussions sharing ideas about how we can move forward. We understand that the proposed $300,000 per year in capital expenses is not based on an off-leash area implementation plan. We also understand that in the absence of a plan, no one really knows what it's going to cost to create new dog parks or enhance existing ones. The public service mentioned at the recent Standing Policy Committee on Protection, Community Services and Parks, that the funding plan is directed to safety features and amenities in existing dog parks before the establishment of new dog parks. We also know that the cost of making our largest regional dog park safer and more secure by fencing in the boundaries is minimal, over half of Winnipeg's off-leash spaces at Kilcona Park. This week Kilcona Park Dog Club solicited quotes for fencing in the off-leash area. The work can be done for less than $40,000, $40,000 for half of the off-leash space that's in the city. And last month, Maple Grove Dog Owner's Association fenced in the city's second largest dog park for about 16,000. Looking at the bigger picture, fencing and upgrading furnishings in existing dog parks to comply with the OLAMP standards may be a relatively minor expenditure. The plan indicates that from time to time, it may actually be necessary to purchase land. This might happen, for example, in an underserved area of the city with a high dog licence density, no public green space and available land that is suitable for development as an off-leash area. And we all know that the price of land continues to rise. Knowing that Bonnycastle, which is the smallest dog park in the city, cost over half a million dollars to design and develop, WINDOG's view is that the proposed $300,000 per year will not go far. The plan makes suggestions for funding existing and future dog parks as a way for the City to reduce the cost of operating them. Some are initiatives that the City would undertake itself, like user or membership fees and amenity dedication program like the bench dedication program and private sponsorship in exchange for limited advertising. Several of the funding options involve off-leash area advocacy and stewardship groups like those at Kilcona and Maple Grove. One of them involves WINDOG. Unfortunately, most of these funding options will not generate the capital and operating revenue that the City needs. Others that are identified are simply unworkable. Let's just look at a few of them; the public OLA user fees, the enforcement cost to the City of staffing every dog park to check that users have current membership cards is almost certainly greater than the revenue that that option would generate. The option of checking user's membership cards is also impractical because many of these off-leash areas may be accessed from several points and they are accessible 24/7. Another option was private OLA user fees. The proposal that each off-leash area stewardship group establish a user fee and membership program to go along with it to help maintain existing and develop new LAs is not viable. As non-profit organizations that are run by volunteers, OLAs…OLA groups simply don't have the resources to run membership programs that would generate enough revenue to maintain existing dog parks and develop new ones. And furthermore, most of the off-leash areas in the city don't have OLA stewardship groups like the ones at Kilcona and Maple Grove. Maple Grove and Kilcona, the two largest and most active groups already have well established membership programs and we deliberately keep the fees low so that they are affordable for everyone who uses our parks. Speaking only of Kilcona, the revenue derived from our membership fees barely covers our basic operating expenses; our corporate filings insurance, training, supplies and some programming. KPDC does raise a significant amount of money for Kilcona Park, but we do it through our fundraising programs and events and a successful corporate sponsorship program. Public private partnerships, the plan suggests that the City explore the possibility of leasing land to WINDOG or to OLA groups like Maple Grove and Kilcona. We in turn would charge membership fees to pay for maintenance and park amenities. The plan identifies that it would be WINDOG that would take the lead in terms of establishing, maintaining and improving new dog parks in the city. This is simply not a realistic option. Perhaps that's because there is some misunderstanding about WINDOG's mandate. WINDOG is an advocacy organization in its role. We advocate for quality off-leash space, legislation and policies and practices. And like our member groups, WINDOG is not involved in any way with park-based operations. A proposal for funding sustainable off-leash dog parks, the off-leash area master plan acknowledges that the number of dogs in Winnipeg continues to increase. It identifies parts of the city where the need for off-leash areas is great notably in the North End and Point Douglas. Neighbourhoods that have the highest dog licence density but have no neighbourhood dog parks. Without secure capital funding, simply…the city simply won't have the capacity to create new off-leash areas to accommodate the growing dog population. The City has historically taken funds collected for one purpose and used them for another. This was a factor that led in part to the current infrastructure deficit. As noted in the 2018 asset management plan, the City has acquired significant green space over the years but Parks budget has remained virtually unchanged. It's well documented that Parks has not had an increase in its service delivery budget for 15 years. This has led to a decline in the quality of amenities and many services have been reduced or discontinued. Except for Bonnycastle, Winnipeg dog parks continue to be seriously underfunded. In 2016, there was some discussion of applying the increase in dog licence fees to fund off-leash areas but that didn't happen. In the face of declining resources, the City relies on OLA stewardship groups to raise money for capital improvements and supply volunteer labour to help with park maintenance. Parks is vulnerable to budget cuts because the division services are viewed as nonessential. And Winnipeg dog owners are concerned that unless funding for off-leash dog parks is dedicated, the money will be redirected. So I will just wrap up.

Madam Speaker: Councillor Schreyer moves extension. All in favour? Contrary? Carried.

Donna Henry: Thank you. Winnipeg and our off-leash area partners ask that the City create a dedicated tax supported capital fund for off-leash areas like the one it created to fund regional and local street renewal. To be clear, we are not

asking for a tax increase like the road renewal fund. A modest 10th of a percent tax allocation would yield half a million dollars a year. Over the next decade, that's $5 million that can be used to create new dog parks and upgrade existing ones to comply with the OLAMP standards. The fund offers a solution to the dilemma faced by Parks and Open Space. The administration is committed to establishing new dog parks and upgrading existing ones but without secure dedicated capital funding in the Park's budget, that's unlikely to happen. In summary, WINDOG and our OLA advocacy and stewardship partners know that no budgetary decisions related to the OLAMP implementation will happen until the new council is sworn in and the 2019 budget process begins. However, WINDOG wishes to be on record as supporting a capital fund dedicated to implementing the OLAMP and enhancing existing and establishing new off-leash areas before the new council makes those decisions. Thank you, Madam Speaker.

Madam Speaker: Thank you Ms Henry for your presentation. I'd like to ask you just now to stand down. We will take questions soon. In the meantime I'd like to call forward Mr. René Bison. He is also in support of the same item, the Friends…and he's from the Friends of King George Off-Leash Park. You have five minutes on the clock.

René Bison: Thank you, Madam Speaker. Good morning, Mr. Mayor and Councillors, general public. You've got a presentation in front of you and I'll just basically go slide by slide here. I won't take up too much time. First of all, where is King George V Park? On slide number two, there is a map. It's basically almost exactly halfway between Maple Grove and Kilcona, just behind the Superstore at St. Anne's and Fermor. Now, who are we? We are the Friends of King George V Off-Leash Dog Park and just to give you a little idea of who we are, we are citizens of old St. Vital as well as Windsor Park. We have a Facebook group of…the presentation says 76 members but on the way here I approved another member so we are 77 now. Back in the spring of 2017, there was a petition that we did and we received almost unanimous support of a dog park being implemented at King George V Park. We have support from the local veterinarian as well as local businesses. We do support the off-leash area's master plan as well as any decision that gets made on a capital fund to be set up for the funding of future dog parks and the enhancements of existing ones. We put up a quick little informal survey on our Facebook group and again, even though the presentation says it was 15-1 in favour, it's now 16-1 in favour. Page two, slide four, what do we want? So the request is to designate an off-leash area at King George V Park, for the City to continue to provide basic services and amenities such as garbage receptacles, garbage collection, mowing, all things that are being provided today. We are asking for fencing to be added to two sides of the off-leash area, the installation of three entrance gates and two in-ground garbage receptacles. And on page three, slide five, you can see a map, it's the only one I printed in colour because I have my own cost cutting measures. So the red...the borders in red are what's required and the border...the lines in blue are there now. So there's the blue, there's already fencing there and the red is what we are asking for. Cost estimates would be about 200-meters of fencing at a cost of about $15,000 and we based that on a similar cost that was just incurred at Maple Grove for their fencing. Three gates estimated at $750 each for a total of 2,250. Two in ground garbage receptacles, $2,000 each times two is $4,000. That sounds like a lot, but my understanding is in-ground garbage receptacles are less odour, less maintenance to pick up the garbage. You only need to go every six weeks instead of weekly or bi-weekly. And an information board, an estimate of $1,000. The entire project would cost $22,250. I have a little more than a minute left so I'm going to go off the presentation and just say that I heard a lot of talk today about safety and things like that. And I want to remind people that one way to have safe neighbourhoods is to have more activity in areas where maybe there aren't activities now. I have spoken to people that clean up the Superstore behind there and they do pick up syringes and things like that. So I don't want to take this into talking about our drug problems or things like that, there's way smarter people that can talk about that than I am, but if you have a group or an area that is under-utilized, become frequented like that, you're going to have less activity like that. So we can make that little piece of the world a little bit cleaner, a little bit safer without any much additional cost. Thank you very much.

Madam Speaker: Thank you, Mr. Bison. We will now take questions if there's any for our delegations today. Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. I do have a question for Donna Henry and I do want thank her for all the work she has been doing on behalf of dog owners and the safety of the city in general. And in particular, the intense relationship she's had with members of the East Kildonan-Transcona Community Committee; Councillors Wyatt and Browaty and myself, throughout this term, especially when it comes to Kilcona Dog Park. I do want to let her know and I have a question about it, in the last community committee, Councillors Browaty and myself put forward a motion or a couple of motions regarding directing the administration to look for further places for off-leash dog areas, in our area of the city. And I would like to know if Donna Henry would work with us, with the administration and with Councillor Browaty and myself in looking for appropriate sites in our wards?

Madam Speaker: Thank you, Councillor Schreyer.

Donna Henry: Thank you for your question, Councillor Schreyer. Both Kilcona Park Dog Club and Winnipeg Network of Dog Owner Groups would be delighted to work with you. I can maybe say it might be more appropriate for WINDOG to

do that because we already work with groups throughout the city to help them develop frameworks for groups that want to take forward proposals. For example, Mr. Bison and King George V…Friends of King George V, we have been working with them for over a year now, and we also are working with a group in Point Douglas. It's called place…it's aptly named a place "A Dog Park for Rover". The street that they are looking at building it on is Rover Street. So we are working with those groups and we would be happy to…very happy to work with the City moving forward on that. Thank you.

Madam Speaker: Thank you. Councillor Lukes.

Councillor Lukes: Thank you very much, Madam Speaker. Ms Henry, I just want to commend you for all your work and effort that you do in advocacy for WINDOG. It's amazing. It's a lot of hard work. You volunteer your time and you're doing a huge service to dog owners throughout the city. So I really want to thank you for the work that you are doing. And, I also, in your request here, when it comes budget time, consultations, if I am re-elected, I will be looking to see what can be done in the budget about a dedicated fund, a percentage. So I will. But I wanted to ask you also, what you think of this, all right. Today I see we have a motion here in front of us.

Madam Speaker: Councillor Lukes, just a reminder all questions and answers will come through the Chair.

Councillor Lukes: Yes, yes, all right. So today, Madam Speaker, we have an interesting motion in front of us that is related to sponsorship. And I know Ms Henry is very involved in sponsorship and working with organizations for sponsorship for the dog parks. And it's interesting because she has worked with Sponsorship Winnipeg as I and many others have over the years and from Buhler Park also and I see here today that we're going to be asked to waive all City sponsorship policy to be waived in negotiations up to a limit of $150,000 per request, which I will be supporting this because it's absolutely crippling to work with Sponsorship Winnipeg to get anything done in relation to funding and I think that's a known fact. So I'm asking Ms Henry if she would be open too to have…what would her perspective be on having a bit more freedom in securing sponsorship for dog parks? And I also see in this motion that the City…that we are going to be asked to do a contribution in kind related to maintenance also.

Madam Speaker: Thank you, Councillor Lukes.

Councillor Lukes: So the question…the question is to Ms Henry is, if she could give us some input on her thoughts of what sponsorship...what she could do with sponsorship opportunity, a little more freedom in her sponsorship opportunities.

Madam Speaker: Thank you, Councillor Lukes. Ms Henry, if you are comfortable answering, I know you haven't seen the motion that Councillor Lukes mentions.

Donna Henry: Thank you, through the Speaker to Councillor Lukes. First of all, thank you for your kind words and your support for WINDOG. Yes, I have some thoughts on Sponsor Winnipeg. Our experience...and I am speaking now for Kilcona Park Dog Club, our experience with Sponsor Winnipeg has not at all been positive. We…our club over the last, I'm going to say five years, we have spent $50,000 at least and we're putting in another $40,000 this year into the park. We bought benches, picnic tables, we put in dog waste bag dispensers. This summer we're putting in a water system to bring potable water into the off-leash area. We've worked with one of our sponsors, Birchwood Ford. Birchwood is actually purchasing the drinking fountain so this has been a very positive experience for us. We have a commitment from the EKT Community Committee to help us get that done and we are working with the Parks Department as well to try and get that in place. So our experience with the Sponsor Winnipeg has been that when we first decided that we would purchase waste bag dispensers to help deal with the dog waste bag problem in the park, I mean, people come in and sometimes they forget bags, if there are bags there, it's easy for people to clean up after their pets. And the program has worked phenomenally. But part way…when we were almost ready to put these bag dispensers in the ground in October 2016, Sponsor Winnipeg came to us and said, well we don't like your signs, which simply said, "Courtesy of Kilcona Park Dog Club and Royal LePage Prime", who not only helped to pay for the capital costs of the bag dispensers but they have purchased roughly a quarter of the million waste bags for the park over the last year. We just got a new shipment yesterday. And the park is noticeably much cleaner. So we continued with our fundraising and now we are ready to put in a water line from the picnic shelter into the off-leash area, put in the drinking fountain and next year, put in a dog rinse station because when it rains and in spring and fall, the trails are really muddy and who wants to put a dirty, muddy dog in their vehicle? So this can be done at very little expense. So again, we went back with our proposal and Sponsor Winnipeg said, "Well, you can put up the signs but you can't put the sponsor's name on the sign." Birchwood Ford's name, who they are contributing $8,000, we're not allowed to acknowledge that. How in the world can we ever get another sponsor to step up to the plate and pay for facilities in the park? So the solution around that is...the sign probably, based on our last experience might have cost $50. The only way that we can work…

Madam Speaker: Can you answer the question about your thoughts on sponsorship?

Donna Henry: I'll wrap up in a sentence. To get around this, we have to purchase a $2,000 stone from a local supplier and have it engraved with the names of the sponsors.

Madam Speaker: Thank you for that. Any further questions on the topic at hand? Seeing none, I thank you for your presentation today. Before we move on to the next delegation, I'd like to recognize Councillor Allard on a point of privilege to recognize some of his family members that are visiting from Spain. Councillor Allard.

Councillor Allard: Thank you very much, Madam Speaker. I'd like to recognize family from Spain. I don't know if they can a little wave over there so people know who you are, thank you very much. So I'd like to recognize Montsey Palloux Cattala (spelling may be inaccurate) who is out of town from Catalonia, which is an autonomous province of Spain. She is here with my brother's wife Marta. And that's baby...I'm going to try to say his name right, baby Théagrran, It's a double 'r', which is the toughest one to do when you're raised in French. And so we've heard a little bit of Théaggran in the gallery but he's been in and out so that he wouldn't disturb proceedings too much. And so my brother Stefan is also visiting from his assignment in Honduras at the Canadian Embassy Office. So I'd also like to make this greeting in French and in Spanish, if I can take a crack at that. Also, just a quick anecdote…just want to warn that Councillor Marty Morantz, that the last time my brother Stefan was here in this gallery, he was actually sitting right where you are, when we were doing youth parliament. So that's the…this memory came up while he was sitting there in the gallery. He was the MLA for Deloraine and I was the MLA for Killarney, apparently, at the time. And just a final anecdote, that...well, that the end of those proceedings, there is a bunch of stories I can't share because Parliament Jeunesse is very inappropriate. But at the end of those proceedings, Gilles Duceppe came and spoke to our group. That was quite the memory that just popped up in our minds. So with that, I'll go to French and heads up to our translators, I'm going to go to Spanish after and I don't know that you need to translate from Spanish to English.

Translation of French Spoken:
So I would like to recognize my family who is visiting from outside the country. So, Montsey Palloux Cattala who is visiting from Catalonia which is an autonomous province of Spain. My brother Stefan with his wife Marta and his baby Théaggran and we have already heard speak a bit…we already heard Théaggran a little by his representation in the gallery. So, Stefan is visiting us from the Canadian Embassy in Honduras where he works for the Canadian Embassy. And I will leave you with the anecdote that I shared in English in Spanish to recognize Montsey so that she can understand me.

Madam Speaker: Thank you, Councillor Allard. A warm Winnipeg welcome to your family from Spain. Yes.

Councillor Schreyer: If I may…or maybe it's a point of procedure. I noticed that in the agenda and in the introduction it does say that Mr. McNeil is here as the Chief Administrative Officer. We are dealing with absences, do we wish to recognize the fact that he is not here but Michael Jack is here as the Chief Operating Officer as the senior administrative witness today?

Madam Speaker: Thank you for pointing that out Councillor Schreyer and that's duly noted. Mr. Michael Jack is representing our CAO today. Thank you. Moving on to our final delegation, Mr. Don Woodstock is here. Is he still in the gallery? Yes. Mr. Don Woodstock in support of Item 1 of the report of the Standing Policy Committee on Water and Waste, Riverbank Management and the Environment. It's the report dated June 28th, 2018 and it's regarding the Approval of Contract Extension No. 2 for Front Load Collection of Recycling from Multi-Family Dwellings and Other Establishments. We'll have ten minutes on the clock. And Mr. Woodstock, just to remind you, the procedure by-law…according to that, you will only address council on the basis of the criteria set out in the invitation to tender. So just speaking to the criteria. Welcome to you.

Don Woodstock: Thank you. Good morning, ladies and gentlemen, Your Worship, Madam Speaker, Councillors. It's good to be here again. Some familiar faces. Just as a note here, I want to start by asking some pointed questions with respect to that, that I am supportive of this motion but with some caveat with just a few questions, one of which is that the contract ended in 2018, the City spends $258,000 for this. But in 2019 year, during the year it's jumped to $410,000, 58 percent increase and then 2020, it's up again by 8.8 percent. Why is this? I'm not sure if this was properly questioned, but I leave it on the floor. Somewhere along the line, somebody is going to probably state why. Mike Pagtakhan who is not here now, but in 2019, I have here a motion that was brought to the floor and a plaque that was given to me in respect to my vision for a greener city, thanks to Mike Pagtakhan and others. This is because of vision. How far we know since 2019...2009 till now, where have we gone? Where have we come? What stride have we made since then? Yes, we have made some improvement but I think we can do more. In 2016, in Bannerman, Ms Lukes will attest to that and others, I talked carefully about an apartment block at 135 Bannerman Avenue. Every apartment block needs to have an aggressive recycling program. Today, if you drive across there, Mr. Ross Eadie would know this, as I

am sure he's heard from many others that this is something that is still existing today. So here are we. In Halifax, a company called Sustain Technologies will open this summer, this first plant that recycle plastic like garbage bags into synthetic fuel. Where is Winnipeg on this issue? And this is the type of solution I think we need. The bid opportunity criteria is written. What is in the bid opportunity criteria to say...it's asked the question of whoever takes it over now, what is your brief green fleet plan? Well, why the word brief? We are in 2018, in an age when the environment is a top priority. I think we need to have the word "extension" to this rather than just "brief". Have to come up with a little bit better call for action. Vision, fortitude. Before council votes on this new contract, I would like you to consider this question…this question. What has Waste Connections of Canada Inc. done for the environment since under contract with the City of Winnipeg? If nothing, then please amend…I humbly ask you to please amend this contract to read and ask them that by 2019, please provide…ask the city councillors with extensive green fleet plan.

Madam Speaker: Mr. Woodstock, again just, you need to speak to the criteria not the award. Would you like to wrap up now?

Don Woodstock: Well, part of what this is, is the criteria for...while I support it, I believe the criteria needs some new language. While I support the expansion of the recycling program in any way shape or form, I believe it does call for the need to be a little bit more...you know, Emterra, for example, had a very aggressive plan and we changed Emterra so if we change Emterra, who has a very aggressive plan for recycling on their fleet for trucks, they had 60 trucks, then I think we need to hold this new company accountable. So I'm merely asking for this extension. I'm merely asking councillors to look at this issue and safely can find a way to get a more extensive plan into the language and criteria. And that's what I'm asking for. I'm Don Woodstock and I wish you all a great day.

Madam Speaker: Thank you for your presentation. We will take questions at this time if there are any. Seeing none, I thank you for your presence today. Next, we'll hear from Mr. Tommy Prince Jr. He is in support of Item 8 of the report of the Standing Policy Committee on Protection, Community Services and Parks, the report dated July 3rd, 2018. It's regarding the Main Street Project Shelter Redevelopment Plan-Endorsement report. Welcome

Tommy Prince Jr.: Morning, Madam Speaker, Mayor Bowman, Council members. I am here today to lend support to a Main Street Project on the home project that you are looking forward to building on Main Street and Logan. It's very important that we do have housing for the homeless. It's a big issue. I think it's more important than dog leash parks or whatever you may have. Human beings are more important than a park. There is life in a human being. Far too often we find human remains, people frozen, just from not having a home. So I support the Main Street Project in their effort in building the homes for people. Madam Speaker, Mayor, Councillors, I am a member of the Bear Clan Patrol. I also am I member of Urban Knights and Ladies. When we go out on patrol every night or just about every day, we look for individuals that are homeless, we do find many. And as a member of both groups I ask either the Mayor himself or any councillor member to come out, just to see what we come across. Homelessness is a big issue, bigger than off-dog park leashes. We have the money and resources and I do believe the Mayor and everyone here has the money resources to help build homes for people that are homeless. I see people every day struggle. My deceased father, Sargent Tommy Prince died homeless here in Winnipeg. Madam Speaker and members of the Council, I am going to bring my own project forward later in a time and date referring to homelessness, sometime in the future, later on, I'm going to bring that forward, the proposal forward. If I may, Madam Speaker and Mayor and Council members, I would like Mr. Don Woodstock to speak a little bit more on this matter of homelessness. Thank you.

Madam Speaker: Mr. Prince Jr., we'll now take questions. Council may have questions for you, Mr. Woodstock is not registered to speak on this item. I'm not sure if he can still do that or if he has an interest but in the meantime we'll take questions. Are there any? No. Okay. Thank you for your presentation today.

Tommy Prince Jr.: Thank you.

Madam Speaker: Our final delegation is Chief Glen Hudson and Mr. Nathan McCorrister. They are in support of Item 13 of the report of the Executive Policy Committee dated July 11th, 2018. It's regarding the Municipal Development and Services Agreement between the City of Winnipeg and Peguis First Nation regarding 1075 Portage Avenue. Are either of the delegates here? Yes. We'll have ten minutes on the clock. Chief, is Mr. McCorrister here as well?

Nathan McCorrister: That's me.

Madam Speaker: That's yourself, okay, and Chief Hudson? Welcome. Welcome. You will be presenting together?

Nathan McCorrister: Yes.

Madam Speaker: Okay, we'll have ten minutes on the clock for you.

Nathan McCorrister: For each of us?

Madam Speaker: I think it's for both of you, yes. Okay, thank you.

Nathan McCorrister: Okay. Thank you Madam Speaker. Good morning, Mayor and Council. Once again, my name is Nathan McCorrister, I'm the Executive Director for the Peguis First Nation Treaty Land Implementation Office. I'm here to speak to the proposed municipal development services agreement with…between Peguis First Nation and the City of Winnipeg. So I was a technical rep for Peguis in these negotiations and we spent a lot of time working on this process during the negotiations and working with our team, our legal counsel, our city planning experts, our taxation experts. And so, it's been a long time coming to get to this point and I'm thankful that we are finally here. And I also want to acknowledge Michael Jack, I know we spent a lot of time working on this and meeting on this. And so, just briefly, once again, you know, we worked through a comprehensive process to arrive at the terms of this proposed servicing agreement. This agreement reflects both parties' interests and was negotiated with these interests in mind. It respects and acknowledges our First Nation jurisdiction and this agreement is a government to government agreement. The objective of our First Nation…the Peguis First Nation is to create jobs and investment in business opportunities for our people in Peguis and here in Winnipeg. This agreement is really to answer four questions. The first question is, for whom are the services being purchased? The second question is, what is the method for pricing these services? Third question is, which services are being purchased? And fourth question is, what are the terms of the agreement? We understand and respect that the City of Winnipeg wants to receive a fair price for the services they provide to this property. And also, to maintain a regulatory harmony by ensuring that the rules are similar to those of the local government that are applied to the area of Peguis jurisdiction. It's to ensure the City's investment climate is competitive to promote economic development and our interests are similar as well. We want to pay our fair price for the services provided by local government and to ensure the services are of comparable quality. We want to assert Peguis' authority and deliver First Nation local services where there is a comparative advantage to do so. We want to develop a competitive investment climate to promote economic development. Specifically, it covers arrangements for the provision of and payment for municipal services, provisions for certain by-law application enforcement on Peguis lands, it provides for a joint consultative process for matters of mutual concern such as land use planning and development. It also offers a dispute resolution process. Service costing. Most if not all agreements are now based on the following. When you look at other service agreements across Canada between First Nations and other municipal city governments the service costs should reflect the benefit received. Peguis should not pay the entire tax revenues to the municipality as it does not receive the full benefit of all the municipal services. And so, you know, we're offering similar services from Peguis to individuals or groups or businesses that would be located on these reserve lands once the land becomes reserve land. And so for example...an example of that would be having our own city planning and zoning as part of these lands, once the land becomes reserve land. This has resulted in a fair payment to the City of Winnipeg that uses a percentage of the assessment base. This approach is now the norm in other similar services agreements across western Canada. So for example, the city of Brandon, the Gambler First Nation, which is a very recent municipal servicing agreement, they agreed to 75 percent of property taxes of the municipal rates. Similar in BC, the City of Chilliwack and another BC First Nation agreed to 75 percent of the property taxes at municipal rates. Also, the City of Campbell River and the Campbell River First Nation, they agreed to 72.5 percent of the property taxes at municipal rates. We have negotiated in fees and charges where applicable. We have negotiated the appropriate process to arrive an agreement on a proven cost for a new development and associated infrastructure. In terms of land use planning, Peguis has been strategic in its investments and in the process to make decisions related to sites has been primarily based on the following, looking at preferred location, economic development opportunity, possible integration. To this end, Peguis has been very careful about choosing lands that we can develop within the existing built environment. Sites are picked up because they are desirable and it isn't likely that the First Nation's will want to depart from the existing land use. So you know, when we are talking about land use, yes we would have that jurisdiction over our own land use but when we're buying properties we want to buy properties that fall within the existing (inaudible) for our future use for those lands depending where they are located and what they may be. So at 1075 Portage which is the property we are speaking about, that's the intention to use the existing zoning that is there. If there is a desire, there's a process within the agreement to ensure that there is proper dialogue, notice and discussion with the City of Winnipeg. This includes a dispute resolution process in the event that there's a disagreement regarding land use. Peguis will be establishing its own land use regulations similar to the City of Winnipeg's land use regulations in the near future. We are looking forward to working with the City of Winnipeg to build a great city. And we would like to thank the City administration and City Council for setting this important agreement and I want to hand it off to Chief Hudson now for some additional comments. Madam Speaker.

Madam Speaker: Yes. Thank you. Chief.

Chief Glen Hudson: Thank you, Madam Speaker. I just wanted to present I guess a bit of a history surrounding our community and our people in this area. I think some of the Council may realize that we have had a close relationship with Selkirk Settlers dating back to 1812, where we had a nation-to-nation relationship and we signed the first

international treaty amongst Scotland and Peguis First Nation. Going back to when the confederation of Canada began we signed a very first treaty, the very first signatories of treaty throughout this country. And it was a government-to-government relationship, that being with the Canadian government and First Nations. And I just wanted to remind if some of this city council may not know, this city was established in 1873. That was two years following our government-to-government treaty that we signed with Canada. You know, we were the first in this area to sign treaty and certainly Winnipeg being the largest urban centre in Manitoba, is one of the last in this country to accept urban reserves within the city fabric. I know that's something we'd like to be more involved with for the growth of this city. I know you are all familiar with Kapyong Barracks and it's going to be a billion and a half to a $2 billion build out as far as that piece of land is concerned. So we're investing. We're going to be investing in this city and it's important for us to take part in that investment. Also wanted to make note that it was up until 1950 that Indian people did not have a right to vote in this country, and why is that? But obviously today, we do have that right. I know Winnipeg has always been within Treaty One Territory and that will continue to be for many, many years to come. With Peguis, we have over 12,000 members associated with our First Nation. We are the 6th largest in Canada and obviously the largest here in Manitoba. The number of members that we have within the city alone are 2,000 members in various ridings and yes, even in Tuxedo and Fort Rouge and other locations, Fort Whyte, many, many different areas. So one of the things in terms of pursuing lands within the city is to repatriate our lands. We have a treaty land entitlement agreement with Canada and the Province to carry that out and the first priority being Treaty One. So we want to look at establishing.

Madam Speaker: Councillor Gillingham moves extension. All in favour? Contrary? Carried.

Chief Glen Hudson: Thank you. A fair playing field as far as being involved in an economic fabric. I know we have opportunities currently and own lands not only at 1075 Portage but we also own Assiniboine Downs currently, and that falls within the city. So we want to be forthright in terms of investing, you know, investing in the city. We have a lot of members here. We also have a lot of other First Nation people that do take part in our investments as far as setting up offices and certainly undertaking business within the city. When you look at the issue about taxation, you know, with a billion and a half dollar investment, there's going to be a heck of a lot of taxes associated with that that are going to far outweigh the...I guess the 20 percent that's being questioned right now. But that is also being covered off by the TLE agreement over this first five years. So there is a net zero, the City won't be losing anything. So I just wanted to, you know, take the opportunity to present a bit of the history of our people and the reasons why I myself am an engineer. Not an aboriginal engineer. I am an engineer and have graduated from the University of Manitoba. And you know, we want to be able to display our abilities, showcase our talents and contribute to this city as we always have, in terms of allowing for development, settlement and prosperity for everybody. Now through reconciliation, now is our time. We have to have a say and we have to have that piece in terms of moving forward because we've all been excluded from that. So as far as this outcome, I'm hoping that we do have a positive outcome in terms of allowing 1075 to be an urban reserve. Megwich.

Madam Speaker: Thank you, Chief Hudson, Mr. McCorrister. We'll now take questions if there's any. Mr. Mayor.

Mayor Bowman: Madam Speaker, I want to thank Chief Hudson and the delegation from Peguis from…for joining us here today and for speaking so eloquently about the benefits of this particular administrative report. I'll speak more specifically to some of the terms in it when we get to the matter. But I recognize that when it comes to these kind of arrangements with First Nations that we are dealing government-to-government. That's not how it's always been done in the past or respected. And certainly, the designation of an urban reserve or indigenous economic development zone is something that is purview of the Federal Government. In the past, especially dealing with a very painful legacy of residential schools, there wasn't an attempt, as far as I'm concerned, for governments to really work as collaboratively as being demonstrated here. And I appreciate that if we're going to build bridges, we got to move forward together. My question for Chief Hudson is, could he be a little bit more specific about the kinds of investments that are contemplated at 1075 Portage Avenue?

Madam Speaker: Thank you, Mr. Mayor. Chief.

Chief Glen Hudson: Yes, thank you for that question. We are looking at two condominium developments and expanding our office space. Currently that's being planned as we speak. And we want to be able to rent office space and also not only to First Nations, but non-First Nations parties which we have in our building today. So that's what we are looking at doing. And I guess just to expand on that a little bit, you know, I foresee us partaking in investments beyond that in terms of recreation centres even to the point of hospitals contributing to the development of medical clinics and medical centres and pharmacies and what not that can help not only First Nations, but non-First Nations that are within the City of Winnipeg. So that's something that we are envisioning and this is just the beginning. And I'm hoping that we do have that positive outcome.

Madam Speaker: Thank you. Any further questions? Councillor Gillingham followed by Councillor Schreyer.

Councillor Gillingham: Thank you, Madam Speaker and thank you Chief Hudson and the delegation for your presentation today. Back in 20…just a bit of a quick background; back in early...in 2016, I...actually I brought forward a motion at our Assiniboine Community Committee which was supported and the motion which ultimately went through our Standing Committee on Property and Development really called for our public service to investigate best practices for the establishment and development within aboriginal economic development zones, urban reserves as identified in Section 10 of Complete Communities and also to identify best practices amongst other jurisdictions. And so what is…has accompanied this report, in fact, is a report that's an overview of best practices for establishment and the development of aboriginal economic development zones. And as Chief Hudson mentioned, in other parts of Canada there are several communities, several cities and municipalities where urban reserves and economic development opportunities have been established and those relationships are many years, you know, into their...into their…have been established many years ago with mutual success for all parties involved. So I guess my question then is what does the Chief see as being important qualities, characteristics, aspects of the ongoing relationship between the City of Winnipeg and not only Peguis First Nation as far as, you know, the establishment of this and perhaps future economic opportunities, but even to the broader community of other First Nations that also have interest in lands within the city of Winnipeg. So what are key elements from his standpoint as far as a working nation-to-nation relationship where we can ensure mutual success for all parties involved?

Chief Glen Hudson: Thank you for the question. Collaboration and obviously understanding will be key. I know through communication and it has been the better part of three plus years I think that we have been working at this agreement that's in front of us as far as the MDSA is concerned. And without that collaboration, we could not arrive at a solution. And as part of that solution is to ensure that understanding that both parties are going to benefit from that agreement. I guess in terms of beyond that specific agreement, you know, we do have plans for Kapyong Barracks to be the most environmentally friendly community within the City of Winnipeg, within this province and quite possibly across the country because we do have a responsibility as First Nations to look at having a sustainable environment. We've always done that. That's our history. And that's something we're going to promote throughout our developments and mandate that. And I think that's something that you know, we can all learn from in terms of best practices, especially dealing with the environment. As far as developments go again, you know, we foresee us partaking in other developments as far as for the broader society and broader interests even outside the First Nations which will encompass involvement of non-First Nations people. So collaboration and understanding is key.

Madam Speaker: Thank you, Councillor Gillingham for the question. Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. I'd like to mention in terms of the grand era of reconciliation that I believe that we are in. I'm pleased to see that...pleased to say that within my lifetime, to see progress on these issues. It was already mentioned, the issue of residential schools and to see within my lifetime the disappearance of residential schools in my lifetime, beginning in my youth, basically in my…the end of the 60s scoop which occurred here in Manitoba. Within my lifetime, to see starting in my childhood, an era of Indigenous economic development, the likes of which this country had never seen before. I'm not saying at this point we are at that same level of progress at this time. But what I am pleased to see is that levels of government including the City continue to be part of the continued evolution of reconciliation in our society. So we are at a point now in which we are dealing with the city, with Peguis First Nation in terms of this issue at 1075 Portage Avenue, and I'm not sure to whom to put the question, whether it be to Chief Hudson or to Mr. McCorrister in terms of the issue of…that there should be a property tax break because of lack of municipal services. I just wanted to know if I can get a little greater explanation perhaps Mr. McCorrister since he did mention it in terms of where we are in terms of municipal services.

Chief Glen Hudson: Yeah, I just want to make a general comment to that effect. You know, as far as taxation is concerned obviously, Nathan, I will address this specific question. But you know, we're not asking for a break per se. What we're asking is for participation and to be treated fairly, equally and to be accepted. And you know, I think through our history, that's all we had asked for. We opened up this country for settlement. And I know today that happened in one fell swoop. But we have to go through the bureaucratic tapes, now with the Federal, Provincial and obviously dealing with the City, on arriving at solutions like that. So I think we're not asking for a break. We're asking to be treated fairly.

Madam Speaker: Thank you. Mr. McCorrister.

Nathan McCorrister: Madam Speaker. Yeah, just to answer the question. So in my opening comments that I talked a little bit about the tax...you know, what we're going to be paying, the 80 percent so it's not a tax break. It's…what we are doing is essentially we are paying for the services from the City of Winnipeg that we require at 1075 Portage so we're paying for those specific services that we actually require there. The reason why it's 80 percent is because we…you know, in our discussions we recognized that we don't require all the services from the City of Winnipeg. So for example,

you know we have our own leadership, we have our own chief and council, we have…so that's one aspect. Another example that I gave in my opening comments was you know, city planning and zoning, so you know, Peguis will have our city…our own planning…our own planning department and zoning by-laws eventually down the road. So that's the reason why.

Madam Speaker: Thank you. That concludes our question period. Thank you for your presentation today.

Chief Glen Hudson: I just want to say thank you to all the council that are here today and for allowing us for this presentation. Megwich.

Madam Speaker: Thank you. We'll now move into committee reports. First up, Mr. Mayor, the report of the Executive Policy Committee, July 4th, 2018.

REPORT OF THE
EXECUTIVE POLICY COMMITTEE
DATED JULY 4, 2018

Mayor Bowman: Thank you, Madam Speaker. I introduce the report and move adoption of the Consent Agenda Items 1 through 5.

Madam Speaker: All in favour? Contrary? Carried. Mr. Mayor on the report of EPC dated July 11th, 2018.

REPORT OF THE
EXECUTIVE POLICY COMMITTEE
DATED JULY 11, 2018

Mayor Bowman: Thank you, Madam Speaker. I move...sorry, I introduce the report and move adoption of the Consent Agenda Items 1 through 20. I would, however, like to pull, 2, 3 and 13 inclusive, Madam Speaker.

Madam Speaker: Okay. I'll call the question on Item 1, 4 through 12, 14 through 20. All in favour? Contrary? Carried. Madam Clerk.

Item 2 – "Buy Local" Procurement Procedure

Madam Speaker: Mr. Mayor to introduce Item 2.

Mayor Bowman: Thank you, Madam Speaker. In my State of the City Address this year, I spoke about the need to better support local businesses. I'm very proud of the work that this council has led on and in particular the reduction of business taxes each and every year of this term. We've seen almost a drop of just under 10 percent in terms of the business tax as well as the raising of the small business tax threshold to better support the smallest businesses that are the job creators here in Winnipeg. This initiative was something that I think is long overdue at the City of Winnipeg. It really was an effort to better engage with key stakeholders in the business community to find ways in which our procurement practices could be better leveraged to support local businesses. And the real task was to our public service to engage with the business community, to hear directly from them on how our procurement practices could be better leveraged for economic development purposes for local businesses. And so the public service conducted research, public consultations. There were 346 participants for an online survey as well as stakeholder meetings with 19 individual organizations and I want to thank each and every one of those organizations for their invaluable input. I think the public service and council and I learned from that input and what we have seen here today is very thoughtful approach from the public service on matters that can be better done to better communicate to especially small businesses and a number of host of other steps better leveraging our city's open data portal to better allow small businesses to access procurement opportunities. There are significant dollars that are spent by the City of Winnipeg on behalf of the taxpayers that we serve with respect to procurement. This is one tangible way we can take some positive steps forward to better help the smallest businesses in our community access those funds so that they can continue to grow and thrive their businesses right here in Winnipeg. And so I want to thank the public service, I want to thank my council colleagues and all the stakeholders for the work and very pleased to receive this report today as information. Thank you.

Madam Speaker: Thank you, Mr. Mayor. Councillor Eadie.

Councillor Eadie: Thank you, Madam Speaker. I thank the Mayor for pulling this down. It was a good consultation and I appreciate the effort from the Mayor. I just wanted to...and I will be voting for this report of course. But I would note that report Item 8, I believe which we just passed, the materials management amendment kind of does change the aspect of whether or not it's $100,000 or what level given the other trade agreements that we are now involved in and having to change within our materials management thing. So I just point that out that I don't know if that will have an effect on that local procurement, but I think it will because to just go local we have to live within our trade agreement. So I'll leave it at that.

Madam Speaker: Thank you. Any further speakers? Councillor Schreyer.

Councillor Schreyer: Madam Speaker, I'm glad to see this as some sort of...I wouldn't call it an evolution but continuous with other aspects of what we've been dealing with in this term. We've dealt with fair trade issues and in terms of the ability of the City to procure fair trade products, despite our other trade obligations. And in this case, I'm pleased to see that as well it's only fair, Madam Speaker, fair trade is about international trade and procurement, but we should also deal with the virtues of what can be done here locally. It's extremely important. I'm glad we are dealing with this in terms of what we can and should be doing, and dealing with what we can do regarding our obligations to our international trade agreements and free trade agreements. So it's really important that we take a look at what the City can do to encourage local trade. Also Madam Speaker, and I am very grateful to His Worship for having appointed me his representative for the Food Council, very important committee as far as council…as far as I'm concerned, in terms of some long term issues. I find that a fascinating committee. And in terms of buy local, I'd like to make the point that when it comes to buy local, and that means also locally produced food procurement, that which in the future, given what the Food Council is dealing with these days, we may very well be dealing with new aspects of city food production that might be...actually, I believe, will become part of this issue as we move forward. Thank you, Madam Speaker.

Madam Speaker: Thank you, Councillor Schreyer. Any further speakers? Seeing none, Mr. Mayor, do you wish to close?

Mayor Bowman: Yes, thank you Madam Speaker. I point out for my council colleagues, we just passed Report 8 which updates some of our asset management practices to better reflect the evolution of some of the internal and I think international trade agreements. This report does respect the trade arrangements, trade agreements that established parameters for reference like this and of course we want to continue to respect those and work with and leverage those trade arrangements for our benefit. I also want to say with respect to trade I want to congratulate Minister Carr for his new appointment and of course, we're going to be looking and I'm going to be looking for how Winnipeg can benefit from his continued leadership nationally and internationally especially for the benefit of Winnipeg which is a trading city. But within those trade arrangements, we of course want to do everything we can to support local businesses, the backbone of our economy, the true job creators and this will certainly be a positive step in the right direction to better support those local businesses. Thank you, Madam Speaker.

Madam Speaker: Thank you, Mr. Mayor. With that, I'll call the question on Item 2. All in favour? Contrary? Carried. Madam Clerk.

Item 3 – Destination Marketing Reserve – Multi-Year Downtown Public Safety Strategy

Madam Speaker: Mr. Mayor to introduce the item.

Mayor Bowman: Yes, thank you, Madam Speaker. Once again, this was another matter that was first announced in my annual State of the City to the Winnipeg Chamber of Commerce, Madam Speaker. The multi-year downtown public safety strategy is one that was really made possible by an incredible amount of collaboration starting with dialogue with the Manitoba Hotel Association who's worked collaboratively with the City of Winnipeg especially in relation to really allowing funds from the destination marketing reserve to be better leveraged to really build a stronger and a safer downtown. That will, of course, have a positive benefit for the Hotel Association and their members but also, for so many others in our downtown and Winnipeg. Downtown Winnipeg has changed over the last number of years. I remember in the late '90s, of course, where we had a couple of years of net losses to the number of residents city-wide. We are certainly going in the right direction now and we're on the right track to growing to a million people strong. Again, I just cite the fact that in 2013 Winnipeg's population was 698,000. This year we are over 750,000. Three quarters of a million people for the first time in the history of our great city. And a lot of those folks increasingly are living downtown. We have a number of people that live downtown. Of course we have many visitors to downtown and we want to make sure we're building a safer and stronger downtown for everyone. This report, I simply highlight is as a result of consultation and collaboration with a number of stakeholders including the Downtown BIZ that spoke in favour of it a few moments ago, as well as, of course, the West End BIZ that also spoke in favour of approving this report. But also, our Winnipeg Police

Service and many other stakeholders. Some of the key things in the report that are very real and tangible, positive things for our downtown is of course the building exterior lighting grant program, the community safety centre of responsibility, the expansion of the Safe Walk Program for an additional eight staff through the Watch Ambassador which is the downtown...sorry, the Watch Ambassador, Downtown BIZ, the Exchange patrols and the West End Safety Patrol Program for a total of eight full time employee positions. This is a proven resource that is a bridge between the public, businesses, and where appropriate with the Winnipeg Police Service and the Winnipeg Fire and Paramedic Service, Madam Speaker. Further efforts in the report include the removal of the Portage Place transit shelter, something that has been identified by our Chief of Police as a hot spot for crime. We want to take the Chief of Police's advice to heart. We have and we're acting on it, Madam Speaker. There is also increased lighting for high-risk areas so we can continue to make sure that we are using crime stats and we're using the information and the intel from our Winnipeg Police Service, working collaboratively with other departments of course including Public Works as well as Planning to make sure that we are increasing the lighting. Something I might add, Winnipeg's first ever Kid Mayor had called for. And so our Kid Mayor will be pleased with the adoption of this report and increased lighting in downtown Winnipeg. Like I said earlier, this is very real, tangible and positive steps to build a stronger and a safer downtown, Madam Speaker, and I would urge my council colleagues to support this so we can take these very positive steps for the downtown that we are building together. Thank you, Madam Speaker.

Madam Speaker: Thank you, Mr. Mayor. Councillor Gilroy followed by Councillor Eadie.

Councillor Gilroy: Yes, I also too really support the motion going forward for the destination marketing reserve. The report that is in front of us here today I think is really vital. And part of my responsibilities when I was first elected, the Mayor has appointed me to the UN Safe Cities Initiative that looks at violence and sexual violence towards women in our public spaces. So a lot of this report has to deal with some of those very things that we've been talking about like more lighting, like dealing with the transit stop in front of Portage Place that has had many issues. And another core thing that I really want to give credit to Councillor Eadie on is the community safety centre for responsibilities that promotes the development of healthy crime-free neighbourhoods and there's many other cities that have a similar program and we're going to be studying this and take a look at what we can be doing to promote crime prevention within our different communities and I think this is a really key component. And I know that that's something that Councillor Eadie talked about at Parks and Community Services and we were able to put this…part of this going forward. So this is a really, really good and exciting thing for Winnipeg and I'm really proud to support this here today.

Madam Speaker: Thank you, Councillor Gilroy. Councillor Eadie.

Councillor Eadie: Yes, thank you, Madam Speaker. I rise of course in support of this report. I just want to point out some concerns and I respect that we have allocated I believe it's some $150,000 to actually...Madam Speaker, I want it clear, I'm not using the word "responsibility". I don't think that victims should be told that they have to take responsibility. What we are talking about is a centre for citizenship is what we are talking about when we are trying to deal with safety. I like to look at it from that perspective. So whatever word you use, I'm glad that that was fit into the budget and I thank Councillors Gilroy and the Mayor for allowing that and actually for some of the amendments that were made prior to EPC passing this on to us at Council, the amendments to ensure that the West End BIZ Safety Patrol had some funding and some of the other things. So Madam Speaker, I think these are good things and we all...you know, a lot of Winnipeggers use downtown and we want to make sure it's safe, Madam Speaker and there is no doubt about that. It is a destination, Madam Speaker, and my concern though is that there is a number of areas in Winnipeg that are destinations are as well or could be destinations if people didn't have this impression that somehow they are dangerous. And Madam Speaker, today we heard from the outgoing CEO of the Downtown BIZ. He talked about partnerships and the North End Community Renewal Corp in the North End, the North End Housing and a number of these groups. But Madam Speaker, what he doesn't know because his job was downtown is that those organizations have had reduced resources, are unable to assist the business improvement zones, the North End BIZ on Main Street, the Selkirk Avenue BIZ on Selkirk Avenue and just in general, business in the area and there are a number of resident associations that are in North Point Douglas which are shoulder to the North End BIZ on Main Street, Madam Speaker. And these groups, they really need to be able to have and utilize some kind of funding so they can have safety patrols, ambassador programs, in which, you know, that's an interaction, it's not police on the street but what it is and there has been ambassador programs on Selkirk Avenue and Main Street in the past, provided through (inaudible) funding was cut and it was voluntary based and very difficult, Madam Speaker. So when we look to places like the Osborne Village BIZ as well, we have the Norwood Grove where they are finding lots of needles. I note that the Exchange District BIZ, you know, is experiencing effects that...the outcomes of people high on meth. And there's lots of those issues happening around downtown and Spence neighbourhood and all over the place. But it goes far beyond and so I'm glad that the 150,000 is in but I think, Madam Speaker, you know, there are a number of groups that are ready to go. They know how to do it or they can talk to as the West End BIZ said to us today, we can assist a BIZ organize that but a lot of our businesses know how to do it or the North End Community Renewal Corp knows how to do it or what have you. So I just wanted to say that it is really urgent and we're going to have to find a way, Madam Speaker, to fund it because I don't

know that the destination reserve fund is going to be enough but there are hotels in Norwood Grove. There are hotels actually on Main Street and different places and there are people living in those hotels. I don't know if they have to pay the accommodation tax because they are living in there but maybe the hotel pays that, Madam Speaker. But ultimately, that money is generated and it should be utilized overall in the whole of Winnipeg. And so while I'm really concerned about downtown, Madam Speaker, I think this is great but really, we have immediate, immediate problems in places like the Osborne Village, in Norwood Grove, on north Main Street, on Main Street, on…that's underneath the underpass that goes a little bit beyond the downtown area. One last thing I'd like to mention and I believe it's in the report and maybe when the Mayor closes, I'm pretty sure I read it in there. I hear a lot of people who use that bus shack at Portage Place at Edmonton. There's a lot of people who use that bus shack in the winter and utilize that. So Madam Speaker, I believe I read in this report while they are decommissioning the hard to monitor and deal with bus shelter that's attached directly into the building of Portage Place. I'm hoping I read and I believe I did that they would be installing a more...a safer, easier to see inside and figure out what's going on kind of bus shelter. And the last thing I mentioned while we identified that there's lots of crime and sexual assaults and what have you around the area, and maybe directly...I'm not quite sure but probably directly related to that bus shelter, I do warn that maybe it will move over to the Portage Place bus shelter at the Vaughn bus stop where people catch the 17 and 38 Salters and 14 Ellice and other buses that go down Vaughn Street and then come up Ellice or Sargent. So I just point that out that that exists and watch out for that. I think that's in your ward, Councillor Gilroy. So thanks, and this is great and I'm glad that the initiative's being done.

Madam Speaker: Thank you, Councillor Eadie. Any further speakers? Mr. Mayor, do you wish to close?

Mayor Bowman: Yes, Madam Speaker. Firstly, I want to thank Councillor Eadie for his efforts as council's rep on the Winnipeg Police Board. I know it's a role that he takes very seriously. In our first meeting before we were even sworn in for this term of office, he indicated his interest in that board and I know he has taken that work very, very seriously. The Winnipeg Police budget as all members of council and the public should know has increased every year of this term and it is now the largest police budget in the history of the City of Winnipeg. Of course the Winnipeg Police Board provides the oversight for those funds and the Winnipeg Police Service. I want to take this opportunity to thank each and every member of our Winnipeg Police Service for their incredibly important work at protecting public safety and of course the Winnipeg Police Board's strategic plan talks about the most…finding the most effective and efficient use of those record funds and we want to continue to support those efforts. Today's administrative report and actions really are complimentary to the efforts of our Winnipeg Police Service. It will provide us with enhanced safety specifically in downtown and with respect to the Portage Place Shopping Centre on Portage Avenue, bus stop. What the report speaks to is that there be a strategy to immediately take action to decommission the current transit shelter attached to Portage Place and replace it with an on-street shelter deemed safer for this high traffic location. And so my understanding is it would be, of course, a heated shelter and it would be similar to others that are high traffic and obviously need to accommodate a number of transit riders. But this again will be a collaborative effort subject to approval in a few moments between the property owner, Winnipeg Police Service, Public Works, our Planning Department and of course Transit. And I'm confident that all of those parties can work collaboratively to take steps as quickly as possible once the direction is provided by this council to take a step that's been called for, for some time and recently identified by our Chief of Police as a hot spot for crime in downtown. Thank you, Madam Speaker.

Madam Speaker: Thank you, Mr. Mayor. With that, I'll call the question on Item 3. All in favour? Contrary? Carried. Seeing the hour, I think Council will now adjourn and reconvene at 1:30 in this chamber. Thank you.

**Reconvened meeting of
Winnipeg City Council of
July 19, 2018, at 1:35 p.m.**

Madam Speaker: Good afternoon. I'd like to reconvene our Council meeting of July 19th, 2018. We are on the Executive Policy Committee reports dated July 11th, 2018. Item No. 13, Madam Clerk.

Item 13 – Municipal Development and Services Agreement between the City of Winnipeg and Peguis First Nation regarding 1075 Portage Avenue

Madam Speaker: There is an amending motion to this item that will be circulated in a few minutes. In the meantime Mr. Mayor, would you like to introduce the item?

Mayor Bowman: Yes, thank you, Madam Speaker. I'm very proud to support the report before us today. I want to acknowledge and thank Chief Hudson for his presence here today as well as his words of support. I want to also thank and acknowledge the hard work of our public service, Michael Jack and his team have been doing outstanding work over many years to reach this municipal development and services agreement between the City and Peguis First Nation regarding 1075 Portage Avenue. And as I mentioned in my preamble to my question to Chief Hudson, the designation of urban reserves are within the discretion of the Federal Government. Within those rules, the framework does allow for the Federal Government to designate an urban reserve in the absence of a municipal development and services agreement. Should that occur and should no services agreement be in place, Madam Speaker, there would be no taxes that would be collected from…for the benefit of the City of Winnipeg. And so it's imperative that, of course, an agreement be in place in most circumstances if not all. The Federal Government does look to see that these agreements are in place before there is that designation made. But it is within their powers to designate it in the absence. A couple of important points as has been noted in media coverage and in some of the commentary here today, there is a precedent, a recent precedent in Brandon with the Gambler First Nation where the First Nation is paying 75 cents on the dollar. This agreement contemplates 80 cents or 80 percent or 80 cents on the dollar I should say. And the reason why this agreement is structured as a five year agreement and not indefinitely is because of the expectation that the City of Winnipeg would be able to work collaboratively with the Peguis First Nation to tap into an existing provincial program that would compensate the City of Winnipeg and municipal taxpayers for the additional 20 percent therefore making City of Winnipeg taxpayers whole. That program is in place for five years and that is why the agreement that is before us is for that period of time. I will say that we have seen the benefits of urban reserves in not just in Winnipeg with the one that we have, the Long Plain First Nation Reserve, urban reserve, but also in other communities notably in west Kelowna and Saskatoon. I've had excellent discussions with the Mayor of Saskatoon who has illustrated to me and communicated very effectively the financial benefits of all citizens not just those of respective First Nation and especially in this era where we are taking much more substantive efforts than in the past at reconciliation. This is a way that we can walk together and we can collaborate with our friends and our partners with Peguis First Nation. And so, I'll be supporting this. I would obviously ask my council colleagues to also support it. The dollars that are being discussed in this report in terms of that 20 percent that won't be directly coming from Peguis are not substantive but we do want to make sure that property taxpayers are made whole. We're also mindful of the anticipated other urban reserves that will likely be requested of the Federal Government within the City of Winnipeg, that this certainly will set a precedent for it. So it's one that I think is worthy of support and I want to thank Peguis for their collaboration and their efforts today. Thank you, Madam Speaker.

Madam Speaker: Thank you, Mr. Mayor. Councillor Gillingham to introduce the amending Motion No. 3 that was just circulated and you can also speak to the main item if you wish.

Motion No. 3
Moved by Councillor Gillingham,
Seconded by Councillor Pagtakhan,

BE IT RESOLVED that Item 13 of the Report of the Executive Policy Committee dated July 13, 2018 be amended by adding the following new Recommendation 6.:

"6. That the Winnipeg Public Service be directed to report back 1 year after the date the "First Nation Land" is set apart as reserve, on the status of the Municipal Development and Services Agreement."

Councillor Gillingham: Thank you, Madam Speaker. Yes, the amending motion that has just been circulated simply is a recommendation to add a recommendation number 6 and I will read it, "That the Winnipeg Public Service be directed to report back 1 year after the date the "First Nation Land" is set apart as reserve, on the status of the Municipal

Development and Services Agreement." This term of council we have not voted on a MDSA to this point. As the Mayor indicated there is one urban reserve presently in the City of Winnipeg. It's in my ward of St. James and by all accounts it's a very positive experience. Long Plain First Nation on the corner of St. Matthews and Madison has so much economic activity that's going on presently with a gas station there. They have a new building where they have some commercial tenants. They also have Yellowquill College and there is always a lot of activity on that site. And we do realize that what we are voting on today as has been mentioned and I think it's clearly stated in the report, is as a result of several years of negotiation with Peguis, the five year agreement that is before us is premised on the City being made whole by the Province. The Mayor has just pointed that out as well that the 80 percent proposed agreement with Peguis would be offset by 20 percent from the Province of Manitoba under their current program to make the City of Winnipeg whole. And given that and as the Mayor just indicated, given that there is quite likely...very likely that in the coming years the City of Winnipeg will be in discussions around municipal development services agreement with other First Nations for other lands, I think that giving our public service the opportunity to come back a year from the date that the land is set apart as reserve (inaudible) for the next council to have opportunity to just kind of find out and hear how things are going in relationship to...in relation to this specific piece of property, and that would be important as we think about and contemplate and discuss what will likely be several other MDSAs that this council will be called upon to review and discuss and vote upon in coming years. So that's my amendment as it stands. I will be supporting both.

Madam Speaker: Thank you, Councillor Gillingham. Any further speakers? Seeing none, Councillor Gillingham, do you wish to close?

Councillor Gillingham: No, simply just to thank Councillor Pagtakhan for seconding this amendment.

Madam Speaker: Thank you. Mr. Mayor, I will call the question on the amending Motion 3 first. All in favour? Contrary? Carried. Call the question on Item 13 as amended. All in favour? Contrary? Carried. We'll now deal with the notice of motion that is from our last council meeting. It's included on your agenda on the computers. Councillor Browaty, will you introduce your motion?

EXECUTIVE POLICY COMMITTEE
NOTICE OF MOTION

Item 1 – 2018 Municipal Election Question – Portage Avenue and Main Street

Moved by Councillor Browaty,
Seconded by Councillor Lukes,

WHEREAS the City of Winnipeg has increased the amount of public consultation it has done in recent years, including the establishment of an Office of Public Engagement;

AND WHEREAS there is strong interest amongst the public to have a fulsome debate and to have a say on the opening of Portage and Main to pedestrians that will have a significant impact on the future of their downtown;

AND WHEREAS no public input on the proposed opening of Portage and Main to pedestrians has occurred;

AND WHEREAS soliciting public feedback by placing a question on the October ballot is a cost effective way to consult the public and allow debate and discussion on this topic to come to a close;

THEREFORE BE IT RESOLVED the Council direct the City Clerk to place the following question on the ballot of the 2018 Municipal Election:

Do you support the opening of Portage and Main to pedestrian crossings? YES/NO

Councillor Browaty: Thank you, Madam Speaker. This afternoon we have before us an opportunity of virtually no cost to taxpayers to engage Winnipeggers about an issue that has dogged our city for a very long time. Our downtown has been going through an exciting transformation. Public and private investments in the hundreds of millions of dollars have made a meaningful and positive change in the landscape. While there are many challenges, in particular issues related to public safety, homelessness and addictions, I am hopeful that initiatives we are undertaking will help address those challenges. For good and bad, Winnipeg does not have freeways. As a result our network of arterial roadways has to move large volumes of traffic to all ends of the city. Despite that, thanks to the investments in things like our Traffic Management Centre and traditional transit, commute times in Winnipeg aren't all that bad at least when there is no

construction on your route. I am of the opinion we need to be vigilant in keeping our focus on the efficient movement of traffic, all traffic; pedestrian, cycling, transit and, of course, vehicular. Today there are around 100,000 people that travel through Portage and Main in vehicles. They are the majority. They matter. And we have an obligation to them to ensure they are not unjustly belated doing so. A minute or two per trip per day quickly adds up, thousands of hours daily of people burning fossil fuels in traffic. You would delay parents trying to get home on the bus to put dinner on the table before taking their kids to swimming lessons, sports activities, music lessons. It slows down students driving through the intersection trying to get to part-time jobs to pay for their schooling. It's simply not right. We also have an obligation to pedestrians. Today, we have an underground walkway system that protects people from the elements. In the middle of winter being able to access other businesses and services is a highly desirable feature that makes the office tower sought after locations. Yes, the after-hours entrances do not have great visibility and the navigation between the corner is less than intuitive for those not familiar with it. There are also challenges for those with mobility issues but all these challenges can be overcome without opening the intersection to pedestrian crossings. I would suggest that the City partner with the property owners at the four corners in improving the underground with an investment in the public spaces from the benefiting private property owners, not public dollars being spent on private spaces. The City hired professional traffic engineers that have produced a report that provides a great deal of information about how opening Portage and Main affects various users; drivers, transit passengers and pedestrians. One fact that's received little attention is that able-bodied pedestrians will have comparable crossing times at grade or by going indoors under and back up, considering average waiting time for a pedestrian crossing signal. Sure, if you happen to hit a green light it's faster to cross above ground but again on average, the amount of time to cross by going indoors and through is about the same difference. If you were imagining a downtown core and you had a clean canvass, you wouldn't design a traffic grid like the one we have. Winnipeg is currently hosting the Canadian Institute of Planner's Conference…an actual conference and I'm sure they would agree. But let me assure you, all the great cities you can imagine, have routes where the movement of people and goods is generally less than pedestrian friendly. If there was an easy way to accommodate all the traffic that would be displaced or affected by opening Portage and Main, I would be happy to entertain discussions on opening Portage and Main. But I don't have a magic wand, they don't exit. Building a freeway down Waterfront Drive or bulldozing large slots of the Exchange District to move traffic is not a better alternative at all. There are a lot of facts that need to be weighed and considered. I believe having a plebiscite will allow Winnipeggers to hear the facts on both sides and give proper consideration to the issue. Some have argued that we are abdicating our responsibility on this issue. I believe we are consulting on an issue that, to this point, hasn't had opportunity for the public to provide feedback to City Hall. In fact, basically a complete version of the traffic engineering report that was paid for and considered complete by some, sat with the CAO for around a year before being made public. It was only made public after my complaint to the provincial ombudsman who then directed the City to largely release the report. I'm happy to hear reports that the Mayor is now ready to have a public conversation on the issue. I hope that my colleagues around this table are too.

Madam Speaker: Thank you, Councillor Browaty. Councillor Lukes.

Councillor Lukes: Thank you, Madam Speaker. Madam Speaker, four years ago I put my name on a ballot and asked the citizens of South Winnipeg - St. Norbert to elect me to be their representative at City Hall. And the current governance model we operate under gives citizens the power to select the person they want to represent...to represent them to make decisions on their behalf at City Hall. Good or bad it's the model we've been operating under for almost 20 years. And I want to be clear, I'm speaking to this issue here today as their representative. Not as Janice Lukes, private resident, but as Councillor Janice Lukes, representative of the South Winnipeg - St. Norbert Ward. Madam Speaker, I represent a vast, growing suburb of citizens who are new to Canada, citizens who lived in Winnipeg a long time and many who commute to work downtown and pass through Portage and Main and some who walk across Portage and Main...or would like to walk across Portage and Main. I represent the largest ward, the fastest growing ward in the City of Winnipeg and I am very active in the ward. I'm very accessible to the citizens, attending events every week, evening, talking to people, hearing issues, opportunities and ideas. And you know, Madam Speaker, everyone in the ward wants to see Winnipeg be a growing, thriving and more modern city to live, work and play and raise their families in without a doubt. They want this. And I've elected…they have elected me to work towards that goal and many citizens in south Winnipeg elected the Mayor to work towards the same goal. And Madam Speaker, for the record, while I currently live in the suburbs, I have worked and lived downtown for a time frame of approximately 20 years, on Adelaide Street, Cumberland Avenue across from Central Park, Sherbrook and Furby Street. That was my residential and working neighbourhood for 20 years so it has given me a very interesting perspective. And Madam Speaker, I have travelled and walked and biked many great cities around the world in their downtowns; London, Ho Chi Min, San Jose, Katmandu, New York and more. And Madam Speaker, I have invested over 15 years of my time working on active transportation. I am not an urban planner but I absolutely understand the importance of a city focusing on revitalizing their downtown. And I recognize, like Mr. Grande stated that there are many, many aspects required in revitalizing a downtown. Not just one but many. And yes, absolutely, revitalizing Portage and Main would surely be one of them. So now, as a representative of the suburban ward and as an active councillor engaged with citizens and who's been educated on urban issues, whose lived downtown, I have to say what's happened on this file over the past four years is absolutely a

text book example of an epic, public communications and leadership failure. Public consultations 101, go to the people, reach out to them to listen, hear their concerns, work with them to address their concerns. Has this occurred over the past four years on this file? Has the Mayor worked hard on his campaign commitment and used the Office of Public Engagement that we all voted for that we are spending over a million dollars a year on to reach out to the public in any way whatsoever for meaningful conversation? Not once. No formalized consultation process, no reaching out, no engagement at all, no listening to concerns, in no way whatsoever in a formalized matter. Instead, it's Twitter, Facebook, whatever and we know the path that goes. And do you know, Madam Speaker, what's even more important in the public consultation process, the real value of public consultation is the opportunity to educate citizens on a project. Whatever the project is, it's to educate citizens because we are not all urbanists and urban planners and we're not all engineers and we're not all…all of these things. We're not. The people aren't. So with no public consultation, there has been very limited opportunity to educate those who do not...who never have and who may never live in a downtown experience. There has been zero presentations, and no…specifically no urban education done on this file. So when a new idea is presented and it represents a tremendous change, a change to something new, and when no meaningful data and conversation occurs to support this change, other conversations rise up. Conversations that say, why change? Why? Why would we change? We don't understand so let's not change. And flames are fuelled to stay the same. And people default to what they are familiar with and they close their minds. And any public relations expert will tell you once people reach a certain point in their decision making process or understanding of a project often only the passing of time allows that vision to rise up again and be logically discussed. Having worked in the field of active transportation for 15 years, I'm well aware of the polarizing issues that can arise regarding cyclists and pedestrians and I'm actually astounded that the Office of Public Engagement and the Mayor and his advisers are not more savvy in how they approach the communication around a polarizing issue. Councillor Orlikow is an expert on conversations about roundabouts. Councillor Gerbasi is an expert on conversations around protected bike lanes on Assiniboine Avenue. Probably most…one of the most shocking parts about the handling of this file is that none of the recommendations set out in the 2011 audit which focused on active transportation public communication were not adhered to in any of these Portage and Main discussions. I've spoken in great detail with leaders of the Forks and at the Chamber of Commerce and with urbanists over the past four years about reaching out to suburban communities and the importance of reaching out and reaching out beyond downtown to speak about any grand vision and the need to educate suburbanites on urbanite issues and to educate urbanites on suburban issues to talk. As a matter of fact, I will commit to this if I am elected for another term, I will have a series of urban meets suburban in the burbs and downtown. I don't have the capabilities or resources right now because of the ward size and I can't deliver that conversation, and I was hoping and hoping that that conversation would be delivered by the Mayor's Office but it wasn't. So here we are today. Madam Speaker, the Mayor has had four years to reach out and share this vision, four years to educate. Even this morning, the woman from the Downtown BIZ said she was unsure until she educated herself. And, Madam Speaker, I find this astounding. I represent the largest ward. One would think that the leader, the mayor, would have reached out to the representative, to me, and asked me what I'm hearing. What insights I'm hearing from citizens and residents but not one request. Not one. And Madam Speaker, as a matter of fact, in two years, I have not had one request on any issue to meet with the Mayor. Not on recreation deficit, building cap, water fountains, managing growth and maintenance in this ward, nothing. And that style of leadership is a key contributing factor to why we are here today. So, Madam Speaker, I have many people that still say to me, why does the Mayor want to open Portage and Main? The people want to speak and they want to be heard and now it's reached the point that we're having to have a plebiscite which is really disappointing because the people that are going to speak are people that want to but really have not had that opportunity to be educated on this issue. I have learned so much in my role in four years here and have been educated on so many things and I find it very disappointing that it's reached this point.

Madam Speaker: Thank you, Councillor Lukes. Councillor Eadie.

Councillor Eadie: Thank you, Madam Speaker. Actually, I was going to move to suspend time but she was complete. But I shall speak. Thank you, Madam Speaker. So, I rise Madam Speaker, in support of this notice of motion today to add that question on to the ballot, so that the people of Winnipeg, the voters of Winnipeg can let us know how they feel about it. And yeah, there's issues of education maybe or not, Madam Speaker, and I will speak to a bit of edification around this particular project at Portage and Main. I have to say though, Madam Speaker, before I go on, I do not subscribe to having plebiscites on infrastructure projects that are a necessity. There is no need for that. If there is a need, not a want or a 'be nice to have', you know, open it up, everybody's going to have a good time, celebrate around the noisiest intersection probably in the city in terms of automobile traffic. So I don't actually agree with doing these plebiscites, but in this case, it is about a, what I would call a 'want project', a 'nice to have'. Now, the only necessity that there is surrounding Portage and Main, Madam Speaker, as you know and I know serving on the Access Advisory Committee, is that the underground, the way to get across that intersection is not accessible. Not accessible for people who are totally blind, for people who use wheelchairs. It is a problem. That is a necessity. But as Councillor Browaty has mentioned, there are ways to fix that, to acknowledge the rights of people with disabilities to have access to all public facilities. Right now, all of the population, every pedestrian, whether you have a disability or not, right now, has no right to cross at that intersection, at the surface. So I want to be clear about that because a lot of people are trying it use this

accessibility issue as to why it needs to be done. Now, I will say when that stairwell had to be fixed at the Richardson Building and underneath there are some slight problems for persons with disabilities to move around there. Rather than build a new set of stairs down under there, why aren't we putting an elevator in there? That would fix it. That is a necessity. Yeah, it would cost lots of money, but it is a necessity and access for everybody needs to happen there for all. Right now, only able-bodied people are able to use that stairwell. So...and then we could have fixed some problems that are right underneath there. And when you look at all the other stairwells down in, those things could be looked at. That's the way you deal with the accessibility. So this whole thing about accessibility and I would love to have a more accessible way to get through and get around. And again, those stairwells are not accessible and that's right off the street. So you don't have to worry about a building being open so that you can get underneath say from the Royal Bank at Fort and Portage and so on because that's the way you have to go if you're using a wheelchair. You can't just go down the street and then go down that stairwell. That's not on. So I also wanted to say...talk about this intersection in that yeah, downtown is important and you want to open it up to people. But one of the things that's in the study referred to by Councillor Browaty who had to go through the ombudsman to get this report, it states in there, from traffic experts, that a scramble intersection will not work at Portage and Main if you want to balance pedestrians, motor vehicles, bikes and so on, because the flow just wouldn't move. A scramble intersection, everything stops and people can cross kiddie-corner, they can go whichever way they want to get to their destinations, wherever they are going. So remember that. I don't know that a lot of people with disabilities actually have read the study, gone through it in total. The reality is, whether it's opened up or not there will always be motor vehicles going through there. This is not Times Square. If you shut down Portage and Main completely to motor vehicle traffic, this city was built...built on two highways; Main Street and Portage Avenue. And on the east side of the river, other roads were developed. However, on this side of the river, two highways; Main Street…used to have the Red River carts going down Main Street and Portage Avenue. Why do you think they are so wide? That's why they are so wide. And then we moved along later on and we accommodated lots of lanes of motor vehicle traffic. That's the way it's gone. So anyway, putting this on a plebiscite, let the public mention it but like, I just hear from lots of people who use that intersection to get back and forth from work, because if they work down in St. Vital, they've got to come...and they live up in my ward or they live up in Elmwood, they are coming down Main Street over to St. Mary's Road. That's the reality. That's what they have to do. So I'll leave it at that. I am supporting a plebiscite on what this issue really is. And this issue really is a 'nice to have' infrastructure project. Not a necessity like replacing the Arlington Bridge. I would never want to see a plebiscite ask the citizens of Winnipeg if we should replace the Arlington Bridge. Consultation has been done and Councillor Pagtakhan's done a great job on it. People have said they want that Arlington Bridge to be there so we have to build a new one. That's the reality. And somehow we've got to find the money into the future. No need for a plebiscite. But this again is a 'nice to have' project, nice to have for downtown. But I will point out, you know, I checked out a pop-up park the other day. It's a great idea, I love it, but it's adjacent to Portage Avenue and I have to say it was disappointing how loud the motor vehicle traffic is, so when I hear people talking about outdoor cafes and things opening up around say the Bank of Montreal or whatever, it's loud and cold and windy! And it stinks like exhaustion which will probably change in the future when most motor vehicles will be into electricity and hopefully our buses as well. Thank you.

Madam Speaker: Thank you, Councillor Eadie. Mr. Mayor.

Mayor Bowman: Thank you, Madam Speaker. I was just chuckling. Obviously Councillor Pagtakhan got to Councillor Eadie on Arlington Bridge as he has with many of us, myself included. You know I...I will try to be brief on this. I know many of us could speak for some time on the issue of Portage and Main and the reason is, is it's more than an intersection in our city. It has a rich history of gatherings. I kind of cracked up when the Jets won the series against, I think it was against Nashville, first tweet I saw was Councillor Browaty at Portage and Main walking. You do crack me up Councillor Browaty sometimes. On this...and on this issue, we are absolutely aligned in the desire to let Winnipeggers have their voice be directly heard on the issue and I want to thank Councillor Lukes and Councillor Browaty for bringing this matter forward for council's consideration and doing it a full month in advance so that we've had an opportunity to engage with each other and with the public whether or not we will in fact support the plebiscite. My position for allowing...eventually allowing pedestrians to cross at Portage and Main like they do elsewhere in the city in every ward and every corner of our city has been clear and consistent and I'll continue to advocate for it because I believe it's a very important part of moving our city out of the 1970s and moving it forward in a way that builds a downtown that is much more accessible and much more vibrant than it even is today. So I will be supporting this motion, proposing that the question of the future of Portage and Main and pedestrians in particular be added to the municipal election this fall. The debate over whether or not to open the intersection to pedestrian traffic, it has demanded a lot of attention and while important it has taken away from other pressing issues facing our growing city that do require more attention and debate. Other key priorities of mine, the top priority for me, in fact, which is fixing the roads, I appreciate the willingness and the support of Council to focus our energies and our dollars on addressing the number one priority of Winnipeggers which is in fact fixing our roads. I will continue to stand up for downtown Winnipeg. I remain committed to building a downtown that is safer, that is much more accessible and connected and vibrant for all Winnipeg residents including those that live, work and visit our downtown. But I do recognize this issue of allowing pedestrians to cross at Portage and Main above grade is a polarizing issue for many Winnipeggers. People are very passionate about it because it is so

much more than just an intersection. I've spoken out passionately in favour of allowing pedestrians to cross at Portage and Main and each in every one of my State of the City addresses and with the support of Winnipeggers, I will continue to do that next year and in the years to come. Since taking office, I have been listening to both sides of the debate very closely and I agree that Winnipeggers should be provided an opportunity to have a direct say on this matter. Building and positioning a city for a population that is growing to 1 million people strong requires a vision and a plan that is much more than just one intersection. In allowing residents to have a direct say on this one specific city building effort while also being able to choose an overall vision for a city that is growing every year is important for a city like Winnipeg. More importantly, even though a referendum isn't binding on a future council, Winnipeggers will expect the results will be honoured and I'd like to make that commitment here again today that I'm committed to following the direction of Winnipeggers regardless of which way they vote. Should they vote to keep Winnipeg stuck in the 1970s as some have argued that we should do, I'll respect that in letter and spirit. If they choose to move forward with a much more progressive and accessible and engaging downtown and allow pedestrians to cross, we'll still need to do our due diligence. We'll still need to take a phased-in common sense approach to managing the traffic concerns that have been raised by opponents of opening it up to pedestrians as well as protecting pedestrian safety. And should I be fortunate enough to be re-elected and have the opportunity to continue serving in this role that I have been honoured to serve in over the last four years, I'll continue to take a common sense and phased-in approach on that matter. But conversely, should Winnipeggers not be ready at this stage, then I am committing to respecting the will of Winnipeggers on this issue and also so that we can continue to focus on addressing their priorities. Number one is fixing the roads. I highlight the fact that Winnipeg's population has exceeded or has exceeded now three quarters of a million people for the first time in our history under this council's leadership and we should all be very proud. Over 50,000 more Winnipeggers call our city home than when we were elected in this term. And our downtown population is estimated to be over 17,000 residents and growing. Main result of that is because of some of the other city building efforts that have been led by members of this council that have increased the density, that have increased the vibrancy in working with many of our community stakeholders. Gloria from the West End BIZ, Stefano from the Downtown BIZ as well as Dave from the Exchange BIZ, key community stakeholders, I appreciate the support that we've heard today for this referendum from BIZ organizations and we're going to continue to work with them. I stress that the current council direction and the investments that are being made at the intersection right now of $3.5 million are almost all for brick and mortar improvements to deal with decades of neglect. Black mold, asbestos and water damage occurs each time it rains and the intersection right now is embarrassing with rebar sticking out for all to see. We can do better as a community and those investments are being made regardless of whether or not pedestrians are crossing but at present, Council hasn't provided that direction and the benefit of having a referendum is allowing for that clear direction from the people that we all serve, to let us know what they would like to...the path that they would like to choose for the issue of pedestrians crossing at the historic intersection of Portage and Main. Portage and Main can be more than just an intersection. It can be more than it has been in the past. And should a referendum be approved here today and should Winnipeggers approve of pedestrians crossing notwithstanding the due diligence and work of a future council would have to take, I think we can do a lot better as a community but at the end of the day, I don't think there is anything wrong in listening to voters on a specific issue and in the process allowing advocates on both sides of the issue to let their voice be heard and I expect that's exactly what would happen and I think we would have a very passionate and vigorous debate, hopefully based on fact and reason. But you know, Winnipeggers would in fact get their say and for that reason, I would urge all members of Council to support Councillor Lukes and Councillor Browaty's motion that we have this plebiscite and of course, allowing us the opportunity to move forward on it in a way that I desire, but also in a way that perhaps Councillor Browaty would like as well. And that would be in the hands of voters. Thank you, Madam Speaker.

Madam Speaker: Thank you, Mr. Mayor. Councillor Mayes followed by Councillor Gerbasi.

Councillor Mayes: Thank you, Madam Speaker. Some good comments by a number of my colleagues here. You know, if you'd have asked me about 24, 36 hours ago about a referendum I might have said, I don't know, I don't know if this appropriate. But having seen the vitriol directed by each side at one another in the last 24 hours, I'm actually now thinking this is a pretty good idea. And I think I agree with the Mayor on this that sometimes it's good to have a referendum and if the challenge is education, we're going to give people several months and a very public way to educate the other side. And you know, I've been active in referendum campaigns. In 1992 I think it was on the vote on the constitutional amendment. I remember standing outside a subway stop handing out leaflets with Tony Aiano who I campaigned against the previous year or two when he was a liberal MP. You bring together different coalitions of people. In 1995, the mayor, it has been mentioned, I think he actually went to Quebec to be part of that referendum campaign. Not being as bent to extremism, I merely went to a pro-Canada rally in Toronto when I lived there. But these campaigns can be very democratic. Both sides will have a chance to educate the public as to their views. Some free political advice from someone who is now on the ballot for the 6th time in my life. If you start ridiculing the other side and we heard the other side…you know, it's folly to consider opening, we heard this morning. Mr. Grande's posting some stuff from other people saying how, you know, it's all the fault of the suburbs and it's all motorists from the suburbs that are the ones to blame. Well, if you are going to win a majority of the vote and it's a two option yes/no thing, so you need a majority, you know, you might want to sit back and try to reflect on why certain people don't agree with you and make

an effort to educate them as to your view. And I think…so my view now is I'm supportive of this and I'm supportive of having a good public dialogue about the campaign that will hopefully be based on the facts. And a couple of facts to lead right out of the gate here, if you look at the report that we got in September of last year, they talk about traffic outcomes. We already heard it from some today and online, oh, it's only a 30 second delay. First I want to thank David Patman who is our new Director at Transportation who met with me said, they're using the average figure. That's the average for all the movement, if you looked at certain movements, they are much longer delay. Page 37 has the whole chart, right, westbound through delayed from four minutes 30 seconds at present to nine minutes and nine seconds. So that's almost a five minute delay added on, not 30 seconds. So both sides are going to have to be straight with their facts here about yes, there will be delays. Not as much for some movements as others. If you look at page 25, "In alternative to vehicular operations are degraded in particular, this will create significant delays." So if you look at certain configurations there will be significant delays. Page 28, "Small savings or increases in travel time for transit vehicles have an outsized impact on travelers not only in delay on their journey but also via an increase in wait times." So people are saying to me, oh, the millennials will want it…all of them will want it open. Well, I think most millennials probably want better transit service or at least not worse transit service. Certainly if you just open the intersection now you will have worse transit service certainly to my ward and many others. So and let me repeat that, "Small savings or increases in travel time for transit vehicles have an outsized impact on travelers." So we need to have a vote that's clear on what the different facts are in terms of delay. If it is voted down, we will have some years I think to look at traffic, to look at a transit plan. Certainly as I pointed out ad nauseam here, future rapid transit lines, three of them envisaged going through Portage and Main or at least potentially three…east…if you look at the west line, its terminus is Portage and Main. If you look at the north line, it goes from Graham up to Inkster or Burrows along…going through Portage and Main. So there's a very big rapid transit part to this debate as well potentially. So I think all of that fact needs to be before people if they go and consider the impact of a reopening. The other thing I wanted to talk about was, Councillor Lukes phrased it differently than I would in terms of education but it certainly gives the public a chance now to debate this and to have facts put forward about delays, about opportunities. It's interesting though to look at some of the other options that have been considered over time. Back in 2007, Council had before it a report that looked at Portage and Main. And actually, rather a creative idea about doing something about the barrier as a whole light forest concept. And even without reopening traffic, you could certainly do something about the esthetics, the appearance of those barriers and I would commend this report, it's actually very thorough, from 2007. Mr. Grande was actually part of that report as well interestingly, and it called for opening only two of the four legs to pedestrians, east and south. The current report, the one we got last year dismissed out of hand anything but all in. It all has to be open. And I find that odd that we would've had a report in 2007 with some of the same people involved that said, no, no, you can open two, the east and the south without really degrading the vehicular operation. So if it is voted down in the fall, then we will have a few years I think to think about some other options and other ways to proceed in the future. Obviously, I would as the Mayor says be bound by the…feel myself bound by the results of the referendum if I'm back here. But it's interesting to see some of what the staff, so not me and my suburbanite bloodism, but rather the staff say back in 2007 it should be noted that Winnipeg Transit representatives have expressed concern about the possible negative impact to their customers were pedestrians to be allowed to cross at grade prior to 7:00 p.m. Monday through Saturday. The report also goes on to say maybe there should be crossings on weekends and after hours. It talks about only at east and south. So it certainly presented more options than what was put forward in 2017. Also, in 2007 we see, any modifications to the design of this corner must consider safe and efficient vehicle traffic flow, pedestrian safety and the effectiveness of the Winnipeg Transit system. So there are a lot of moving pieces here. I don't think it's folly to consider it. On the other hand, I think those who claim this is all just pandering to car drivers from the suburbs had better rework and revisit some of the facts, this would have a very serious impact on transit. There are ways to solve that. We may take several years to look at that, but I think it's worth going to the public to get feedback on that the main issue in front of us and then if it is voted down, there could be a period of several years to look at some of the other options for the intersection and some of the other alternatives. I want to thank the Councillors Lukes and Browaty for bringing this forward. It does give us a chance I think for a democratic vote on what has become a very polarizing issue. I would hope that there is vigorous campaign from both sides, that it is based in fact and not attacks on the other side. Hopefully that's not wishful thinking, but I do want to emphasize some of what's been said in these previous reports and some of the options that have been before Council. So I won't be getting out my yes button that I had on the constitutional debate back in 1992, but I would support at this stage not reopening. But you know, this will be a democratic vote and I think maybe sometime in the future if it is voted down now, we can come back, look at some other options, do a very comprehensive transit plan and then come back to the public at that point and say you know what, we listened. You had your say. Here is a chance to debate it further. Thank you.

Madam Speaker: Thank you, Councillor Mayes. Councillor Gerbasi.

Councillor Gerbasi: Thank you, Madam Speaker. Portage and Main as we know, it was said earlier, is not just…it's more than an intersection in that it is an iconic symbol of Winnipeg. Its history and its people and, it's also part…but it is also part of a residential neighbourhood or an active neighbourhood where people live, work and play. And business, the businesses. So even...and I think it's important to note that even after it was closed in the 1970s, it continued to be a

place where people would just randomly go when the Winnipeg Jets team came home or when various important events happened. But in 1976, the agreement was signed with the private developers to open this underground concourse linking the shopping malls under the intersection and to permanently close it to pedestrians. And at that time, the purpose of the closure was to move automobiles, traffic through faster and support business development. It was thought that having a climate controlled underground would solve downtown's problems. Well, it failed to do that. And ever since this debate has raged and Council has never had the political will to make that change and I note today I don't think that's changed that much. We have...but the fact is, excuse me, we have every reason to believe from all research and best practices that having vibrant pedestrian oriented streets will improve business and consumer spending. And the businesses downtown have everything to gain from having more people around to shop, dine and be entertained. And it will help both above and below grade. And today we have for the first time in recent years, we have all seven property owners on the corner in support of opening the intersection. We also have all the downtown stakeholders such as Downtown Winnipeg BIZ, Forks, North Portage and West End BIZ and Exchange BIZ all have positions of advocacy supporting opening this intersection to which their members have a stake, a very big stake. And the barriers at Portage and Main are a barrier to people who wish to move through our downtown. People approach that corner and they avoid it. The thought of that extra ten minutes wandering around in circles to get from one side to the other is very discouraging. And I note a tweet that's been going around indicates what it takes for a person with disabilities to simply get to the other side of the street. Four elevators, hopefully they're all working on that given day, five door openers, two ramps and three back corridors. I mean it's ridiculous. It's not accessible. And the current situation is confusing to residents, to tourists and visitors. And the impact of having this blockage in the heart of our downtown is that people don't move freely from the Forks over to the Exchange and the neighbourhoods are divided and cut off discouraging pedestrian movement which is not good for business or the vibrancy of our downtown. The concrete barriers and lack of visible human beings create a feeling of isolation especially at night. Opening up the corner would repopulate the area providing strength in numbers and more eyes on the street to establish a greater feeling of safety and security. And things have changed since 1976. Technology has improved for pedestrian safety including innovations such as pedestrian count down signals. It's really not that difficult. And there is an understanding that has changed since the 1970s about transportation. It is important that the automobiles can move but it's also pedestrians, cyclists and transit should be part of our planning in the city and that's not how it was done at the time. So like any intersection, there needs to be appropriate driver and pedestrian behaviour, crossing technology and good traffic planning but surely these things can be done. I would point out as I have before because this speech is a speech I've probably made already, several times, but...I think in 2014, the last time. But the traffic volumes at this intersection are very similar to Broadway and Main, Portage and Memorial and no one questions whether we can have pedestrians there. So this is partly why it's just…it's kind of baffling. In fact, some of these have higher volumes...traffic volumes than at Portage and Main yet pedestrians are allowed there. So as another point of view, I take on this is I am the ward councillor for this intersection. I don't usually take a ward kind of view. I like to take a big city view, a big picture view of the city. But I'm acutely aware of the negative impact that the closure to pedestrians has on the people I represent who live and work and play and have businesses downtown. This is a neighbourhood with a growing residential population and we need to keep it in perspective that the sky is not going to fall if people walk across it and signals go in. People would adapt very quickly. But as for the issue before us today which is having a referendum on this, I have to say I have very mixed feelings. Normally I walk into one of these meetings and I know how I'm going to vote and I'm clear. And in this case, I'm really troubled and I'm really not clear on it. Recent referendums on a national scale in general to be talking about referendums, Brexit, for example, the recent vote against a peace treaty in Colombia, referendums have crippled public schools in the United States because people continually vote against any taxation increases or vote for reductions. So unfortunately, the public at large might have inaccurate or not enough information to make an informed decision and it's usually a very simple yes or no answer. And I'm not sure what that means. Does that mean if it's no, it's no forever or no until we have another referendum? Like there's a lot of questions with it. And another thing that concerns me from the point of view of I guess of a more ward-centric view, but with a referendum, even people who rarely or never go downtown or even use that intersection which is a lot of people, they will get to decide what happens within the neighbourhood of the downtown and I'm not sure that that's really fair. It seems unjust to me. And...but having said that, it looks like there will be a referendum because I sense the room, I read the room and I believe that it's going to pass pretty handily. So I guess I'd just like to say that I hope over the next few months, there's some really good discussion and dialogue about the facts of the issue and I want to thank Mayor Bowman for his courage and leadership. He's taken a stand because he believes...he sticks to his beliefs. He is not pandering to anyone. He is doing what he truly believes is right for the city and I hope people recognize that. You know, when we vote in the election, this question will be on the ballot but there's a lot of other things that everyone here does and I hope that they give people credit for speaking from their heart and doing what they believe in and look at the whole picture when you make your decision because we can't have a whole election that's about Portage and Main opening. It's one very important but small issue in that way. So I hope that...if this referendum is supported...just about done.

Madam Speaker: Councillor Gillingham moves extension. All in favour? Contrary? Carried.

Councillor Gerbasi: I hope that over the next few months, there will be a thoughtful and informed discussion and I hope people will dig down deeper to understand the impact of the closure and to find some space to be open to a future that puts people first and puts our downtown vibrancy first over and above the desire to drive as fast as you can through on your way to somewhere else. Please enjoy our beautiful downtown and help to make it more beautiful again. Thank you, Madam Speaker.

Madam Speaker: Thank you, Councillor Gerbasi. Councillor Gillingham followed by Councillor Schreyer.

Councillor Gillingham: Thank you, Madam Speaker. I am going to not speak specifically about Portage and Main but more so just as Councillor Gerbasi touched on. I want to just make some comments on the idea of the use of plebiscites or referendums. I have wrestled with whether to support this motion. I have determined that I ultimately will vote in favour of the motion to have the Portage and Main question on the October 24th ballot and I do so because placing the question on the ballot gives the public including the residents of St. James an opportunity to have a direct say on whether this intersection should be open to the public. And though mere speculation at this point, it may spur greater interest in the October election and result in increased voter turnout and more voters at the polls is just good for democracy. So this may be an appropriate time to…for direct democracy by placing a plebiscite question on the ballot. However, from a public policy perspective I have some questions, maybe concerns that are outstanding when it comes to the use of plebiscites and it's a discussion that we're never had certainly at this council to my knowledge. And here's why; placing the question on the ballot this year may lead to increased reliance on and use of plebiscites in future elections. Now, more frequent opportunities for direct democracy may in fact be welcome by many, and they may seem fairly innocuous. But Madam Speaker, presently and practically speaking, to my knowledge, this city does not have any thought out standards, criteria for policy, for when a plebiscite should be triggered, what types of matters should or can appear as a plebiscite on this or any future ballot. We do not have rules around advertising, promotion and messaging including spending limits for respective positions on both sides or maybe there's a third side or fourth side to this or any future argument. And what is the ballot question? How is a plebiscite question, not just this one, but how is a plebiscite question determined? Who determines the plebiscite question and how is the referendum or plebiscite question deemed to be an effective question, a fair question that will get an accurate answer? And perhaps all of those matters can be worked out and the necessary policies established but I believe there are more important questions, questions of a more fundamental nature when it comes to plebiscites that need to be considered that certainly we have not discussed and this year, may not have the time. When there is a plebiscite question on a ballot, actually reflect an abdication of responsibility by all politicians to fulfil the decision making and leadership duties that they were elected to perform. The 1993 Royal Commission on Electoral Reform found that referendums can have the effect…can have the effect of making governments reluctant decision makers. In other words, when governments are faced with difficult decisions, referendums are a convenient method of allowing them to shirk their decision making responsibility. And it's been suggested that rather than provide for direction or leadership on controversial or volatile issues, governments may use referendums to obfuscate or shun responsibility. And what prevents a plebiscite from being used as a weapon in a game of political brinkmanship rather than a sincere request for the public's voice through direct democracy on a decision that pertains to and impacts the entire electorate? Or does the answer to that question even matter? Should a question be asked of the whole city, the whole electorate, if in fact it affects really only a few localised residents? Should all plebiscites in fact be true referendums and the questions binding on Council? Why ask the public a question if council is not compelled to respect the answer given by the voters? And if the results are binding, is 50 percent plus one a sufficient score to deem the result the decisive will of the people? What matters, what items, what projects, what policies need the rigour of study, sound information and the deliberation and debate of Council and what matters don't? And can by-pass some or all of that process and be decided directly by the public? Do plebiscites lead to better public policy? And so Madam Speaker, I reiterate that I am voting in favour of having the Portage and Main question on the 24…October 24th ballot. I believe there is time for a plebiscite and this may well be one of them. And I trust that given this rare opportunity Winnipeggers will inform themselves, head to the polls and participate in a democracy that we are really blessed to have in this nation. But I also believe very strongly that the next council needs to have a larger debate before the use of any other plebiscite or referendum in the future. A debate that will establish the necessary policies needed surrounding the use of these democratic tools. I think the next council owes it to the citizens of Winnipeg to have those discussions. Thank you.

Madam Speaker: Thank you, councillor Gillingham. Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. I take heed of the words that have been mentioned here on this floor just now including the debate and the discussions we've had since last fall since the reports first hit our agenda just before budget as well as when I was first elected. I remember having a conversation with Councillor Gerbasi right after getting elected and she wanted me to know her perspective on the issue of Portage and Main. Of course it's a very big issue for some people. And I was very much open to the idea and to give it due consideration. I feel I have, Madam Speaker. Happens to be that I feel I've gotten my directive on this issue from the people I represent. As well as I have I would say for the vast majority of issues that we face here at City Hall, the decisions I've had to make to vote. Rather an

irregular pattern against the majority here at City Council on certain issues including bus rapid transit as well as the opening of Portage and Main as it was done last fall. In fact, Madam Speaker, in a sense I already voted twice against this, once at the report and then a month or two later when a few million was added to the budget as an item in the budget for the 2018 budget. And it happens to be that we have an opportunity...again, I feel for the Winnipeggers that I represent in East Kildonan and in Elmwood as I do for all Winnipeggers to have a specific vote on this issue. I find it unusual that we would have a referendum on an issue. It is very unusual. Let's face it, Madam Speaker. I would be one to hope we could have...or at least consider having a referendum on bus rapid transit. I know that gets complicated, Madam Speaker and we are talking about a very large budget issue with many facets and many impacts. Nonetheless, in this case we are talking about a rather contained issue. And on that basis, I'm glad at least in this case, we have an opportunity to come to a result which I believe Winnipeggers have come to already. One that I've been representing since last year and if this is what it takes on this one specific contained issue, so be it, Madam Speaker. I will reiterate some issues, why I feel I have been representing people on this issue already beginning last year when it came to a couple of votes. One of the reasons I believe while motivated Councillors Browaty and Lukes to bring this forth as a referendum issue. Again, Madam Speaker, many things have been said already on the floor today. I don't want to waste time reiterating too much, but I do want to say a few things for the record and things that have been said to me while we've been discussing this over the last couple of years especially. And, we have to make...we have to take into consideration, Madam Speaker, that we are the only major city in Canada that doesn't have a freeway system. And on that basis I believe we have a disproportionate number of people that go through…right through the centre of our city instead of using a freeway system. And we are living in an era, Madam Speaker, where freeways now aren't the way to go. And so be it. We already have that...by default we already have a no freeway system in our city, Madam Speaker, but that makes us more reliant on our centre thoroughfares including and especially Portage and Main. We did hear from our administration that there are concerns over the delay on our transit system. That we would need more buses just to keep up with our transit services, not necessarily to enhance them but just to keep up with our time schedule, Madam Speaker. Now, it was…I do remember…I just left the City of Winnipeg as a child for a decade just as we were dealing with the issue of how we're going to deal with Portage and Main and how we were going to deal with it in terms of the recession at the time as a matter of fact. And we created this solution at Portage and Main, an underground way to get across Portage and Main and to become…evolve into a greater way…another way of getting through our downtown. And that would be underground and indoors. Madam Speaker, we evolved a made in Winnipeg solution over time. And just this winter, Madam Speaker, I had to get from City Hall to Convention Centre, didn't want to pay for parking twice so I walked to the Convention Centre. It's like 20 minute walk and it's below -30 and it's windy and I'm at Portage and Main, Madam Speaker, in Winnipeg winter and I got to Portage and Main, I could get underground perfectly heated. I got to the Convention Centre in a great way with my jacket off, as a matter of fact, saying hi to people I knew along the way to get to the Convention Centre. In fact, that was to see…that was while Jenny Gerbasi in fact was giving a speech on homelessness at the National Conference, to which His Worship appointed me for that year, secretary for the Winnipeg's End Homeless Strategies. So I was pleased to go there and I was pleased to go there in style, Madam Speaker, in a made in Winnipeg way, and that was a heated passage, underground, under Portage and Main and along sky walks to the Convention Centre. Madam Speaker, when I came back, I got out of…I got out of Portage and Main, looked up, the wind was so bad I was trying to see what direction the wind was going. I saw the flags at Portage and Main going in all directions at once. We basically had sort of a mini whirlwind at Portage and Main. Not a surprise, Madam Speaker, it was just a really…for me, I only had two blocks to walk to get back to City Hall in time for a standing committee meeting. Madam Speaker, I'm uneasy about referenda. I never advocated for one directly but they can come in handy. They're not unusual to the western democratic process. There's various governments in the western democracies, the advanced democracies that use them highly effectively and otherwise as well. And in this case I think it's a good thing. We want to talk about the future, the evolution when Winnipeggers are ready for it and I understand. There is a...it's a serious discussion. It's a serious idea to open up Portage and Main for the reasons of sort of, we're looking at new concepts in urban planning and pedestrian oriented downtown planning and things like this. And that has to be respected. I can only hope that when it comes to accessing the Exchange District from the Forks that due consideration is given to the pedestrian underpass under Provencher to the Exchange area.

Madam Speaker: Councillor Morantz moves extension. All in favour? Contrary? Carried.

Councillor Schreyer: Thank you. But I do want to say in terms of our planning for downtown at the heart of our city, we will recall that earlier this year. We did vote in favour of a thousand unit development, a residential development at the Forks and that would also include a one vehicle parking spot for every residential unit at the Forks. I was the only councillor to vote against that, Madam Speaker. I voted with my heart on this and with a sense of trepidation, a sense of our future and out grand…great grand past of that being our meeting place. I won't get into that Madam Speaker except to say that by virtue of putting in another thousand parking spots basically two blocks from Portage and Main, we are in fact anticipating greater vehicle traffic. We've just voted for another thousand units of greater vehicle traffic two blocks from Portage and Main, Madam Speaker. And in fact, we talked about immigration and population growth. Yes, it's true Madam Speaker, our previous Provincial Government did a lot of work in getting immigrants to this province and to facilitate immigrants to the extent that they would have employment almost immediately. It was really…is an amazing

thing, what our previous Provincial Government did in terms of immigration to this country, to this province, to this city and the employment opportunities that they fostered with the help of the City of Winnipeg as well, Madam Speaker. My point being Madam Speaker, that vehicle traffic is going to continue, it's going to enhance. Having said that Madam Speaker, I do believe that there is a time in the future, in a decade or more, when we can relook...revisit this issue with future technologies then we'll see where we're at. But at this time, I support the referendum. Thank you, Madam Speaker.

Madam Speaker: Thank you, Councillor Schreyer. Are there any further speakers? Councillor Morantz.

Councillor Morantz: Thank you, Madam Speaker. I just wanted to rise just to speak briefly to this and I think it's important to remind ourselves that we do function under a system which is a representative democracy which means that when we get elected, folks expect us to actually make decisions on issues. And so when I first heard about this issue, the idea of a referendum seemed antithetical to me to really our purpose here. Having said that, I want to concur with the comments of my colleague through you Madam Chair, Councillor Gillingham, about the need to have some policy around the use of referenda. I'm certainly no expert in referenda and direct democracy initiatives, but I know in other jurisdictions, for example, at a minimum there are public additions that are apart to be brought forward, for example, to get a plebiscite on a ballot. It's not simply at the whim of council, in jurisdictions that I'm aware of. I also want to say, I know some of you are aware of my infinity for quoting other people, particularly Yogi Berra and when I heard about the referendum question, I immediately sprung to mind a great quote of the great catcher, "When you come to a fork in the road, take it." And in my mind, I think this motion for the referenda is that that fork in the road and I'm certainly going to be supporting it, but with a cautionary note, that I don't think this is the way we should be conducting these issues in the future. I think first and foremost, we are elected to represent the people and make decisions. This is a representative democracy, not a direct democracy. And so we should not take these decisions lightly. So I would leave it for the next council to perhaps to decide to bring forward some policy around these types of issues, but having said that, I'm grateful to Mr. Berra for his quote because I got to say it today and I intend to support the motion for the referenda in this instance.

Madam Speaker: Thank you, Councillor Morantz. Any further speakers? Councillor Allard.

Councillor Allard: Thank you, Madam Speaker. I wasn't sure if I would speak to this or not but hearing comments from my colleagues and discussing it with many people I thought I should stand up and sort of explain where I am at in this debate. I have to say since I've registered as a candidate on City Council, this is probably one of the most talked about issues that you hear at the door. And there's a lot of feelings and I think mostly we hear from the people who are against and are very much convinced in terms of why this intersection should be closed and many of those people refer to the decision that was made back in the 1970s and refer to some of those reasons. I think when those decisions were made back in the 1970s, there was…there was really a different perception in terms of what a city should be and what the hopes and dreams were for a city. It was in an era where the private automobile was king and yes, the private automobile is still king in this city with I think 80 percent of people still commuting to work to and from using the private automobile. But we still…but we do have 20 percent of people now who either use the bus or use active transportation to get to and from work. I think it is that 20 percent of people and in terms of moving a million people by 2035, we need to hone in on what makes those people decide to commute by active transportation or by bus. Portage and Main I think is a symbol for people about the type of city that we want to live in and I think that's why there is so much emotion tied to the question. And I think there is a big divide in Winnipeg in terms of what this future city is that we want to live in. My experience on Council I think two of the things…and I made part of the speech before, two things happened to me when I was City Councillor. One of those things was the Marion-Archibald Project. So I campaigned, bright-eyed, bushy tailed, campaign, St. Boniface City Councillor saying that if elected, I would advocate to have other levels of government fund this project. And I did. And I believe I campaigned fairly effectively to get Marion and Archibald on the agenda and thanks to this council, we did get it up there as number two priority in Winnipeg. But what happened as part of the process and as the process unfolded and how we got to the point of functional design is that it became clear that if we were going to make this investment, it was the only investment that the City could make, and that if the City decided to amend its debt ceiling to allow for that project to occur. So two things happened. The community said absolutely not are you building this thing, this…I think it was eventually called a freeway through our community and absolutely not are we going to expropriate 143 businesses and homes. And so to me, projects like the Marion-Archibald underpass projects are an example of where we need to go in a city where we're going to rely on the private automobile to satisfy our transportation issues if we're going to be a million people by 2035. Well, the people of St. Boniface gave me a resounding no on that project. So what's the answer? The answer is not building projects like Marion-Archibald because A) we can't afford it; and B) people when they see what it's going to be don't actually want it. And so that was part of my learning on City Council. I think the other big piece that I learned was…you know, it was on our land use planning, infill and densification. So I don't know how often I hear the words, we need to build in and we need to build up. And Councillor Mayes, I know you hear those words as well. But when the rubber hits the road and we have to decide where we're going to build in and where we're going to build up, that's when people are not necessarily in agreement and

probably some of the biggest issues that I've had as a ward councillor have been around infill and densification issues. So why am I talking about rapid transit…why am I talking about Marion and Archibald? Why am I talking about our land use planning? Because I think these things are...I think this is part of a larger discussion about what kind of city do we want to live in. I think Portage and Main is part of that symbol in terms of the ubiquitousness and the acceptance or the belief that the private automobile is how we're going to get around that city. Yes, almost everyone in Winnipeg or many people in Winnipeg drive through Portage and Main. That's their experience, driving through Portage and Main. Well, my experience since I've started being multi-modal since the media basically challenged us to ride the bus back when we were looking at what our options were when we were looking at an $8 million projected deficit in our budget because of the change in the 50/50 funding program for the Province of Manitoba. So since then, I have been…I have experienced the downtown in a very different way as somebody who bikes and who walks and who cycles. So with that, I'm going to…I'd just like to read...I notice I'm running out of time, but I'll read some of the reasons why because we've had very…much correspondence from residents in terms of why we're exploring Portage and Main and some of the work this council has done. So in terms of…I'm realizing I'm probably not going to be able to read all of the detail, but we've answered residents in terms of why we are exploring this in terms of what work have we done to date. Part of the work that we've done is we've approved work to fix the underground because whether we open the intersection or not, the environment in the underground is…leaves much to be desired. Something that comes up all the time when we're talking about Portage and Main is from women who walk in the downtown. They do not feel safe going into the underground and so I think that's something that's worth consideration. If we want to live in a city where people can choose to walk and more than 50 percent of our population because women are almost always more than 50 percent of the population, don't feel safe going in the underground. Another heading that we...another part of the text that we sent to residents is talking about the heart of our city and how this is really a symbol of Winnipeg and where we go to celebrate. And I happen to live it again this year when the Jets had won a victory and I think we might have ribbed Councillor Browaty a little bit when we were out at the celebration about how lively it was and how also the irony that if you were to have a protest in Winnipeg about whether or not we should open Portage and Main, that the most likely location for that protest would be for pedestrians to take over Portage and Main to have that protest. So I realize I'm running out of time in my ten minutes. This has been a very challenging issue for me to consider. I've had many conversations about it. To echo a bit of what Councillor Gillingham was saying, I think we need to be very careful when it comes to plebiscite in terms of whether or not we should use that as a tool to gauge public opinion on something. I think there's a lot of question marks in terms of a plebiscite in particular in the context of an election campaign where we have very strict guidelines on who can and cannot make donations in terms of election campaigns. Can I get two minutes?

Madam Speaker: The Mayor moves extension. All in favour? Contrary? Carried.

Councillor Allard: Thank you. And so I think that's a very valid consideration and some of the plebiscites that Jenny brought up like the Brexit poll, for example, you know, when you put things to plebiscite sometimes really unpredictable things can happen. And it's really anyone's guess what might happen once you start putting an issue that has a very…that has a very charged issue on the table in terms of what happens with elections. So all this to say, I think we do need to be careful. I will be supporting the referendum on Portage and Main. I do think, for better or for worse, this is probably the biggest wedge that there is with the Winnipeg electorate at this time. So if we are looking for a rationale in terms of why Portage and Main, in terms of any other issue that there might be on the table...and let's face it, this is one intersection. We've heard from some of the mayoral candidates that this could be a 10...somebody have thrown the budget number at $20 million out there. That number is out there but we vote on a billion dollar budget every year. This is not in terms of city business relatively as big an issue as many of the things that we have to vote on every day. But that being said, the public has definitely made me aware and I think probably everyone at this table how important an issue it is for them. And so, let's put it on the table. One of the things that came out in the last few days is that we've heard a lot from the no side. As soon as this referendum question became a more probable or a likely possibility, all of a sudden we started hearing from that yes side that up till now has been largely muted. Maybe you don't want to say that you are in favour of Portage and Main at the family dinner for fear of what might happen but now we have that opportunity. So with that, my time is up. I wanted to explain my reasons for supporting and we'll find out very soon what Winnipeggers have to say about this. Thank you.

Madam Speaker: Thank you, Councillor Allard. Councillor Gilroy followed by Councillor Orlikow.

Councillor Gilroy: Yes. I want to…I have the same feelings as some of my other council colleagues in terms of a referendum. I'm very, very cautious of them and I would look forward to us looking at that and moving on in the future. And I've heard from residents on both sides of this issue and Councillor Allard is correct. It is very interesting topic of conversation for voters and yet, this is small potatoes in compared to what we really need to deal with on a daily basis. And I also want to talk a little bit about what Councillor Gerbasi had to say because it is a concern when we are…when the whole city is voting on an intersection that is impacted by a certain community, right. And I think that we have to be mindful of that. So I'm left wrestling with all this, but I think in the end of the day, I think what this is going to bring about is a debate and a debate maybe not from the electorate here, but maybe a debate amongst people and I think that that's

what we need to have. We need to have the neighbour that takes somebody that lives in my ward that you know lives very, very close and works downtown, has to cross Portage and Main and her commute…the largest part of her commute is going through the underground and she lives right there. And is that fair? Right. So we need her to have those discussions with her neighbours. We need the business people that are in favour of this to explain why this is important for the city, so people maybe that don't come down here all the time will get that understanding. In terms of...and I have to say, I mean, am in love with the book, 'Happy Cities', by Charles Montgomery and I've referenced this book before, but when we look at happy cities, it does have great meeting places. It does have pedestrian friendly cities. They are cycling cities. And we have to remember that as we grow as a city, we have to look at these issues for Winnipeggers. And not everyone's going to understand those. We have a different generation that maybe doesn't use public transportation and never will, right. But we have to think in the future. We have to think about a new generation. We have to think about the Winnipeg that we're going to be in the future. And some of that relies heavily on how we're going to move people around our city and it isn't necessarily going to be by car. And that's how we have to envision this. And I think that that conversation needs to happen within the community. I'm hoping that that's what this debate will happen. Of course we're going to respect the wishes of Winnipeggers but I'm hoping that this will start a greater conversation. But I am concerned with the use of referendums and I am not sure if this wasn't something else that I would be supporting it. I think we are elected for a reason and I think that this is something that we should be looking at further if we do any more referendums. Thank you very much.

Councillor Gillingham: Councillor Gilroy, thank you. Councillor Orlikow.

Councillor Orlikow: Thank you, Madam Chair. So as the Chair of Property, Downtown and Heritage, I thought it was important that I speak to why I will be supporting this…I guess we'll…motion. I am not supporting not opening Portage and Main, I'm not supporting closing Portage and Main. To me the issue is not really in my radar much at all but it's in everybody else's radar. So when I start talking about the really exciting things that are happening downtown right now including how I personally feel that our Portage and Main is sad. We are talking about all these tourists coming…I know the…some of the building owners are doing what they can but the barricades are just sad. And we know that they are damaging our concourse below as well. So they're going to have to be dealt with. But if you start talking about, you know what, we just got to remove that barricade. We have to put something better in there that, you know, has more visual appeal and actually isn't wrecking the concourse down below. It's going to have to be dealt with. You know, these are…but I can't even get into that conversation because it quickly shifts back to this other conversation of, well, are you opening up Portage and Main or not? I go, well I don't know yet at all. There's some traffic issues, some transit issues, there's other things but I only want to talk about how we can activate these corners. There's a lot of excitement…exciting things. Yeah it's windy, so maybe we have kites flying. There's a whole bunch of neat things you can do and I've seen it being done in these…so when you drive through Portage and Main, you go, wow that's neat or wow, I'm proud of that. There's no way right now I can say that. I go through there, I see the pieces of concrete falling off. I see dead corners. I see just no activity at all. We have an amazing amount of investment going in even in the Portage and Main area. We have the new...I'm not sure what to call it, the food science building that's going on behind there. Another surface parking lot going bye bye behind the Richardson Building, that's going to bring a whole bunch of people. We've got the rail side project going on. That's moving along at a great clip. We have this new huge building going up on Graham and Main. So Portage and Main is changing. It is changing. And that's fantastic and it should change. But I want to be having that conversation of how are we going to improve the accessibility in the concourse. I can't even have that conversation. Again, just so people know that we are look at the elevators. We are looking at accessibility. That is in your scope of work. But I can't get that message out because it's always reverting back to opening up Portage and Main. I go, well yeah, I agree there's some security issues and some safety issues in the concourse, I can't get to that conversation because I keep getting pulled back upstairs to talk about opening up Portage and Main again. I've been door knocking for about three months now. This topic keeps popping up and I keep trying to talk about other issues like wouldn't it be great if we could replant a whole bunch of trees there and we can get some of that vibrancy back. Again, well yeah sure, but what about opening up Portage and Main? I go, well yeah, okay, but what about this? How about having it so that we have those shacks...those shacks that we have? I call them the pee shacks because that's what they smell like to me, those ones that you have to go down into the concourse. Those are pathetic. To me, those are sad, sad reminders of a day gone past. You know, we need to find a way, maybe it's a…maybe it's a nice glass type of igloo style celebrating some of our northern partners. Maybe it's something that you say, wow, I'd actually go in there and go down those stairs. If anybody has seen the one that's on the southwest corner, I bet you don't even know there is one there. Well right now it's boarded up with a three quarter inch piece of plywood and it's a little hallway that you get into and then you go down this little stair. Again that's not sufficient. So I want to be talking about that kind of stuff. How do we improve that? But I can't get to that conversation because people…both sides are so polarized on this issue. Again, there's a whole bunch of people in the middle who really are not that affected or really don't have a lot of opinion but there are two sides and they get very polarized. So that's kind of where we're at. So I want to be celebrating what we're doing on downtown. I want to be celebrating how we are going to rejuvenate this corner so we're all proud when we drive through it, all the tourists come by to see it. How we can find…so people can find ways. They actually know how to get down below and through. How we can make it more accessible, make it safer. Those are the things I really want to talk about,

start celebrating downtown. So this issue of opening up Portage and Main as I said in my last time with my vote, it was not an endorsement of opening up Portage and Main but it's also not a condemnation of doing that either. At this point, I don't believe we are ready to do it. I've been saying that before. We are ready to improve that intersection. That I do believe we are past time to get ready. But again, we can take some time. So if the people who vote for this...and I agreed with what some other people have said, the plebiscite could be weird. People assuming right now that all Winnipeggers are going to vote against it because suburbia is going to go against…well, I can tell you in the River Heights Ward, which is kind of not suburbia, it's not inner-city, it's mixed. It's very mixed on how people feel about it. Again, so I don't believe there's one group of suburbia that's all against this. I don't believe there's, you know, a special group that's all for it. But again, I do believe that everybody wants to see this intersection improved. You know, I appreciate that the motion before today was like, do not invest any money in Portage and Main ever. It doesn't say that. You know, so I do appreciate that. I think we all as council realize that we have time. It's time for Winnipeg grows up and fixes that intersection and I think for everybody. But that doesn't necessarily mean it has to be today opening up Portage and Main. So again, I want to have those conversations with other people. I want to talk about how the Portage and Main can be envisioned for all these new people that are going to be moving in. It's going to happen. We're going to talk about it. But I want to start getting some activation on those streets. I want to have you know, some patio tables going out there. I want to work with those business owners on those four corners to start leveraging their investments so we can also activate it. You know, these are things that we can do together, but again…so this referendum idea, yes, I agree, I'm not…the sky is not falling for either way. People are going to try to do their Twitter. They're going to try to make these positional statements that the sky is falling either side. It's not falling. We're taking a little step back maybe. Maybe the public will really want it. We'll keep moving forward, but what we're going to do is we're going to take our time. We're going to invest into those intersections…into that corner to make it a place where people actually do want to be or at least Winnipeggers can be proud when they go through there. So again, I'm going to be supporting it. Yes, I agree the American style of referendums are…they can get some pretty…you know what's happening in California…it just gets very cumbersome. It can also restrict the ability to actually do things that we have to do. But in this case, the debate's already out there and it's pretty…and it's actually causing...for me, it's causing a very difficult time for me to engage the public on a real kind of, what do we want to see Portage and Main look at because it's so polarized at this point. It's not…to me, it's not that important of an issue to be so polarizing. It really is not. Again, so when people ask me what my opinion is I go, we'll see how it goes. But again, I really want to talk about, you know, the invigorating of the corners. Well again, but what's your opinion on Portage and Main? I go, what's yours? And it's generally the same…you already know what their opinion is going in, it's either they are for it or they are against it or if they ask the question, they have an opinion. But some people don't have an opinion because they don't know enough. So I agree, once we start talking about this a little bit more even the envisioning of what we're going to be building on those corners, we really need to engage the public and they need to see how that's going. So we can have that conversation so Winnipeggers all feel a part of it. Again right now, I don't believe either way we go with this...on the table, I don't think Winnipeggers will really feel a part of this Portage and Main because it is everybody's intersection. I do agree with that. We all see it. It's iconic. We have the great maple leaf that happened there. That was a beautiful shot. We have so much activation going on already around that area, so the time may come, I just don't believe it's actually right now. I think we need to really wait for that transit study to go. So again, that's a conversation I want to have.

Madam Speaker: Councillor Gillingham moves extension. All in favour? Contrary? Carried.

Councillor Orlikow: So again, I am not here to take positions. I will respect the public's choice in the end. But it doesn't mean that if I say yes or no or the public says yes or no to opening up Portage and Main, I'm still firmly behind activating, making those…that intersection a beautiful place that we can all be proud of and the concourse as well.

Madam Speaker: Thank you, Councillor Orlikow. Any further speakers? Seeing none, Mr. Mayor, do you wish to close? Sorry, Councillor Browaty, pardon me.

Councillor Browaty: Thank you very much, Madam Speaker. We all have a stake in our downtown whether you live in St. James, Windsor Park, Amber Trails, Fort Richmond. We're only going to be a healthy city if we have a strong downtown and Portage and Main is an important part of that. Portage and Main has a long storied history and today it's an important centre of commerce. It's where we have all our major banks, law firms, accounting firms. It is really a place that is important to the entire city. Yes, you know, right now, when we have a major sporting victory and hopefully we have a lot more of those going forward, people do tend to congregate at Portage and Main today. That may change and maybe move to True North Square but that is completely fine. Referendums, I mean there's been a lot of discussions about referenda, referendum...plural, I guess 'referenda' and they are not necessarily a bad thing. You know, examples, you know, talk about California. I mean not…a couple of years ago, there was a referenda in Los Angeles county. It was for a multi-year project that is into the billions of dollars in new taxes going onto the people of the area. Traffic had gotten so bad in the area that people actually voted in favour of new…big tax increases on them to go towards public transit; buses, light rail, you name it. It was going towards a huge tax increase. And the reason for it? Not so much the people wanted to start riding the bus or taking rapid transit, they wanted other people to start riding the bus and taking transit so

that it opened up the roads for them to drive. On the flip side, there was a fairly recent major referenda in a…referendum in the BC lower mainland and a transit authority, TransLink that had a really bad history at messing up the implementation of fare boxes and all sorts of other shenanigans in that particular authority, that a largely publicly funded campaign to try and get support for a large investment in public transit in the lower mainland, it actually failed against the very small campaign from the no side that was, you know, led by people like the Canadian Taxpayers Federation. There is actually a book about it and I encourage you to pick it up. It's an interesting case study. There are differences with different intersections. I mean in terms of like how severe this is. Yes, there is more traffic potentially at Main and Broadway and then at Portage and Colony. The difference is at Main and Broadway, there are going to be, just based on the people that need to move through that intersection, there is less pedestrians at that intersection compared to Portage and Main. At Portage and Colony, I would argue and I'm not a traffic engineer. I'm just going based on my limited common sense here. There are less people making turning movements going through Portage and Colony than there is at…then there would be at Portage and Main. Yes, if I didn't say it properly earlier, my comparison about Portage and Main crossing times going indoors, underground, back up that was based on able bodied people. We do have work to do in terms of…for people with mobility issues, it is absolutely significantly longer as per the Dillon report for today for people with disabilities or having physical mobility issues. I mean, there are alternatives to go a block or two over, but that probably isn't quite good enough today. So again, I do hope that you support this and I look forward to a…hopefully with your support, an invigorating debate over the coming weeks. Thank you.

Madam Speaker: Thank you, Councillor Browaty. With that, I'll call the question. All in favour of this notice of motion…okay, all in favour of adding the question to the upcoming ballot for the October election, the question of opening Portage and Main. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

His Worship Mayor Bowman, Councillors Allard, Browaty, Dobson, Eadie, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan and Schreyer and Madam Speaker Councillor Sharma

Nays

Councillor Gerbasi.

City Clerk: The vote Madam Speaker, Yeas 14, Nays 1.

Madam Speaker: The motion passes. Now on to notice of motion on your desks. Moved by Councillor Gilroy and seconded by Councillor Pagtakhan. It's regarding a request to the Province on required paid leave of absences for Council members. It will appear as a notice of motion on the September 20th 2018 Council agenda.

EXECUTIVE POLICY COMMITTEE
MOTIONS

Motion No. 2
Moved by Councillor Gilroy,
Seconded by Councillor Pagtakhan,

WHEREAS Winnipeg is a partner in the UN Global Safe Cities Initiative to reduce sexual violence against women and girls;

AND WHEREAS members of the Public Service and members of the public have the right to feel safe when interacting with an elected member of Council;

AND WHEREAS elected members of Council are in a position of power;

AND WHEREAS Council is a dignified and respectful body that represents the citizens of Winnipeg;

AND WHEREAS elected members of Council who are charged, but not yet convicted with, sexual assault or any other assault are under no obligation to take a leave of absence under the City of Winnipeg Charter;

AND WHEREAS, in some instances, employers may require employees charged, but not yet convicted with, sexual assault or any other assault to take a leave of absence;

AND WHEREAS an individual who has been charged with allegedly committing sexual assault or any other assault is innocent until proven guilty;

THEREFORE BE IT RESOLVED that the City of Winnipeg request the Province of Manitoba to amend the City of Winnipeg Charter to make it mandatory for an elected member of Council to take a paid leave of absence while facing criminal charges including, but not necessarily limited to, assault and sexual assault.

EXECUTIVE POLICY COMMITTEE
CONSIDERATION OF BY-LAWS

Madam Speaker: We'll now move on to by-laws under Executive Policy Committee, Mr. Mayor.

Mayor Bowman: Thank you, Madam Speaker. I move that the following by-laws be read a third time; By-law 67/2018, By-law 68/2018, By-law 69/2018, By-law 70/2018 and By-law 71/2018, Madam Speaker.

Madam Speaker: Thank you. All in favour? Contrary? Carried.

Clerk: By-law 68/2018, By-law 69/2018, By-law 70/2018 and By-law No. 71/2018.

Madam Speaker: Mr. Mayor on the second reading.

Mayor Bowman: Thank you, Madam Speaker. I move that By-laws numbered 67/2018 to 70…sorry, to 71/2018 both inclusive be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-laws numbered 67/2018 to 71/2018 both inclusive.

Madam Speaker: Mr. Mayor on the suspension and the third reading.

Mayor Bowman: Thank you, Madam Speaker. I move that the rule be suspended and By-laws numbered 67/2018 to 71/2018 both inclusive be read a third time and that the same be passed and ordered to be signed and sealed, Madam Speaker.

Madam Speaker: All in favour? Contrary? Carried. We will now have question period for the Mayor. Any questions today? Okay, seeing none. We'll move on to the Standing Policy Committee on Property and Development, Heritage and Downtown Development. Councillor Orlikow, on the report dated June 25th, 2018.

REPORT OF THE STANDING POLICY COMMITTEE ON
PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT
DATED JUNE 25, 2018

Councillor Orlikow: Thank you, Madam Chair. I just want to advise that Item 7 has been laid over to the September 12th, 2018 meeting of EPC so I'd like to introduce reports and move adoption of Consent Agenda Items 1 to 6 and 8 to 18.

Madam Speaker: Okay, 12 has been pulled. I will call the question on 1 through 6, 8 through 11, 13 through 18. All in favour? Contrary? Carried. Madam Clerk.

Item 12 – Tax Sale Process Changes

Madam Speaker: Councillor Orlikow to introduce Item 12.

Councillor Orlikow: I will wait to hear from my colleague. Thank you.

Madam Speaker: Councillor Gillingham.

Councillor Gillingham: Thank you, Madam Speaker. I just stood this down…this seems like a fairly small...and in the scope of what happens in the City of Winnipeg. It is a fairly small matter, but it's an important matter. It's an important change that's being proposed here. And I do want to recognize the work of Mr. Michael Jack and Ms Boryskavich and the entire Legal Department for their work on this matter over the last several years. I raised this, I think I made some comments at Executive Policy Committee when this appeared or at some point, I did make some comments on this. I can't exactly remember what meeting it was at. But what's happened is that the way the processes at the City of Winnipeg work right now, the policy and processes, long standing policy with respect to the tax sales, the City has been exercising the right to purchase all tax sale properties without holding a public auction. However, the...under the Charter, any person with an interest in or charge on a property in tax sale can require the City assign to them the tax sales certificate meaning that anyone with interest in the tax sale property can ultimately obtain title to that property. What's important is that individuals in past years have been using the process of assignment to obtain title to properties for amounts which are far less than their fair market value. And the bottom line is that it has happened in at least two cases of my residents in my ward where because of this assignment provision, they have been…I'll use the word 'vulnerable', and have been exposed to a very unfortunate circumstance where they have been left fighting lengthy legal challenges in court for years at great expense to try to retain and regain their property from individuals that have used this opportunity within our current processes. And so this really seeks to tighten up the process and policies that the City of Winnipeg has. Ultimately, it seeks to protect those that I would deem as vulnerable for one reason or another. To me, this is very good. This is looking out for the citizens of our city. And I know a lot of work has happened as I said with Mr. Jack and our Legal Services Department and the Land Titles folks at the Province as well to come ultimately to this report. And so I want to thank the department head and all involved that authored this report. And this is going to make a difference if it's approved by the Province of Manitoba. It may not make a difference for the people that have been adversely affected to this point, but it most certainly I believe will make a difference and be an improvement for those who may find themselves in a similar situation in the future. This will protect individuals from going through the same adverse experience regarding their property that others unfortunately have gone through because individuals have used the opportunity that's currently within our policy to get access to property. Given that there are matters before the court, I've tried very carefully to couch my words and just speak my affirmation of this in a careful manner but again, this is good. This is a good report and I'm certainly glad to support it.

Madam Speaker: Thank you, Councillor Gillingham. Any further speakers? Councillor Orlikow, do you wish to close?

Councillor Orlikow: One of the major investments people have and you know, we talk about what it is to be a city, is to make sure that people's major investment in their life, their home, is secure and we protect that. So this does that. This helps that…from the 'poachers' I call them. The department has…I know Councillor Gillingham has been working on it for a while and the department has also raised it for other transactions especially in our Real Estate Division, they see this happening, they are horrified by it, just absolutely horrified by it. So again, a lot of great questions of the Real Estate Division including Mr. Pittet who doesn't want to be recognized today, but I always like to do that to him. We're going to close this…we'll call it a loophole or a gap, again, to ensure that individuals…their major investment in their life is protected. So thank you Councillor Gillingham for bringing it forward and I hope the Province will see our way and make the changes accordingly.

Madam Speaker: Thank you, Councillor Orlikow. With that, I will call the question on Item 12. All in favour? Contrary? Carried. We'll now deal with Motion No. 1 on your desks. It's a motion moved by Councillor Gillingham and seconded by Councillor Orlikow. It is regarding a sponsorship agreement with Buhler Park. It's an automatic referral.

Councillor Gillingham: I would like to move suspension of the rules to hear this and deal with this matter today.

Madam Speaker: Thank you. Councillor Gillingham is moving suspension of the rules and so I will call the question on that to deal with the item today. All in favour? Contrary? Carried. Councillor Gillingham to introduce Motion 1.

STANDING POLICY COMMITTEE ON
PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT
MOTIONS

Motion No. 1
Moved by Councillor Gillingham,
Seconded by Councillor Orlikow,

WHEREAS the business plan developed by Black and Associates for the East Winnipeg Sports Association (EWSA) and Buhler Park is a model for the operation of a multi-faceted destination, recreation and sport park;

AND WHEREAS EWSA leases land from the City of Winnipeg pursuant to a lease agreement between the City and EWSA dated December 15, 2005 (the "Lease") , as amended;

AND WHEREAS the Lease has expired and EWSA is currently in an "overhold" position with respect to the lands;

AND WHEREAS the EWSA and Buhler Park's Council approved business (2005) predates the Sponsorship Winnipeg Program (2007), and that Buhler Park wishes to rely on a direct sponsorship model;

THEREFORE BE IT RESOLVED:

1. *That the City's Sponsorship Policy be waived in this instance to allow for EWSA to negotiate donations, sponsorships or naming rights, up to a limit of $150,000 per request, at Buhler Park (Buildings, fields and trails), subject to the approval of the Director of Planning Property and Development;*

2. *That authority be delegated to the Director of Planning Property and Development to approve the terms and conditions of the donations, sponsorship or naming rights at Buhler Park negotiated by EWSA, up to a limit of $150,000 per request;*

3. *That EWSA have the ability to enter into sublease on one or more parts of the Lands, subject to the approval of the City in its sole discretion (organization, activity, insurance, etc.);*

4. *That a contribution in kind be given to EWSA from the City related to parking lot and road maintenance (grading) and that its schedule be aligned with Murdock Road maintenance;*

5. *Subject to the approval of Recommendation #4, that the City enter into, execute and deliver a grant agreement with EWSA, if required by the City Solicitor / Director of Legal Services, and such other agreements as determined necessary by the City Solicitor / Director of Legal Services to implement the intent of the foregoing (the "Ancillary Agreements");*

6. *As a condition to the approval of Recommendation #3, that EWSA and the City enter into, execute and deliver a lease agreement with respect to the Lands (the "New Lease"), if required by the City Solicitor / Director of Legal Services, and such other agreements as determined necessary by the City Solicitor / Director of Legal Services to implement the intent of the foregoing; and*

7. *That authority be delegated to the Chief Administrative Officer to negotiate and approve the terms and conditions of the grant agreement with EWSA, the New Lease and the Ancillary Agreements, in accordance with this report and such other terms and conditions deemed necessary by the City Solicitor / Director of Legal Services to protect the interests of the City.*

Councillor Gillingham: Thank you, Madam Speaker. And I want to thank Councillor Orlikow for seconding this motion. I also want to thank Mr. Kiernan and members of the public service who've worked with me and others for several days on this matter. The short story is that the Buhler Park…the recreation park is run through a lease agreement by the East Winnipeg Sports Association. Their lease was established in December of 2005 which is approximately two years before the sponsor...Sponsorship Winnipeg Program came into effect in 2007. What is before us here is really granting the East Winnipeg Sports Association, the authority, the right to secure sponsorship on their own accord. There is provision in here that we wanted to make sure also that the protection was provided for the City of Winnipeg's interest. And so you will notice in the resolution number two, that authorities delegated to the Director of Planning, Property and Development to approve the terms and conditions of the donation, sponsorship or naming rights at Buhler Park negotiated by EWSA up to a limit of $150,000 per request. I also want to thank my colleagues for supporting the motion to suspend the rules today so we could hear it. Because this is a time sensitive matter to kind of refer this or in essence, move it over to

September meeting would mean two months of lost opportunity to generate revenue and secure sponsorship. So this is the motion in a…kind of in a nutshell and I don't know if my council colleague, Councillor Orlikow wants to add anything or not, but I ask my colleagues to support this. Thank you.

Madam Speaker: Thank you, Councillor Gillingham. Councillor Browaty followed by Councillor Lukes.

Councillor Browaty: Thank you very much, Madam Speaker. I'm going to be supportive of this motion here today. I just want to say that I mean the idea of Sponsorship Winnipeg was to bring a lot of new, private revenue into the city for things like advertising and sponsorship of various programs. It's had some successes, but it's also been a challenge especially for some of our arm's length groups that do a lot of volunteering and a lot of good work for our city in terms of red tape and challenges. I see Donna Henry and Jeff Henry are still here in the gallery. I know I've worked with you guys on the Kilcona Dog Park Group and some of the challenges that working through Sponsorship Winnipeg has had in terms of providing really well used services for the public in our parks and green spaces and community centres, you name it. So I think it's time to review Sponsorship Winnipeg but in the interim, to let Buhler Park do what they need to do right now and I'm supportive.

Madam Speaker: Thank you, Councillor Browaty. Councillor Lukes.

Councillor Lukes: Thank you, Madam Speaker. I'm going to be supporting this also but I think what this does is it really, really highlights the fact that we are not able to function within these Sponsorship Winnipeg guidelines. We did actually have a review about two years ago. We had brought it forward. We had discussed it. We had debate on it and then it went just by the wayside because no one really wanted to tackle it. And you know, it was just too complicated for a lot of the individuals. We need…there is a huge opportunity out there to access private funding. And I think we should look at this more seriously. And I think that Brenda Leipsic was on the right path when she set out to do this. This world of fun development is an art and a science, but it is really best leveraged and used by professionals. And there's many, many professionals out there, and that's what we as a city should be hiring and that is who we should be having looking after Sponsorship Winnipeg because there are many, many opportunities out there and this is for $150,000 per item. So, there is millions out there that we could be leveraging through sponsorship and other cities have and other cities have process in place and I don't know why we have to reinvent the wheel, but this is something that you know, again, I will bring up in this next term if I am re-elected. It sucked a lot of energy out of me when I did it the first time because it just didn't go anywhere. This is a classic example of red tape that we can't cut through and we need to. So I will be supporting this. And I find it also very interesting as I noted earlier that we are looking at a contribution in kind of maintenance which is very interesting because we have a huge parks and recreation maintenance issue that we are seeing all over this city. But again, this is a good motion. I'll support it. But I think that we all should recognize that there is a huge problem and a huge missed opportunity. Thank you.

Madam Speaker: Thank you, Councillor Lukes. Any further speakers? Seeing none, Councillor Gillingham to close or I can call the question? Call the question on Motion 1. All in favour? Contrary? Carried. We'll now move on to by-laws under this committee. Councillor Orlikow.

STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT CONSIDERATION OF BY-LAWS

Councillor Orlikow: I would like to move the following by-laws be read a first time; By-laws No. 61/2018, excuse me, By-laws No. 62/2018, By-laws No. 63/2018, By-laws No. 64/2018, By-law 74/2018, By-law 76/2018 and By-law 77/2018.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 61/2018, By-law No. 62/2018, By-law No. 63/2018, By-law No. 64/2018, By-law No. 74/2018, By-law No. 76/2018 and By-law No. 77/2018.

Madam Speaker: Councillor Orlikow on the second reading.

Councillor Orlikow: Thank you, Madam Chair. I'd like to move that By-laws No. 61/2018 to 64/2018 both inclusive and By-laws Nos. 74/2018, 76/2018 and 77/2018 be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-laws numbered 61/2018 to 64/2018 both inclusive and By-law Nos. 74/2018, 76/2018 and 77/2018.

Madam Speaker: Thank you. Councillor Orlikow on the third reading and suspension.

Councillor Orlikow: Thank you, Madam Chair. I'll move that the rules be suspended and By-laws No. 61/2018 to 64/2018 both inclusive and By-laws No. 74/2018, 76/2018 and 77/2018 be read a third time and that the same be passed and ordered to be signed and sealed.

Madam Speaker: Thank you. We will now have question period for our chair…pardon me? I guess I got to call the question, right? All in favour? Contrary? Carried. Now on to question period…it's a long day, question period for our chair, any questions for Councillor Orlikow? Okay seeing none, we'll move on to the Standing Policy Committee on Protection, Community Services and Parks. Councillor Pagtakhan.

REPORT OF THE STANDING POLICY COMMITTEE ON PROTECTION, COMMUNITY SERVICES AND PARKS DATED JULY 3, 2018

Councillor Pagtakhan: Thank you very much, Madam Speaker. I am pleased to move…I believe there is a desire to stand down Items No. 5 and 8 so I will move Item Nos. 1, 2, 3, 4 and 6 and 7.

Madam Speaker: Okay, I'll call the question on Items 1 through 4, 6 and 7. All in favour? Contrary? Carried. Madam Clerk.

Item 5 – Off-Leash Dog Areas Master Plan

Madam Speaker: Councillor Pagtakhan to introduce the item.

Councillor Pagtakhan: Yes, thank you very much Madam Speaker. A really comprehensive plan. I want to thank our public service for the incredible work they've done to put this plan together along with our public engagement folks and I want to thank Ms Donna Henry as well who has been working on this project with many of her colleagues in the...in her sector and you know, it's just a great plan. Good to see that it's here and I believe some people want to speak to it.

Madam Speaker: Thank you, Councillor Pagtakhan. Any speakers on this item? Not at this time? I think comments were made during the delegations. Councillor Pagtakhan, do you wish to close? Okay, I'll call the question on Item 5. All in favour? Contrary? Carried. Item 8, Madam Clerk.

Item 8 – Main Street Project Shelter Redevelopment Plan – Endorsement

Madam Speaker: Councillor Pagtakhan to introduce the item.

Councillor Pagtakhan: Thank you very much, Madam Speaker. And it was good to hear a delegation on that this morning. And I know that Mr. Al Foster was here earlier who is with the Main Street Project, a great project looking to activate the corner of Main Street and Logan Avenue, which is the old Mitchell Fabrics building. This is simply an endorsement of the project, Madam Speaker, and really pleased, I think this will go a long way towards helping end homelessness within our city and so I really applaud the project and obviously would encourage all members of Council to support this.

Madam Speaker: Thank you, Councillor Pagtakhan. Any speakers on Item 8? Mayor Bowman.

Mayor Bowman: Thank you. I'd like to thank the work of the committee and of course, affirm my support for the Main Street Project Shelter Redevelopment Plan. I've had many opportunities over the last number of years to meet with Rick Lees and his team at the Main Street Project. They do invaluable work in our community helping look after our most vulnerable citizens. Sadly, with the entry into so many...well, all Canadian cities of meth and the rise and crisis that are being experienced now in Canadian cities with respect to opioids, the work of the Main Street Project is more important now than it's ever been. And you know, I would obviously urge both the Federal and Provincial Governments to support the Main Street Project Shelter Redevelopment Plan especially in their efforts towards harm reduction. This is something that is a primary responsibility of other levels of government, notably the Provincial Government. We need to have that support for organizations like the Main Street Project increased, not decreased as we've seen on other levels of support from the Provincial Government in recent years, and so we'll continue to support the Main Street Project. I know we've

provided assistance recently in terms of working collaboratively with them on a number of projects but also assistance with respect to their van which has been utilized especially in extreme weather, notably in cold weather. I know many of us have had an opportunity to tour and to visit Main Street Project and I just want to reaffirm my support and I believe this council's support for the incredibly important work and efforts of our friends and volunteers and supporters of the Main Street Project.

Madam Speaker: Thank you, Mr. Mayor. Any further speakers? Seeing none, Councillor Pagtakhan do you wish to close? Call the question on Item 8. All in favour? Contrary? Carried. There is no motions, no by-laws. We'll now have question period for the Chair. Any questions for Councillor Pagtakhan? Okay, next committee, Standing Policy Committee on Infrastructure Renewal and Public Works, Councillor Allard.

REPORT OF THE STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS DATED JUNE 26, 2018

Councillor Allard: I would like to move Consent Agenda but I'd like to pull Item 1.

Madam Speaker: So that's the report dated June 6th...June 26th, 2018. Item 1 has been pulled. And I'll call the question on 2 through 4. All in favour? Contrary? Carried. Madam Clerk.

Item 1 – Consolidation of Transit Planning Studies

Madam Speaker: Councillor Allard.

Councillor Allard: Thank you. I wanted to pull this report just to note how substantive this report is in terms of what the implications are for the city. So this is a report consolidating what the administration thought was every council motion that came to ask for substantive reform to our transit system. So it's a comprehensive...it's just going to take a comprehensive look in terms of what our transit system looks like and as well, it's going to at the same time, look into how we can build rapid transit for the city. So things like bus electrification, things like a rapid service network, these are things that will be included in this comprehensive review. I'd also like to commend Councillor Gilroy who moved a motion to fast track the consideration for a low income bus pass because that wasn't explicitly mentioned in this report or it wasn't coming in on time for consideration for the '19 budget. So all these things are being considered. Bus electrification, I understand will be considered as part of this as well. And to Councillor Mayes' point, I think I'm just anticipating some of his comments based on some of his recent Twitter activity and some of his former speeches that though the...the transportation master plan did have some direction. This is pulling back a bit to look at what all the considerations are and really take a fresh look at where we should go forward in terms of our transit system, in terms of transit operations and in terms of our rapid transit system. And with that, I'd like to introduce the report and look forward to hearing what my colleagues have to say.

Madam Speaker: Thank you, Councillor Allard. Councillor Mayes.

Councillor Mayes: Thank you, Madam Speaker. Getting a lot of positive feedback from my colleagues for not pulling No. 4 on gravel lanes, so thank you for that. Sadly though, I will however take some time up to speak to this item. I am in favour of it. Kudos to Councillor Gilroy for prioritizing the low income bus pass. Obviously one of the things I…if I am back, intend to push on is expansion of Handi-transit service to all parts of the city because that is going to cost less than what we were told in 2012 and working with staff on that. So this is a good initiative to consolidate the transit plan and the master...the planning for future rapid transit. I've been saying since about 2014, we need to have some sort of debate on priorities for BRT. The Mayor has consistently said to his credit that we have never voted on that, where to go next. That is accurate. There is a study of the eastern corridor that's been underway for some time. I appear to have confounded Councillor Allard by praising him on Facebook and he is attempting to respond to that, but the context is something I want to talk about a bit which is the...we have not voted as this council as to where to go next with BRT or indeed whether to go ahead with BRT. So the current context is the eastern corridor is being studied and many in the public would probably say, well that's…you have decided that's where you're going next. And I want to throw a note of caution in on that. A number of things; why…why is that currently being studied? You will get a number of responses on that. Some would say, well that's what the experts said in the 2011 transportation master plan but that is not what the experts said. That is not what's in the report that came forward from staff. The report from staff very clearly talked about all of the potential corridors being before 2031. The committee that which you sat on, Madam Speaker, led by then Councillor Vandal voted to amend that slightly and Council upheld that to go southwest first, and I agreed with that. I voted for that when that vote finally came and to go east as well, east being the second priority. But that was not what

the staff said. The staff said very explicitly…said study east, study north, study west at the same time. Study east, study north, study west all at the same time. So that amendment was made. There was no councillor from St. Vital elected at the time. Noting that, Councillor Steeves had resigned at that point and I was not yet elected. So why go east? A number of rationale have been given. I thank Councillor Gerbasi for pointing out some of her comments in Hansard to me. There were a couple of comments, some said that the origin destination study of 2009 said to go east. I dug that study up. I challenge anyone to show me where it says that in that study. Not only does it not make that explicit, you look at all the numbers, all the charts, there is nothing in there that would make you leap out and say, well yes, we have to go east next. It does heavily suggest we need to go southwest first. That is...that you can get out of that. In fact, what you could make a very strong case for is that we need to go southeast first toward Island Lakes, Windsor Park, not in my ward, rather than going northeast. So that's...I really would be interested in people's feedback on the 2009 Watt's study as it was called because it doesn't say, go east next. People don't say, well look at the 2005 rapid transit plan that was produced by members of Council. And I have looked at that and I've actually become a bit of a fan of that because what it says is, go southwest first. I voted for that. I'm in favour of that. Go east as far as Grey Street with a corridor, then go to Rougeau which in essence is at Lag and Regent...go to Rougeau on-street with queue jumping lanes but do that as well. Do the on-street improvements as well at the same time as you're doing that eastern work. Do that at Henderson, Portage, Main, St. Mary's, so four other projects. Those didn't get done. Certainly they didn't get done in my ward. There was only about 110,000 spent. So there is that rationale. People say, well, you should go east to deal with the Louise Bridge. I have some sympathy for that, however, one of the two alignments we're now looking at, one of the two finalists doesn't touch upon the Louise Bridge so that rationale seems to be at least in question. One of the rationale would be go east because if you build up toward Higgins you are knocking off a portion of the BRT corridor that would also later be used for the western and the northern legs. Not to get into too much detail but at least one of the two routes we're looking at now wouldn't build that northern leg, you would go over the Provencher Bridge. So the decision go east first, frankly is kind of clouded and interestingly we've gone from 2005, build a corridor to Grey, then on-street, and at the same time do these other quality corridors. To 2011, do the corridor to Lag, it says in the report, do it to Lag, and now if you look at what we are proposing the staff are doing the reviews saying, no, we're going to build it all the way out as a corridor to Plessis to the Transcona Commons…Transcona Park City Commons. So I would just take the share of the money that gets it from Lag to Plessis and put that into St. Mary's and probably be happy, but we seem now to have over the course of a dozen years without ever voting on it explicitly it said, okay, the corridor is going to go…not to stop at Grey, not stop at Lag, but now out to Plessis, so I really do think we need to revisit this whole area. If you look at the 2011 debate before I was elected, there's a lot of talk about flexibility and the ability to reprioritize and to really react to new data. So I look forward to seeing some of that as we go forward and look at the transit priorities. Because certainly from where I am standing what was decided in 2005...and interestingly Councillor Wyatt who was the lead on that study, later renounced it saying, we shouldn't do BRT, we should do LRT, a whole separate debate. Councillor Schreyer may wish to engage on that. I'm not trying to put the shaft to the east here. What I am saying is, there's nothing that obliges us...we've never voted to go east. Frankly, I think there is a much stronger case if you look at the Watt study, if you look at the 2011 data to go north which is what I've been saying for a number of years. It's shorter. It's cheaper. It has a higher ridership projection in 2031 than east. That's not me. That's in the report. That's what the experts said. What about transit-oriented development? Look at what the report says from the experts. There is more potential on Main Street than on the eastern corridor. So I think there's a lot there to take a look at and for us to have or whoever the councillors of the day are or to have that debate when the study comes back next year. As indicated earlier, there's also some ramifications around Portage and Main. So I think it's important to note the historical context. Council in 2011 did say we want to amend the report to make east a priority. However, we have not voted on that. It will be up to the next council to take a look at that and they should take a look at some of the numbers that are there in the 2031 report. Going north is shorter, it's cheaper, it has a higher ridership potential. So I respect the whole debate about the Louise Bridge.That is important, but I think if that's the key thing then some of the alignment discussions will need to change. Secondly, the whole idea that we said in 2005, we're going to go all the way out…let's be clear, 2005 was a much more comprehensive look at, we're going to go out to Grey in a corridor than on the street, but at the same time we're coming down St. Mary's, Main, Portage, Henderson so frankly, from my perspective, back to the future to 2005 would probably be more comprehensive and I think deal with some of the problems that we have within an affordable timeframe. I also think it would offer something to various different parts of the city...

Madam Speaker: Councillor Lukes moves extension. All in favour? Contrary? Carried.

Councillor Mayes: To the northeast, to the west, to the north and to the south. So I think this is commendable that we are going to be taking a look at it. Councillor Allard's made some pretty eloquent arguments and gotten into some arguments with some people about the whole idea of going down Provencher. He's going to bat for his ward. I admire him for it. As I've said publicly, I will do the same for my ward and have that discussion. But we can have that discussion or whosever here next year can have that discussion, but I think it's important to be very clear on the historical context. And I want to thank the Mayor for consistently saying, we haven't vote on where we're going next. I'm not against BRT. I voted for it. I was one of the nine people here like you Madam Speaker, who voted in a historic decision to build that southwest leg. I don't regret that, I think that was the right thing and the data showed it. Where we go next or if we go

next I think is subject to a separate vote. So I certainly make these comments. I feel I've got a pretty good record of being in favour of transit expansions and having voted for the BRT, but I have to say, this is…been waiting four years to have a debate and discussion about where to go next. I think there's a pretty good case to go north or there's a pretty good case to look at that 2005 model which would offer something to a number of different wards. Thank you.

Madam Speaker: Thank you, Councillor Mayes. Next is Councillor Gillingham followed by Councillor Eadie.

Councillor Gillingham: Thank you, Madam Speaker. My council colleague from St. Vital has covered the BRT discussion. I would like to make some comments actually on Item No. 2 and that's that this transit master plan and combining the two reports is important. It does make sense. I'm certainly supportive of this motion. But my understanding too and my expectation and it's articulated here in 2A is that this report, when it does come forward, will also answer several…should also answer and address several of the questions and concerns that are raised by many within Winnipeg about the current level of Winnipeg Transit service. Develop a long term plan to include but not limited to appropriate financial projections, service goals, performance metrics and related benchmarking data as well as capital investment plan and financing strategy. So that to me is a comprehensive look at how…it should be a comprehensive look at how Winnipeg Transit is doing presently. How it's doing against benchmarks providing the…publicly performance metrics and service articulating service goals to improve and enhance the current service delivery for the sake of all riders that are currently using Winnipeg Transit. So I think that's very important and I did want to highlight that. Often the discussion is fair…you know, it comes…it turns to bus rapid transit, the current project that is being developed and whether or not future legs are built and when they are built and how do you pay for them and where are they are built. Those are important. We're going to have those discussions. We're going to vote on that in due course. But I do want to highlight the fact that currently Winnipeg Transit provides a service and it's the aim of transit and certainly the aim of this report to identify ways to improve and enhance the transit service that is currently being provided. I also want to just draw your attention to Item No. 3 in this report because this dovetails in my mind, it dovetails very perfectly...should dovetail perfectly with our move towards multi-year operating budgets, balanced operating budgets as we've just decided on at a recent council meeting. The goal is that by 2020, 2020 would be the first year that we would move to a multi-year operating budget that is balanced. And if you take a look at the timelines and the target dates where these plans are put in place and a draft master plan puts in place, this should afford the next council the opportunity to have the dialogue and have the information needed on transit when establishing a long term multi-year budget both capital budget and operating budget. So this is important. These timelines are important. We don't deal with transit in isolation when we're talking budget, we deal with all the departments and the utilities when we're talking about establishing budgets. So the timelines here as articulated in No. 3, I am certainly supportive of because they are very important and will feed directly into our multi-year budgeting plan. And so I'm certainly supportive of this report.

Madam Speaker: Thank you, Councillor Gillingham. Councillor Eadie followed by Councillor Schreyer.

Councillor Eadie: Thank you, Madam Speaker. Oh, Madam Speaker, we're getting into a whole debate about transit. Anyway, when the idea here is to combine studies and take a holistic look at our mass transit system. That's the transit system which is a sub set of our transportation plan…overall plan. Madam Speaker, I'm hearing…even before I was elected to Council, I believe I read a report that did recommend to go to the east corridor first after southwest was done. I didn't want to read through a report or whatever but that wasn't this council and that wasn't the previous council that was looking at priority. That was the council before that, '06-'10. Madam Speaker, I keep hearing talk about how north is, you know, more important and potentially higher ridership and how do you set your priorities? Well, Madam Speaker, this morning, I took the opportunity to just walk up to…from Salter to Main Street today at Jefferson. And at Jefferson and Main I got on a 32 express bus and I was at William and Main, City Hall, like in six minutes, maybe seven. Like it went fast. Just like wow. There is rapid transit. The diamond lane there, at least inbound into downtown, Madam Speaker, is quite good. The complaint I hear about the 32 route before it hits Jefferson, it is not an express bus, it stops at every stop and the complaint I hear is there's not enough of them. That's the complaint I hear. If there was more of them, then they can handle more of the passengers. So I…like I don't know where people get the idea of what's priority…priority here, priority there. What I do know, Madam Speaker, incidentally when you start talking about transit, the bottle neck for transit just as it is for the motor vehicles, is all those vehicles coming off the Disraeli from Henderson Highway and all those vehicles coming in from north Main Street, they all merge over there at Alexander. And I have to tell you, there is a diamond lane that gets the buses quickly up to William. That diamond lane ends actually I believe at City Hall. But there...and so the advantage to transit there is that, like even without opening up Portage and Main to pedestrians, the motor vehicle…so this is why people should take the transit…take the 32, take the 18. It's faster because you're not going to get bottlenecked at Alexander and Main where the Disreali's coming in as well. So you know, like, the transit is the advantage. It's there already. More passengers should be on it. We don't promote it I guess, I don't know. I'm standing here today promoting it. Catch the 32. It only stops a couple of times on the way into downtown on your way to work. It's fast. Anyway, this master plan, combining the plans, service and everything, I think it's a great idea. Really, let's make sure we know transit is moving ahead. Plan stuff appropriately and actually, while coming up with these plans, you know, it's essential to lever money from other levels of government to have a proper

plan so that you know when you go to ask for that money, you can explain it. It's done. It's a good thing. So I'm all for that. And they can also...transit can also…when they're looking at it, you know, Public Works runs the rest of the transportation system, the roads and all that so Transit, you know, when they're coming up with these master plans and working with this, part of what I'm sure our administration will be doing is Public Works and Transit will be talking together to talk about needs and doing different things. And actually, they should talk to other departments too because they have stake in property and development all along Main Street or Regent or St. Mary's Road or all these different places, Madam Speaker. So I just thought I would point that out. I support the report. And actually, I didn't realize and I missed the vote at IRPW, but I'd like to thank Councillor Gilroy for moving ahead the low income pass. Every other major city has one and I don't know why we don't. Thanks.

Madam Speaker: Thank you, Councillor Eadie. Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. Comes to the end of the term the last season of the term and finally it looks like things are going my way. It's taken awhile. When it comes to the issue of Portage and Main, it looks like the people I represent and Winnipeggers in general, look like they're going to get their say on whether we open up Portage and Main. Also considering the fact that I've said from the beginning of this term, we've got a systemic problem with bus rapid transit that I couldn't support. I see right now in the last season of this term. We're pulling back for a systemic reanalysis of where we're at in terms of bus rapid transit. Took to the end of the term to see this, but it's actually happening right here today. I'm kind of surprised but it does make me feel rather gratified in terms of consistently putting my concerns out there. However, Councillor Mayes was talking about the Watt's study in 2009 and fair enough, he knows more about that than I do. I wasn't here. And what I do know, he's wondering why it seemed to be that the next phase was pointing eastward to Plessis. I have to admit, Madam Speaker, throughout my entire term here, it seems to be that's all we were talking about in terms of the next stage. And I had nothing to do with it. It was happening around me, Madam Speaker. We had public engagement...public engagement…public consultations in my ward. Luckily, I had a chance to get to one by virtue of Chair Mayes allowing me time during lunchtime to get to one of these public care…public consultations because they happened to be while I was on public business…city business, but I got to one. What were they talking about? How the rapid transit's going to get to Kildonan Place and to Plessis. It was a big conversation this term. I didn't hear much about any other phase besides the one to the U of M except for the eastern corridor. So Councillor Mayes is wondering how is it since we didn't vote on it that it seemed to be a perception that that's the way we're going. Well, I'd like to know the answer to that especially considering the fact that it's not my fault, Madam Speaker. I sort of took it for granted because that's what everybody talked about. I was told that that's the next phase. It may not have been official, may not have been voted for it, but in fact, that was the big consideration. Councillor Allard's executive assistant, Ryan Palmquist burned the midnight oil spending days and nights trying to figure out the plan for BRT to go through St. Boniface to Transcona. It was a very serious issue for numerous city councillors for various reasons whether they be on the standing committee, whether they goes…it's involved with their wards or for whatever interest they may very well have as responsible members of Council. Having said that Madam Speaker, well, looks like we're going to pull back, have a reanalysis and now we're told, well, it's not…the next phase isn't necessarily going to Transcona. Well, that's fine. We'll be making our decisions. What I'm pleased to see, Madam Speaker, is we're going to pull back, have a reanalysis of this and see where we're coming from. Now, whether...well I have to admit, Madam Speaker, it was such a consideration and such a priority by the administration that in fact, I did have my private consultation with the administration on the next phase of rapid transit and that being to Transcona to the extent that when I had one of the meetings with a rep from Transit. In fact, I invited Jim Maloway because it was that serious. It was…we are looking at how the Louise Bridge would be involved in the next phase of rapid transit and it was that imminent that we were having these discussions that I invited over the local MLA. Some of us will know…many people in Elmwood and East Kildonan will know how important the Louise Bridge is to us and the fact that time is ticking. That's an old bridge. I think the second oldest bridge in the city right now. And we've got to do something about it. So my point Madam Speaker, on that is bus rapid transit or not, we still need to deal with the Louise Bridge. I'm glad to see that it's not off the radar when it comes to this and we have a chance to take a responsible reanalysis of rapid transit and not forgetting the Louise Bridge. Thank you, Madam Speaker.

Madam Speaker: Thank you, Councillor Schreyer. Any further speakers? Mr. Mayor.

Mayor Bowman: Thank you, Madam Speaker. I know it's been a long day so I'll keep my comments very short. I want to thank our chair of IRPW. I know he's taken on the role very seriously and one of the biggest I think most important files that we have as a council is to build a public transportation system that is safe and is reliable and is efficient and we've got a lot of work to do. One of the biggest challenges that we have going forward in the next council will have…is the changing financial support from the Provincial Government. That is putting already incredible pressures on Winnipeg Transit, but we shouldn't be deterred. We still need to move a lot of people around and as our city grows, so too will the need for safe and reliable and efficient public transportation, both regular as well as of course, rapid transit. And so we've got a lot of work to do. These various studies and reports I think will play a huge part in advising and informing Council going forward. I do want to thank Councillor Gilroy as well as Councillor Gerbasi who I know have long

championed a low income bus pass and that is something that is particularly needed right now given the fact that Council in the last budget was forced to make very difficult decisions to increase transit fares at a rate that I know no one desired but was forced upon us by a cut from the Provincial Government in terms of the funding levels for transit. So we've got a lot of work ahead, but I feel comfortable with the direction we are going in these reports and the consolidation of them at this time. Thanks, Madam Speaker.

Madam Speaker: Thank you, Mr. Mayor. Councillor Allard to close. Okay, I'll call the question on Item 1. All in favour? Contrary? Carried. We'll now have question period for our chair. Any questions for Councillor Allard? Councillor Lukes.

STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS
QUESTION PERIOD

Councillor Lukes: Councillor Allard, through Madame Chair, Madam Speaker, very soon, I say very soon, but very soon the Southwest Rapid Transit Corridor will be up and running, Spring of 2019. And it's my understanding that we're going to be launching a series of fall public consultations on route changes. I'm just wondering if you have anything to add to that or comments on that or…I know we're going to be looking to implement somewhat of a high-frequency service, trying to shift to that model, and I'm wondering if you've got any comments or insight you'd like to add to that.

Madam Speaker: Councillor Allard.

Councillor Allard: It's the first time I got the question. I'd be happy to get back to the Councillor either offline or at the next council meeting.

Madam Speaker: Thank you. Any further questions? Okay, seeing none, we will move on to the Standing Policy Committee on Water and Waste, Riverbank Management and the Environment…or pardon me, just before that is the Standing Policy Committee on Finance. There are no reports, no motions, no by-laws but we will have question period for our chair. Any questions? Councillor Morantz.

STANDING POLICY COMMITTEE ON FINANCE
QUESTION PERIOD

Councillor Morantz: Thank you, Madam Speaker. I just wanted to ask the Chair of Finance, through you, Madam Speaker, for an update on Moody's latest report on our credit position. If he could answer that through you, thank you.

Madam Speaker: Thank you. Councillor Gillingham.

Councillor Gillingham: Thank you, through you, Councillor or pardon me, Madam Speaker. I want to thank the Councillor for his question. Yes, the Mayor did mention this in his open remarks, oh many, many hours ago. He mentioned this, but again, it's largely good news. As yesterday, Moody's issued an update affirming Winnipeg's "AA stable" credit rating. And just to reiterate, Moody's based their rating on the City's "disciplined financial planning and track record of solid operating surpluses despite recent funding challenges," based their rating on "economic diversity provided a buffer against volatility in economic cycles" and they based their rating on "strong governance and management structure and mature institutional framework". I just want to read a couple of highlights directly from the report. Their summary states that the credit profile, City of Winnipeg, the Aa2 stable, "benefits from the City's disciplined fiscal planning and track record of solid operating surpluses, a diverse economy and access to stable and predictable own-source revenues in the form of property taxes and user rates". The report goes on to state that Winnipeg uses "effective multi-year planning which helps it identify and manage potential operating pressures. In our view, the City's governance and management structure remains strong and includes prudent financial systems and policies for both debt and cash management. Conservative asset management policies ensure cash and short-term investments remain accessible and liquid." So overall, it's a very positive report for the City of Winnipeg, which should be well received by all and by the investment community. However, there is a caution that I must once again draw our attention to, and the caution relates to the amount of debt forecasted in our six year $2.2 billion capital program. And I did raise this, I know when we brought in our and announce our 2018 budget. There's a lot of good news in the 2018 budget. The one thing the Mayor and I did talk about, you know, is the City's reliance on debt. And I do want to raise that again as a caution to this council and hopefully, not hopefully, by necessity to future councils as well. Moody's noted in the report and I quote, "The credit profile is constrained by Winnipeg's debt burden." And they go on to say that, in fact, the Aa2 stable, "rating could be upgraded if the City were able to successfully contain the rise in its debt burden and/or cash and investments

relative to debt levels increased meaningfully." So while this is overall a good report from Moody's, it affirms our rating and the credit opinion of Moody's maintains us where we are at, which is really, really good news. I do remain concerned personally about the debt forecast as it relates to the City's capital plan. And so the use of debt and the use…and the capital plan in general needs to be a topic, a focus discussion for the new council when the 2019 budget is developed and certainly when the four-year, multi-year budget is being developed as well. And so, good news, but we need to be aware of certainly, what is put before us and certainly keep in mind that the decisions we make as far as how, what the capital program ultimately will be in future years and how we fund that capital program, how Council, I should be careful, funds that capital program through years 2019 and then 2020 and onward, really needs to be a topic of very careful and prudent discussion for the sake of building a growing city on one hand but yet, ensuring that we don't leave future generations with unaffordable debt. So it'll be I believe a really rigorous discussion, a good discussion for future councils to have. Thank you.

Madam Speaker: Thank you, Councillor Gillingham. Any further questions for our chair? Seeing none, moving on to the Standing Policy Committee on Water and Waste, Riverbank Management and the Environment, Councillor Mayes.

**REPORT OF THE STANDING POLICY COMMITTEE ON
WATER AND WASTE, RIVERBANK MANAGEMENT AND THE ENVIRONMENT
DATED JUNE 28, 2018**

Councillor Mayes: Thank you, Madam Speaker. I'll move Items 1 through 3 inclusive.

Madam Speaker: I'll call the vote on Items 1 through 3, the report dated June 28th, 2018. All in favour? Contrary? Carried. There's no motions, no by-laws, question period for our chair. Any questions for Councillor Mayes? Next is the Standing Policy Committee on Innovation. We'll get right into question period for the Chair, any questions? Next is the Governance Committee of Council. Councillor Gilroy, will you move on my behalf the report of June 27th, 2018?

**REPORT OF THE
GOVERNANCE COMMITTEE OF COUNCIL
DATED JUNE 27, 2018**

Councillor Gilroy: Yes, so moved. Oh, do you need me to read the by-law?

Madam Speaker: There is one item.

Councillor Gilroy: Okay, yep. Move Item No. 2.

Madam Speaker: All in favour? Contrary? Carried. We'll now move into the by-laws, thank you. Councillor Gilroy.

**GOVERNANCE COMMITTEE OF COUNCIL
CONSIDERATION OF BY-LAWS**

Councillor Gilroy: Move that the By-law No. 73/2018 be moved to…

Madam Speaker: Yep. All in favour? Contrary? Carried. Okay, so noted, thank you.

Councillor Gilroy: Okay, and…

Clerk: By-law No. 73/2018.

Madam Speaker: Councillor Gilroy on the second reading.

Councillor Gilroy: I'll move that By-law No. 73/2018 be moved.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 73/2018.

Madam Speaker: Councillor Gilroy on the suspension and the third reading.

Councillor Gilroy: Yeah, move that the By-law No. 73/2018.

Madam Speaker: All in favour? Contrary? Carried. Councillor Lukes, will you move adjournment? All in favour? Contrary? Carried. Madam Clerk, roll call.

ROLL CALL

Clerk: Madam Speaker Councillor Sharma, His Worship Mayor Bowman, Councillors Allard, Browaty, Dobson, Eadie, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan and Schreyer.

Council adjourned at 4:09 p.m.