COUNCIL OF THE CITY OF WINNIPEG
Thursday, July 18, 2019

The Council met at 9:41 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 Nason.

ROLL CALL

Clerk: Madam Speaker Councillor Sharma, Councillors Allard, Browaty, Chambers, Eadie, Gillingham, Gilroy, Klein, Lukes, Mayes, Nason, Orlikow, Rollins, Santos, and Schreyer.

INTRODUCTION AND WELCOME OF GUESTS AND ANNOUNCEMENTS

Madam Speaker: Thank you. I would like to now recognize our pages for today's meeting. Please welcome Pearson Montgomery who attends Kelvin High School and resides in the Charleswood-Tuxedo Ward. Also we have Jasmine Do who attends the Maples MET School and resides in the Old Kildonan Ward. Thank you for serving Council today. Councillor Chambers, our Deputy Mayor, for his opening statement.

Councillor Chambers: Thank you, Madam Chair. I rise today to talk about one of Winnipeg's most valued gems. As I channel my inner Mike Ruta wearing my Jamaican bow tie today, I want to talk about Folklorama. Folklorama is the largest, longest running multi-cultural festival of its kind in the world as determined by the International Council of Organizations of Folklore Festivals and Folk Arts. Folkorama began here in Winnipeg in 1970 and is a celebration of Manitoba's centennial and has grown into an annual two week festival of global, cultural activities that takes place over the first two weeks of August. This year there will be 45 volunteer run pavilions, participating and showcasing unique cultures in venues throughout Winnipeg. Pavilions feature lively entertainment, cultural displays, warm hospitality and authentic ethnic cuisine, something that I'm very much looking forward to. There is an importance to celebrating diversity here in Winnipeg and throughout the world. Cultural events like this provide opportunities to raise awareness of the contributions that have been made by all communities in Winnipeg as we are largely a community compromised of individuals who have immigrated directly from their home country to our city or settled here over generations. Regardless of our humble beginnings in Winnipeg, Folklorama demonstrates how we have contributed immensely to our city in sports, arts, government, business and education, to name a few. And that our contributions have helped to build an inclusive and welcoming city for all Winnipeggers. I encourage all Winnipeggers to make Folklorama part of their summer activity, marking Folklorama's 50th year of festival. Thank you.

Madam Speaker: Thank you, Councillor Chambers.

MINUTES

Councillor Mayes moves that the Minutes of the meeting held on June 20th, 2019 be taken as read and confirmed.

Madam Speaker: All in favour? Contrary? Carried. We'll now move into delegations. Councillor Eadie.

Councillor Eadie: Madam Speaker, I would like to add an additional delegation. I believe it's for five minutes no, questions. Mr. Josh Brandon, who wants to speak to the shareholders' approval of the sale of Portage Place.

Madam Speaker: Is he in opposition or support?

Councillor Eadie: I think he's in opposition.

Madam Speaker: Okay, so noted. All in favour? Contrary? Carried. Councillor Gilroy.

Councillor Gilroy: Madam Speaker, I also have five names that I wish to add to that list on the same item: Jenna Wirch, Kakeke Thundersky, Val Cavers, Angie Herrera and Sandra Somerville.

Madam Speaker: Is there one more? Leslie Harrison?

Councillor Gilroy: Yes, sorry. Yes.

Madam Speaker: Okay, and they are in opposition?

Councillor Gilroy: Yes.

Madam Speaker: To the same item. All in favour of adding these names? Contrary? Carried.

DELEGATIONS

Madam Speaker: We'll now call up our first delegations, Mareike Brunelli. Ms Brunelli is the Director of Central Neighbourhoods. She is in opposition to Item 10 of the report of the Executive Policy Committee dated July 9th, 2019, regarding Shareholder Approval for the Sale of Portage Place Shopping Centre. We'll put ten minutes on the clock. Our next delegation is Ms Chantal Shivanna Ramraj, if you could also come down to the bench at this time. Welcome.

Mareike Brunelli: Thank you. Good morning. Thank you for the opportunity to speak today about the potential sale of Portage Place. My name is Mareike Brunelli, I am the Director of Central Neighbourhoods, a neighbourhood radicalization project of the Spence Neighbourhood Association in Central Park, Centennial and West Alexander. I am here today to oppose the sale of Portage Place from the North Portage Development Corporation to the proposed Toronto-based Starlight Acquisition Limited without any consultation with the residents of this neighbourhood. The speed at which the City of Winnipeg has approached this process is astonishing. Here we are, less than 15 days after the media first reporting on it. None of us here speaking today, although representing a broad variety of stakeholders with all kinds of regular channels of communication with both The Forks North Portage and the City, none have heard anything about this. Many in this neighbourhood cannot afford cable or 24/7 access to the internet or a phone. News flies by word of mouth and that's how many learned about this proposed deal. Just last weekend when some community organizers walked around the food court at the mall and in Central Park to collect stories for the Humans of Portage Place online platform, it all bears a resounding similarity with the Youth for Christ deal from 2014. It is concerning times in this community. We see public space shrink before our eyes especially in downtown where empty, unaffordable condos tower over people with the most modest means. We see increased regulation of spaces of who can and cannot be in their spaces and a clear message of who is welcome and who is not. There seems to be this understanding that north Portage and downtown are places of business, commerce and profit. But people live in this areas. This is their community and we seem to keep forgetting that. If we always and only consider investment and development without including people in the equation, we will always leave people behind. Because those voices unfortunately don't seem to weigh as much as private dollars. There sure is a cost to not investing in the inner city and its people. Just yesterday we heard about a letter penned by Chief Smyth to all Winnipeg Police Service officers remarking his frustrations with how thin the service is stretched likely because of the meth crisis. Antipoverty advocates have highlighted that we are rather witnessing a poverty crisis of which meth is one of the symptoms. The underfunding of preventive measures such as community supports or housing cannot but intensify the pressure on systems that are only reactive. We know the City is just one level of government but we would rather see investments in community than gifts to the private sector. Let's not forget there is no community centre in north Portage or Central Park. Mayor Bowman himself reminded us of the importance of those faces just last December. Community centres are at the hearts of where we come together as neighbours, friends and families. They’re gathering places where residents celebrate many different milestones and aspects of life, he said. Portage Place serves that purpose. It is our de facto community centre and a lively, diverse and busy community hub, hosting a food court, benches, the fountain, the piano and community organizations that offer so many services and programming. Horizons Learning Centre offers adult ed in the core area. Upbeat Art Works promotes mental health awareness by featuring art works from Upbeat studio alumni. Studio 393 offers art and music programming for youth. Family Dynamics builds healthy families. What message is the City of Winnipeg sending to the residents of this community when its representatives are willing to sell this land without even consulting them? This land the City’s preparing to sell is public land. It’s Indigenous land. It’s stolen land. How many Indigenous community representatives elected or not did the City actively reached out to or consult with before starting this process with a private, for-profit company from Toronto? If this deal does go through, what happens with the $47 million of revenue? According to the news outlets, The Forks North Portage spokesperson say the deal would have to replace revenue The Forks is currently using for funding from the parking in north Portage. Why is the revenue generated in north Portage being floated over to The Forks when this area could sure benefit from it? After all, isn't north Portage in need of more

investment? Preliminary information from the EPC meeting mentions community and stakeholder consultations as a requirement after the deal is made. The City of Winnipeg should not leave this onus of consulting with the community to the new owner. After time and time again of history repeating itself, Winnipeggers cannot be so naive to believe that a community has any leverage with the private sector even when promises are made, even when conditions are signed on paper. The work central neighbourhoods and all of the neighbourhood renewal corporations in Manitoba do within their boundaries and collaboratively is based on extensive community consultations where residents and stakeholders and their needs and hopes for the neighbourhood for the following five years. Looking at the current centre five year plan, it appears evident in the section of inter-cultural relations, how much potential Portage Place has to play in the implementation of this plan. The plan calls for developing ways to explore diversity, advocating for 24/7 safe spaces, providing spaces where everyone is safe and respected to connect in meaningful ways, developing programming for low income adults, seniors with an effort on reconciliation and relationship building between the Indigenous people and newcomers. The familiar sound to this is the informal role Portage Place plays now. Can you imagine what could look like if the community had a chance to make it better? Many after me will share their reasons to oppose the item, on behalf of the community of central Winnipeg, I ask Council to press pause on this process today to let the community ask questions and also bring forward some answers as to what north Portage and its people really need to flourish as a neighbourhood. Thank you.

Madam Speaker: Thank you. If you can stay on the floor, we'll have questions momentarily. I'll call the next delegation. You can just have a seat on the bench. The next delegation in opposition to the same item is Ms Chantal Shivanna Ramraj representing Central Neighbourhoods Advisory Committee. Welcome.

Chantal Shivanna Ramraj: Thank you. Good morning everyone, thank you for allowing me to be here. So an engineer collects data, a painter measures, a cook preps, teacher lesson plans. When starting any project, a city councillor consults, but in this case there has been no consultation. It feels purposeful. Why leave out the perspectives of those who actually use the space? I wonder, who do you see yourself as representing? Perhaps some of you are councillors for constituents who do not go to Portage Place. Perhaps you believe that entire cities should be designed only for your constituents. Perhaps you believe that those who currently use the space don't deserve it or aren't making the best of it by gathering, creating art, shopping, playing music, round dancing. Perhaps you haven't been to Portage Place very often to witness the beauty of all the people there. Perhaps you have never seen a mall advertisement look like what Portage Place looks like on the inside. Maybe this makes it a little hard to make sense of this space. Maybe this makes you a little bit uncomfortable, a little confused. Yes, we may be brown or black or Indigenous. We might wear clothes that you wouldn't. But all Winnipeggers, all people, deserve a space to feel like we belong. I am a teacher and I know the ramifications of making someone feel like they don't belong. Doing this to entire communities, it never benefits anyone at the end of the day because at the end of the day we are all actually connected. Our connection as Winnipeggers is relevant here. Please do not sell Portage Place to developers from Toronto at least not without consultation. What do you see your role as, as city councillors? There is an interesting trend in Hollywood now. For years, black audiences were completely ignored. There were even e-mails from executives which stated this as an intentional fact. There is an assumption that telling stories by people of colour with people of colour was not profitable. Recently, the trillion dollar buying power of black audiences has been realized with movies like 'Black Panther' and 'Get out'. Cue movies like the 'Little Mermaid' and 'James Bond' actually finally featuring black people as main characters, as existing, as belonging, as creating. The most needed stories, it turns out have become some of the most profitable. And yet the long term benefits, both monetary and not, are immeasurable. Imagine if Portage Place consulted with its shoppers and visitors about what was sold, who sells it, and how the space was used? The sale of Portage Place can't possibly be about money though. How can it be about money if the sale price is set so low? It's about whose money. Do the dollars spent at Portage Place right now mean less because of who spends it? It must be about something else. I urge you to think about what your reason is if you vote to sell to a company from Toronto, which has said nothing about the people of Portage Place…the people Portage Place currently relies on to exist and profit. I want you to think about that as openly and honestly as you can. So what would be the realized reconciliating decision? Portage Place is a dream. Maybe not as an ad for a mall but it's a literal ad for a peaceful future with so many different cultures and peoples coexisting and intertwining. Yes, like any mall there are incidents which reveal people struggling financially, socially, structurally, but I can't think of any public policy which disenfranchises people more as one that reduces these incidences. Instead of taking away what the Portage Place community has built on their own, have you seen the work of Studio 393? Have you heard the amazing pianists playing at Portage Place? Why not build on that. What do you see your role as, as city councillors? There are many wonderful suggestions made on the Humans of Portage Place social media, a group that did the work of consultation for us as a city. I invite you to take a look at what Portage Place actually is and actually could be. But you won't be able to if you vote yes for this sale today. Shouldn't we be putting people before profit anyway? But if that's what you are telling yourself is the most important, then why choose for these funds to go to Toronto and not stay here in Winnipeg? Thank you.

Madam Speaker: Thank you for your presentations. We will now take any questions for these two delegations. Any questions? Councillors? Okay, seeing none, we'll move on to…next delegation is Ms Rosanne Hill Blaisdell. She is from

Harvard Development Inc. and Mr. Michael Banman from Stantec Architecture. They are in support of Item 5 of the report of the Standing Policy Committee on Property and Development, Heritage and Downtown Development regarding the Development Agreement Amendment for 201 Portage Avenue. Thank you. We'll put ten minutes on the clock and we will take questions following their presentation. Welcome. You have the floor, go ahead.

Rosanne Hill Blaisdell: Deputy Mayor Chambers, members of city council, as was mentioned, my name is Rosanne Hill Blaisdell with Harvard Developments and our company along with TD Greystone Managed Investments Inc. owns the office building known as 201 Portage. I would like to acknowledge that this asset is on treaty land and here today with me is my colleague, Michael Banman from Stantec Architect…Architects. We are here today in support of the amendment to the development agreement which contemplates the recapture of the current pedestrian arcade in front of 201 Portage.

Michael Banman: So in 1987, a wind study was developed to shape the design of 201 Portage, unlike all of its neighbours. This was kind of a unique condition that was required at that time. The study led to the development agreement that required the owner to provide a protected walkway screening pedestrians from inclement weather and the responsibility of prohibiting pedestrians from using the public sidewalk during winter. The development was meant to enhance pedestrian comfort, safety and security, create an identity appropriate to its urban context, contribute to the image of Portage and Main, animate the interface between interior and exterior spaces. Thirty years ago, 201 Portage was constructed in accordance with a development agreement, since then pedestrians have preferred to take the public sidewalk. And I have shared this story before and I'm going to share it again with you. Those of you who have heard it, I'll share it anyway. But what's interesting about this is at that time, when the original developer was required to provide this pedestrian walkway, they were required to block the public right of way. It's actually part of the development agreement, is to block the sidewalk and force the public through the arcade. What's interesting about this one is that you are forcing people off of public land, that's interesting. But the other part of it that what the public did was, they walked up to the barrier, they looked at it, they looked around, saw no construction, stepped over and kept walking. And frankly people have been walking around it ever since. No one has really used this walkway at all. And those barriers were expensive at the time and were actually stolen within one year, sort of a fascinating and humorous bit. The protected walkway meant to screen pedestrians screens the commercial unit inside making it undesirable, unleased and vacant. Without eyes on the street, the walkway is used primarily for smoking and other forms of exchange becoming a security concern. It should also be noted that this…the walkways entirely within the property line so it's all within the purview of 201 Portage and that land and the development. The result, a space that is not comfortable or safe for pedestrians, an identity less significant than its address presents, a landmark unable to fully realize its potential to contribute to the image of Portage and Main, a closed, static interface without connection between interior and exterior spaces. While good intentioned, the approach set out in the development agreement has not succeeded.

Rosanne Hill Blaisdell: So following the success of the major investment that we made in the concourse redevelopment, we are preparing to commence on phase 2 of the reinvestment in 201 Portage and this would, as you can see on…in the package, this will involve a transformation of the existing lobby into a brand new…a brand new lobby with all current finishes and upgraded to stand the test for the next 20 years. It will also involve an upgrade to the exterior, an improvement to the pedestrian realm, a massive improvement to the curtain wall system and the energy efficiency of the building on the courtyard side of 201 Portage and with the approval of this application potentially, also along the front of the building at 201 Portage. So we have come to ask.

Michael Banman: That the development agreement be amended and the clauses requiring a protected walkway and prohibiting the public from accessing the public right of way be removed. We are proposing as Rosanne pointed out and in noted in your packages there, to recapture the walkway. Again, it's entirely from the buildings. There is no expansion to the building at all. It's entirely within the sort of building envelope proper. Through large expansive transparent glass, you're making that connection with the street in place of the screen connecting the interior space with the public realm, thereby making it attractive to potential tenants which in turn puts eyes on the street to making it safer, bringing activity and vibrancy of the building space and the corner, creating an identifiable, leasable space, replacing a blank facade, enhancing the image of the city's iconic intersection of Portage and Main.

Rosanne Hill Blaisdell: And on the second last page or third last page of your package, you can see what the arcade looks like from the corner of Portage and Main today. It is blank and has no excitement or vibrancy or energy that interfaces with the corner. On the second last page, as Michael mentioned, you can see that we're replacing all of the smaller windows and opening it up so that there's an active interface and vibrancy between the inside of the building and the people in there, and the outside and the pedestrians walking around in front of the building. We're very excited because this opportunity also entails the potential leasing of this space which has been vacant for 30 years since the building was built. And in terms of the wind study, as the City prepares its long range plan to repair and upgrade the concourse roof, membrane and concrete barricades, we, Harvard and our partners, we commit to collaborate with them,

along with other property owners at Portage and Main, and we will work with the City to reimagine this iconic intersection and address any wind concerns at that time. Thank you.

Madam Speaker: Thank you. At this time are there any questions for our delegation? Councillor Klein.

Councillor Klein: Good morning and thank you very much for your presentation. And I apologize, I sit on the Property, Planning and Development Committee, but I was at a funeral the day that you presented. I'm wondering…like I'm looking at the plans, and you talked about the…inside your package, you talk about the membrane and the concrete barriers at Portage and Main. So is it your desire that that gets opened or is this leading to that?

Rosanne Hill Blaisdell: I think that decision was made before. And certainly I was up here several months ago in support of the opening of Portage and Main. But these are two mutually exclusive things and certainly, you know, we would like Portage and Main to be opened. But in the event that it isn't, we'd still like the opportunity to completely reinvest in the main floor lobby, and that means all of the main floor lobby and create the opportunity for a tenant to occupy the space. And to improve the face of 201 Portage as it meets the corner of Portage and Main.

Madam Speaker: Councillor Eadie followed by Councillor Nason.

Councillor Eadie: Thank you, Madam Speaker. Just a little preface, I spent some time walking around there and actually I find it easier coming around the corner past 201 Portage in the winter time when the path is packed down and you can sort of follow along but Madam Speaker, I digress. In your plans, are you intending to make improvements to the accessibility of the building, moving in and out and around for persons with disabilities?

Madam Speaker: Thank you.

Rosanne Hill Blaisdell: Do you want to answer that?

Michael Banman: If there is anything that we can do to support that we absolutely will. What we're specifically speaking about doesn't necessarily address those things. There is a second phase following this that will address the plaza and those things be considered more at that time. We'll follow all the requirements around the building relative to accessibility. The main entrance, we're redoing that and we'll restore all the sort of ADOs, the automatic doors operators and things like that, will all be in place. And it certainly will be more…there'll be more opportunities to move in and out of the building with a potential new tenant in that space, which will make it better for that environment.

Madam Speaker: Thank you. Second question, Councillor Eadie.

Councillor Eadie: Madam Speaker, I'm wondering if the proponents for the change and improvements, if they would consider showing design and so on to say our universal design coordinator with the city or to try to engage an accessibility consultant to look at the plans to advise them if there are any issues?

Madam Speaker: Thank you.

Rosanne Hill Blaisdell: Certainly, that's…as we complete our design process, certainly accessibility is a key factor for us and certainly we would be willing to…we are considering it in our design. But we are open minded to discuss it in more detail with an accessibility consultant, yes.

Madam Speaker: Thank you. Next is Councillor Nason followed by Councillor Browaty.

Councillor Nason: Councillor Eadie obviously put a lived experience to some of his questions. Last February, I had the opportunity, unfortunately, to go into the concourse that's been renovated and such. However there is a City of Winnipeg owned lift that's in there that's very antiquated. As part of the design, was the…was 201 Portage involved in discussions about removing those lifts and replacing them with ramps?

Madam Speaker: Thank you.

Rosanne Hill Blaisdell: That discussion has not occurred. The area that we renovated in the concourse where that lift is present, that part of the concourse is, as you mentioned, owned by the City. Fortunately, we were able to continue the renovation and the City did partner with us on that exercise. No one from the City has brought up the opportunity of replacing those lifts with ramps at this time. And certainly if that's something that the City would like to entertain, we are absolutely open to a discussion to incorporate that, yes.

Madam Speaker: Second question. Thank you.

Councillor Nason: Okay. So in the central area where the elevators are located, there is a…I would call it an accessible elevator, that's hidden away behind a short knee wall. In your revised plans for that centre concourse, will that wall be removed so therefore, you know, cleaners won't be parking their floor cleaning machine in front of the elevator when lifts are unavailable?

Rosanne Hill Blaisdell: Yes.

Councillor Nason: Could you learn from that?

Michael Banman: Yes, that wall is gone and that elevator is front and centre so that direct access to it won't be screened by any wall or anything like that. In fact, the whole lobby will become a much larger, grander open space and that will feature right off of it directly.

Madam Speaker: Thank you. Next is Councillor Browaty.

Councillor Browaty: Thank you very much. It's very exciting to see the regrowth and the redevelopment of all the properties at Portage and Main in the last little bit. Just one question about what's being proposed here. Obviously the key entry feature is pointing towards Notre Dame, towards the west. At the moment, there is a convenient access off the arcade down a fairly ugly hallway but into your building. Is there still an intention to have an access closer to Main Street for people trying to access the building say from city hall?

Rosanne Hill Blaisdell: There will be an access into the building but it will…at this point in time, it will be into a tenant…into a tenant's space. And of course we will have all of the appropriate fire exiting and other corridors that are required out of that side of the building.

Councillor Browaty: The intention then is there will no longer be an access for the public into the building and the concourse, closer to Main Street?

Rosanne Hill Blaisdell: At this point in time that's the way it's designed. There is a further…there is a further area of space which we call the bustle that will be developed at some future date, and there will be additional accesses at that time. There are multiple accesses into the building right now. And so, there…we're not limiting people from being able to access it and certainly there's the underground access that the City owns as well into the concourse.

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

Rosanne Hill Blaisdell: Thank you.

Madam Speaker: Next I would like to call forward Mr. Clayton Rudy in support of Item 4 of the report of the Standing Policy Committee on Infrastructure Renewal and Public Works, the report dated June 25th, 2019 regarding Bill 14 the Traffic and Transportation Modernization Speed Limit By-law and Changes to the Highway Traffic Act. If you could please come forward, Mr. Rudy. Following that we will hear from Ms Jillian Wolfe if you could come down. Welcome. We'll have ten minutes on the clock.

Clayton Rudy: Thanks and good morning. My name is Clayton Rudy. I'm active in my community in several ways, but today I am speaking to you only in my capacity as a professional engineer. My engineering degree is a degree in applied science and my areas of specialty include the modern science of road safety engineering practised through project work across Canada and also through volunteering in my professional capacity for most of my career on the National Road Safety Standing Committee of the Transportation Association of Canada whose responsibilities include establishing national practices for road safety engineering. I'm registered to practice engineering in the province of Manitoba through the Association of Professional Engineers and Geoscientists of Manitoba and bound by the Engineering and Geo Scientific Professional Act that requires all members to follow our profession's code of ethics. It is this code of ethics that obliges me to speak to you today. Manitoba Public Insurance wrote in their most current public report that the city of Winnipeg averages 15 traffic deaths and 8,666 traffic injuries per year. I had to double check that number this morning but it's nearly 9,000 traffic injuries per year and 15 deaths. This is approximately one injury every hour and more than one death each month. The transportation network is an engineering system and this engineered system is failing every hour of every day. Establishing statutory or posted maximum speed limits is an engineering decision. It is a risk item that engineering professionals evaluate, similar to the quantity of chemicals used to treat drinking water or the strength of foam insulation on a space shuttle. In the year 2000, insufficient chlorination of well water contributed to 6 deaths in Walkerton, Ontario. In 2003, a piece of foam insulation broke off a fuel tank and damaged the Colombia space shuttle

causing 7 deaths. There was an outcry after each of these events that people should not die from contaminated drinking water or from space shuttle explosions. Both of these events sparked many studies, investigations, changes to engineering practices, much public discussion and media coverage and their own Wikipedia entry marking each point in history. In the City of Winnipeg, there is more than one Walkerton and one Columbia space shuttle combined every year in terms of fatalities. Engineers in Canada are given an iron ring which is a symbol of the ethical obligations of an engineer. The iron ring is worn on the pinky finger of an engineers' dominant hand so that each time we sign our name to a report or recommendation that we are reminded of these engineering obligations. It reminds us that…it reminds us of the many tragic events caused by failures in engineering that are so deadly that these events are named; the Quebec Bridge, Tacoma Narrows, Hindenburg, Titanic, Chernobyl, Walkerton, the Colombia Space Shuttle disaster. I understand that the goal of this by-law is to assume control of speed limits from the province largely in their existing condition which can easily seem like a routine transactional process. Confirming the current default speed of 50 km/h or 30 km/h for back lanes, may not appear to be of great importance and a default speed is far from the only strategy…far from the only strategy to affect safety on public roads, but because of the scientifically well-established relationship between speed and collision risk, and the thousands of kilometres of roads under the City's jurisdiction, lowering the default statutory speeds can have a very significant long term effect on safety. This also includes a positive effect on occupational health and safety for City employees who work on and beside the roads. Establishing the default speed limits within the entire city is a very important engineering decision that is being made by city council. Given the context of the many fatalities, the countless injuries, and that an engineering decision requires those who make these decisions to safeguard human life, it is my professional engineering opinion that these default speeds…the maintaining these default speeds is an unethical engineering decision. Again, in my professional opinion, a prudent and responsible engineer would establish 30 km/h as the default speed for roads in an urban area and 15 km/h as a default speed on urban back lanes. This would not prevent the city from establishing higher speed limits on specific roads using regulatory signs. My profession's code of ethics requires me to act in the public interest and to report to my regulator and other appropriate agencies, any perceived unethical engineering decisions by registrants or others. Given the prospect of an engineering decision made by city council on default speeds of 50 km/h and 30 km/h on back lanes, I have reported this potential unethical decision to the engineering regulator, the Association of Professional Engineers and Geo Scientists of Manitoba, and through this presentation to the appropriate agency which is the City of Winnipeg. This item also has an urgency because of the hourly tragedy that occurs on city roads and the certainty of future deaths. Any delay, given the lives at stake, is also unethical. Therefore, in my professional opinion as a road safety engineer, I recommend that the by-law be amended to read that the default speed be established as 30 km/h except on back lanes where the default speed is to be 15 km/h. Furthermore, I recommend that Council request that in addition to the Winnipeg Public Service being directed to report back to the Standing Policy Committee on Infrastructure Renewal and Public Works within 90 days with a procedure for implementing speed limit reviews and requests as is the current recommendation, to also include a reasonably expeditious implementation plan of the new city-wide default speed limits of 30 km/h and 15 on back lanes. This would allow the Winnipeg Public Service to determine reasonable yet short-term timelines and actions that need to be taken. The science is clear and the urgency is high. This matter does not require further study from a technical perspective. This engineering decision will affect human life. If Council believes that it should make a different life and death engineering decision, I can leave my iron ring with Council so that you can use it as a reminder of the real world consequences of this decision. Perhaps the 2019 Winnipeg City Council will be immortalized in history with its own Wikipedia entry, one way or the other. What should it say? Thanks.

Madam Speaker: Thank you. I'll now call up the next delegation. We'll take questions momentarily. Ms Jillian Wolfe, she's in support of the same item. And we'll put five minutes on the clock. Mr. Clerk, there are some documents to hand out.

Jillian Wolfe: Hello. My name is Jillian Wolfe. I live in St. Boniface with my husband and toddler. I am here today representing Safe Speeds Winnipeg. Safe Speeds Winnipeg supports the motion to approve the draft speed limit by-law with the understanding that it is temporary. We recommend that an analysis of a city-wide speed limit reduction on residential streets include the evidence as reported by Safe Streets Winnipeg and other delegates of the Standing Policy Committee on Infrastructure Renewal and Executive Policy Committee on the impact of vehicle speeds on; risk of death and/or serious injury for vulnerable road users and the health and wellness of people and neighbourhoods, a recommendation to reduce residential speed limits to 30 km/h city-wide, policies as outlined in OurWinnipeg Complete Communities, the transportation master plan and the pedestrian and cycling strategies, an indication that a safe residential speed stakeholder group be initiated with Safe Speeds Winnipeg and other delegates in order to help guide a public communication strategy and policies as they relate to generating public trust. We look forward to continuing to work with the City of Winnipeg to generate thriving neighbourhoods. So I'm a Winnipegger who lived other places for a few years and then I came back. I adopted the transfer station strategy that I always have...

Madam Speaker: Excuse me Jillian, could I just ask you to step back a bit so there's not feedback at the mic. Thank you.

Jillian Wolfe: Sorry. Thank you. I adopted the transportation strategy I always have, using my own two feet and a transit pass. I love the freedom I have as a pedestrian. I just get up and go, whether it be to work or to play. There is no need to scrape a windshield or put gas in the tank or change a tire or wait in traffic or pay for parking. My toddler and I explore the neighbourhood every day. Local parks, the library, coffee shops and restaurants, walking hand in hand, well, sometimes one of us runs away. Looking at sidewalk bugs and saying hello to friendly neighbourhood dogs. It is the ideal way to live in this city. Yes, even in winter. That is until a driver blows through a sidewalk or races down a back lane, ignores a stop sign or screeches up our street passing a slower car. That's when I'm frightened for my children. That's when I realize if my toddler runs away from me playfully, she could be punished by serious injury or death. This terrifies me every day and so that's why I'm here. I want all families to experience the joy of being able to enjoy their neighbourhoods at a slower pace in safety. Thank you.

Madam Speaker: Thank you. Are there any questions? Councillor Eadie followed by Councillor Rollins.

Councillor Eadie: Yes. Thank you, Madam Speaker. My question is for the engineer, Madam Speaker, and I'm just wondering where…I'm wondering if this has been studied, but where we have cities that have 30 km/h as the maximum speed allowed? Has it ever been studied, what effect that has in terms of drivers breaking the law?

Clayton Rudy: Thanks for that question. Just to be clear, there's no city that I know of that has adopted 30 as the maximum for every single road. I was speaking to the default speed limit in the absence of any other sign. So I'm not aware of any city that has adopted a blanket 30. So this allows all of our major fast moving arterial roads to remain at a higher rate of speed, but the default is…you know, the default speed would happen more on our residential streets that are you know, treed and calmer and have very…very little traffic volumes. And the second part of your question was about the effect, oh, on driver compliance. Certainly there will be…that would be part of an implementation plan is to consider enforcement and compliance and encouragement strategies. It doesn't happen overnight and it takes some time to educate drivers and encourage them. So just as is today where there are drivers exceeding the 50 km default speed limit where it applies, there would also be noncompliance on default 30 as well. That being said, some noncompliance occurrences would not, you know, given the safety benefits of a lower default speed, do not seem to have any sufficient technical background to warrant not adopting 30 km/h.

Madam Speaker: Thank you. Next question, Councillor Eadie.

Councillor Eadie: Yes, Madam Speaker. Again for the engineer, he was saying that 15 traffic deaths a year. I am aware of only one in the last number of years that actually occurred on a residential street, Madam Speaker, in that a driver violated a school zone of 30kph and hit a young kid and that poor child died, Madam Speaker. In the analysis that…or MPI's analysis, does it indicate residential versus like a regional arterial road fatalities and injuries?

Madam Speaker: Thank you.

Clayton Rudy: To my…in MPI's report, it did not segregate traffic fatalities by classification of road. And it's true that there are some traffic fatalities that would still occur on high speed roads. That being said, implementing 30 km/h will help as a default speed, will help change the road safety culture and driver behaviour throughout the city. And it's…it would still have a positive safety effect and maybe not as much on the fatalities on high speed roads but on the thousands of injuries and the occasional fatality on our lower volume streets.

Madam Speaker: Thank you. Councillor Rollins followed by Councillor Lukes.

Councillor Rollins: Thank you for bringing health and wellness into the council chambers today. Thank you also for your offer to leave your iron ring with Council as an important reminder. There are too many injuries on our roads. Children and others are made to be too vulnerable and I look forward to the day of children and people not being zoned and school zoned, but our default speeds being 30 kilometres and that being understood by Winnipeggers. You mentioned reasonable expeditious timeline.

Clayton Rudy: Yes.

Councillor Rollins: I want to know what you mean by that. Is that different than what we have here on 90 days? We are adopting a new…we need to have a framework where it's been downloaded by the Provincial Government, a good and positive download for a change. But I wanted to ask you about what you meant by reasonable. And I think I'm quoting you correctly, reasonable through the Chair, my apologies…reasonably expeditious timelines.

Clayton Rudy: Yes. It will take some time to implement this and develop plans for, you know, a broadly successful implementation. I'm not coming here today to recommend every exact step and every timeline. I think there is a lot of

talent and skill in Winnipeg Public Service that can examine this issue over the next few months and determine what they believe is a reasonable yet expeditious timeline to implement a default 30…a default 30 speed limit. So within 90…I'm recommending that within 90 days Winnipeg's Public Service can report back, recommending a timeline. Because it is a fairly…there are a lot of details and it's hard to…you know, it shouldn't be immediately today, I can say that. But it shouldn't wait many years for implementation either.

Madam Speaker: Thank you. Next is Councillor Lukes followed by Councillor Gillingham.

Councillor Lukes: Thank you very much both for your presentations. My question is directed to Mr. Rudy. All over the world it's been proven that speed kills and costs. You noted the many benefits of slowing speed in your presentation, reducing the loss of life, reducing health costs, insurance. The Winnipeg Police Service invest an incredible amount of time in traffic control which is also, traffic control is a top priority of residents. On average, there are more than 35 collisions a day on Winnipeg streets. Obviously, many would involve the Winnipeg Police Service. And as you may be aware, Winnipeg is experiencing a meth crisis and related increases in crime. So the question is, in your professional opinion, if these speed reductions are implemented, do you feel it will reduce the number of calls the Winnipeg Police Service will be making, thereby freeing up their time to put to other issues of policing? Do you feel that by slowing speeds, it will reduce the need for the Winnipeg Police Service to be involved as much in traffic control?

Clayton Rudy: That…it is a tricky question.

Councillor Lukes: No, I just thought…

Clayton Rudy: It's a tricky question. I'll try to speak from my technical background. Is that over time, with strong implementation and enforcement and encouragement and changes to infrastructure, both some easy, low cost changes and as we are rehabilitating our roads and expanding our road system, slowly these, you know, streets will start to evolve as well. And over time, a lower default speed would contribute to fewer fatalities and fewer and fewer collisions on the road that result in injuries. And as it is likely common that in many cases of injury, Winnipeg Police Services' often called to the scene, we could expect a reduction in the amount of police involvement in…for traffic collisions, yes. Assuming that our…I guess you would also have to qualify that, assuming that there's not a…that our…that trip distances and automobiles don't skyrocket. So if it remains roughly the same rate, you know, based on vehicle kilometres travelled and number of trips and trip distance and all that, so if those roughly stay the same, we should certainly expect to see a reduction in police involvement.

Madam Speaker: Thank you. Councillor Gillingham followed by Councillor Klein.

Councillor Gillingham: Thank you Madam Speaker, through you to Mr. Rudy, thank you very much for your presentation. Like many of my council colleagues, I'm certainly open to the discussion of examining a reduction of speed. In the last fall's campaign for re-election, I experienced what many of my council colleagues experienced as we went to thousands of doors across Winnipeg, concern for the speed at which motorists are travelling down residential streets was a top…it became a top issue in my campaign as I hear from residents of every age all across my ward of St. James, concerned with speeding on residential streets or the perception of speeding, just a general feeling of safety. I do appreciate…

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

Councillor Gillingham: With respect to my question, I respect that you are making your recommendations in your professional opinion and you use that term repeatedly and I respect your professional opinion. Is it accurate to say that there may be other engineers who in their respective opinion, may arrive and land at a speed other than 30, perhaps 40 combined with street design? I'm just wondering if you would believe that there is colleagues in your industry that may come to a different conclusion than you.

Madam Speaker: Thank you.

Clayton Rudy: Yes, that's a great question. What exactly should the default speed be and should it be a round number? Should it be 32? Or you know, on a technical perspective, there is probably a certain balance between risk and safety and it would be some decimal number. But if we step back and look at the number of traffic fatalities and deaths and the certainty that default 40 would be safer than default 50 and a certainty that default 30 would be safer than default 40. From an ethical perspective, and based on my experience as a road safety engineer, I would have to strongly recommend adopting 30 km/h as the default speed. And then through implementation and over time, focusing on the most noncompliant streets and with a broad, you know, a broad strategy in place that, you know, default 30 over time will become a more appropriate default speed limit.

Madam Speaker: There is a list. I will put you on the list, thank you. That's going to conclude our question period here. Councillor Klein, would you like to move extension? All in favour? Contrary? Carried. Councillor Klein followed by Councillor Mayes.

Councillor Klein: Thank you, Madam Chair. And thank you very much both for your presentation. I have been fortunate to sit in on our own community halls in Charleswood-Tuxedo-Westwood with public members of our service. As well, I attended Councillor Nason's. We heard in all of those from officers that get called out and they do speed checks in residential areas that the majority of the time, a high majority of the time, the people that are getting ticketed are the people that live on the street. Do you think before we make a decision that might have to be changed or we look at changing it, that possibly we should be embarking on a more elaborate and more focused communication of what speed limits do? What speed limit…what speeding could cause and take our time, not a long time, but take our time to properly analyze what that speed is whether it's 30 or whether it's 40. I note Councillor Gillingham had mentioned the 40 and that's what Calgary has done. So I'm wondering if that's, you know, what you see as part of the problem is we haven't communicated properly what could happen when you speed or what does happen when you speed.

Madam Speaker: Thank you.

Clayton Rudy: Well, I think decades of traffic fatalities on the road probably underscore that there isn't perfect communication or perfect enforcement or perfect understanding from the public. Part of road safety engineering is the discipline of human factors and understanding that drivers will drive to satisfy their goals up to their level of comfort. But increasingly, there are non-physical factors, including public perception and the societal acceptance of speed on our…of excessive speeds on very low volume roads.

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

Clayton Rudy: And certainly as part of an implementation plan, there would be a very well thought out communications plan discussing enforcement and also encouragement initiatives. For example, if somebody drives below the default speed on a low volume street, that they might get a $10 gift card after a police officer pulls them over to thank them, you know, have some positive reinforcement. But there are all sorts of strategies and I don't know all of them. Although, I can say from an ethical standpoint as a professional engineer, that a default 30 is what should be…what should be adopted immediately with the implementation execution and timelines developed by the Winnipeg Public Service.

Madam Speaker: Thank you. Second question.

Councillor Klein: Thank you very much. Very well spoken and good reply. I guess my other question would be, let's talk about enforcement for a few seconds. There's going to be a number of people that will come out if that decision was made and call it a cash grab. And we know that we're having issues in our city with crime. We know the pressure that's being put on the service. At these community town halls that I have had the pleasure to attend as a councillor, we've heard that most divisions in the city have one traffic car that actually is out there for…that's their job is to focus on enforcement. Do you feel that putting the…you know, that it needs enforcement and it needs this attention, how much money would we have to…would have to be dedicated? I mean, you can't answer that question but obviously, there is going to have to be more dollars associated with this to do the enforcement because really only the enforcement will help it sink in more.

Clayton Rudy: Thanks. It's not exclusively enforcement and also it's not exclusively…

Madam Speaker: Councillor Nason, you move extension. All in favour? Contrary? Carried.

Clayton Rudy: It is not exclusively enforcement nor is it exclusively enforcement by police officers. There are automated…there are very low cost automated enforcement methods and it would come as part of a very broad implementation strategy. I can…you know, there is certainly a concern of cash grabs especially for individuals with low income since our fines are not income tested. So we do, you know, some people do get affected quite disproportionately. And I would expect that an implementation plan would be considerate of that and not seek to impose large fine after large fine, but to develop an enforcement and encouragement strategy that over time leads to behaviour change and a much greater compliance of a default 30 speed limit in the city.

Madam Speaker: Thank you. Final question. We'll move on to…Councillor Mayes and Councillor Chambers.

Councillor Mayes: Yeah, thanks, I have a question for Mr. Rudy. A lot of talk there about ethics and your view of ethical requirements of engineers. I have to say in defence of some of…we employ a number of traffic engineers who have advised us for a number of years. Are you aware then, for example, we've had traffic studies on Pembina that indicated

we should increase the speed limit on Pembina south of the perimeter? Are you aware of any ethical decisions, any arising out of your professional body, any ethical discipline against City of Winnipeg engineering staff at any time for their decisions on speed limits?

Clayton Rudy: Again, yes. Establishing the posted speed is an engineering decision and part of that is…

Madam Speaker: That's going to conclude our question period now today. Councillor Browaty moves extension. All in favour? Contrary? Carried.

Clayton Rudy: Establishing traffic speeds is an engineering task and safety is not the only consideration. There is also travel time, traffic characteristics, the number of vulnerable road users on the streets and the risks they face based on the infrastructure, design and other considerations. So it can be quite complicated. And speeds speed limits can go up and down over time and it may be reasonable with great caution, to increase a posted speed in a certain location if it is…if there is a strong justification for it.

Madam Speaker: Thank you. Councillor Mayes.

Councillor Mayes: So I'll take it that the answer is no, you are not aware of any disciplinary action.

Clayton Rudy: Disciplinary action? No, I am not aware of any.

Councillor Mayes: Winnipeg's traffic engineer for the decisions that they have been making. Follow-up question, you indicated you had filed a ethical complaint with the professional body indicating in your view that you felt it would be unethical not to go to 30 km/h. What has been the ruling of that professional body on that complaint?

Madam Speaker: Go ahead.

Clayton Rudy: So if I understand the question correctly there, I have not heard a response back from the regulators. So it's undetermined if they will…what their actions will be. Sorry, did I have that question right? There is no…there has been no response yet.

Madam Speaker: Thank you. Councillor Chambers, 13 seconds.

Councillor Chambers: Yes. Just leading on what Councillor Klein had talked about as well, there are other jurisdictions that have already implemented a residential change of their speed limit. To what…

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

Councillor Chambers: To what degree have you taken into consideration in terms of the evaluation or assessment on what our speed should be? Other jurisdictions that have already implemented speed reductions.

Clayton Rudy: Sorry, could you repeat the question. What?

Councillor Chambers: In terms of your evaluation and assessment on whether or not to reduce our speed limits and what that speed limit should be, have you looked at other jurisdictions that have already implemented this and what kind of push back is there? Does it increase safety outcomes? What is your evaluation of the data that you may have collected from other jurisdictions that have moved in this direction?

Clayton Rudy: A jurisdictional scan is commonly a component of an engineering study but I have not prepared an engineering study on this topic specifically for the City of Winnipeg. Other jurisdictions have lowered their speeds and perhaps the City of Edmonton is a good example of what a very broad road safety campaign can achieve. And they have achieved some very impressive results.

Councillor Chambers: Is that something that you would consider in terms of bringing forward is that jurisdictional scan of the City of Edmonton that has implemented a vision zero strategy?

Clayton Rudy: Yeah, I expect it for an implementation strategy and a report back if there is a report back in 90 days that a jurisdictional scan would be included, you know, including Edmonton's successes in road safety improvements.

Madam Speaker: Thank you. That concludes our question period. We thank you for your presentation today. Next I would like to call forward Mr. Anders Swanson. I'm sorry Councillor Nason, did you have a question? I didn't see your

hand. So let's…we'll also need an extension of time. Councillor Chambers moves extension. All in favour? Contrary? Carried. My apologies.

Councillor Nason: Thank you Madam Speaker. I've got to be more clear in the future. Question for Mr. Rudy. In your professional opinion, some of the speeding challenges that we have in the city, would you correlate that to our traffic lights, the amount of stop signs that we have? Do they have any relation to the matter?

Clayton Rudy: The number of stop signs? I haven't studied that specifically in detail. There are risks at every intersection, whatever the intersection control. Intersections are a very common location for injuries and fatalities. But I'm trying to understand the question. Road safety improvements targeted uniquely at intersections would not, in my professional opinion, would not be sufficient to address all of the injuries and fatalities that are happening every year on the city's roads. It would take more than simply an intersection safety program.

Madam Speaker: Thank you. Second question.

Councillor Nason: Yeah. There is many roadways and Councillor Klein indicated about cash grabs, but there's many roadways within the City of Winnipeg that are divided roadways with two lanes each way or more that are unmarked with speed signs so that's understood to be 50 km/h. Do you think some of the challenges we have or some of the inconsistent speeds that we have on roadways could be misconstrued as should be continuing the same speed as a major thorough fare?

Clayton Rudy: Yes. Establishing the…establishing speed limits is a challenging engineering task and there are concerns about consistency, the number of lanes and the perception of speed.

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

Clayton Rudy: And those are normally studied by…and those are regularly and normally and frequently studied by engineers as, you know, the normal process in the city. But that…but those considerations wouldn't…wouldn't override the strong evidence for over…for lowering the default speed limit in the city.

Madam Speaker: Thank you. That now concludes our question period. Thank you for your presentation today. Next I would like to call forward Mr. Anders Swanson. He is in opposition to the same item we just heard. Following that, Mr. Greg MacPherson representing the West Broadway Community Organization, also in opposition. We'll have ten minutes on the clock for Mr. Swanson, please.

Anders Swanson: Maybe while the materials are being passed around, I'll give a verbal explanation of what they are and the images for Councillor Eadie. Councillor Eadie, I sent you a digital copy of the PDF but I'm not sure if it's going to be formatted properly for a reader but…and the maps are complicated anyways. The first…the first slide in the decks, so there's five of them, is a map of Winnipeg showing all the school yards and sports fields using City of Winnipeg open data. The intention of the map is to show essentially that Winnipeg already has destinations that would otherwise be, for example, zoned for 30 km/h and then showing the sort of the overall image of what that shows. The second slide is, it mentions the key strategic goals of the Transportation Master Plan and also shows some graphs about the pedestrian fatality risk as a function of impact speed. These are very high level based on physics, images. The third one has an image of Winnipeg in the background and shows four different what we feel are the most salient quotes. Maybe I'll save reading them when they come up for my presentation. The fourth one is…it talks about the distances or it's a visual graphic that shows the distance that a child has to travel not in a school zone, in order to get to a school zone. And the caption above it says, "If school zones are a good idea, 30 km/h neighbourhoods are too." And finally, the last slide is Winnipeg and it's now showing another map of Winnipeg. This time it's showing school yards and sports fields with 150 meter buffer which follows the Provincial regulations on school zone establishment. It also shows the on street mixed traffic bike network routes proposed in the Pedestrian Cycling Strategies so all of the things that we're proposing; mixed traffic, schools, splash pads, libraries, those ones don't have a 150 meter buffer if that makes sense. I'm sorry, hopefully that explanation covers it. Thank you, ladies and gentlemen for the opportunity to present. So I'm speaking against the motion or the…based on, first of all the sense of urgency. Second of all, the history…the decision making history and the opportunities missed here. I do respect the fact that you've all had very good questions for the other speakers so far and are thinking about this in the right way. So I really, really appreciate it and it makes me pretty proud to be from Winnipeg, quite honestly, because I know what it's like in places across Canada. But all around the world, 30 km/h is the default speed limit for a reason. I mentioned that in both my Public Works and my EPC presentations. I'm not going to go into that but I just want to talk about some of the really big problems I have with the…and we have with the report. First of all, so in terms of buying more time, the City of Winnipeg has had since March 1st technically where it got notice from the Province of Manitoba that it was now officially going to be able to take on this role presumably and I know you have been involved in discussions before then. I would overall like to have been ready because September 1st happens to

coincide with the school year in particular and in light of the fact that you now have an opportunity to do something really, really important. It's going to be an opportunity missed. Prior to that, Winnipeg was directed to develop a vision zero strategy. That was my last presentation at Public Works was about that. Basically it was crickets for the longest time and nothing. The Mayor at the last EPC meeting asked the delegations to focus on the policy and I felt that the policy or that the motion in front of us was so far off base of what it should have been that we needed to start with basic principles of the physics of traffic engineering and speed limit establishments. So that's what I did, but I'm back here today to kind of address it specifically. So if you could look at page 5 for item number 4 under the section, 'Overall Implications', I would like to quote to you what it says. It says, "It is important to look at the implications of the TTMA," it's the short form for this by-law change, "through four lenses" or actually, the act at the provincial level, "the impact on Winnipeggers at large, the overall impact on traffic operations within the city, impact on process for individuals or groups wishing to request a speed limit change and the impact on city council as the new decision making authority." So let's look at each one of those, please. First, the response under the Winnipeggers at large is I quote, "The by-law will have no noticeable impact on the majority of motorists in the City of Winnipeg." I get that. I get it, believe me, I can read both sides but I just want to highlight that word 'motorists'. That's not what the lenses say. It says Winnipeggers at large. I think that's extremely important. I'm not trying to put a divide between people because most motorists also walk. In fact, they all do unless you happen to be in a wheelchair. But the fact that it says that it has no noticeable impact on the majority of motorists but doesn't say it doesn't have an overall…a noticeable impact on the majority of Winnipeggers is extremely telling in my mind because that is a little bit…leaves wiggle room to get out of the fact that right now we have what is essentially a physical inactivity and chronic disease epidemic. A disastrous slide in the number of children who feel able to walk or bicycle to school and the other presenters already mentioned actually the severity rates for…or the injury rates and crash rates that are happening in Winnipeg. And I just wanted to add one note to that which is that elderly people are overrepresented in the people who get hit and the people who succumb to severe injuries. So the idea that this is a noticeable impact on the majority of…has no noticeable impact on the majority of motorists, really doesn't tell the whole story. And I just want to linger there just for a second because the actual thing says impact on Winnipeggers at large. I'm assuming we all wish to be old, for example. I'll move on to the next one which is traffic operations within the city. You are traffic. It says here that it has…it will basically…it will ensure continuity. The thing is, continuity in Winnipeg right now is an ever increasing amount of congestion and the aforementioned things that I said and essentially, a lack of transportation choice. We need to provide transportation options for everyone. This is a huge missed opportunity to keep the status quo. Third one was speed limit change requests. Now, speed limit change requests is an extremely broken system. There is another item in there you can have look at it, but basically the deal is if you ask the City of Winnipeg that…if you are like the second speaker who spoke for there, if you are afraid of your…for your child's safety in front of your street and you take the steps of searching the City of Winnipeg website and figuring out how it is that you ask for traffic calming, there is a zero percent chance that you're going to be successful according to the review of all of the traffic calming requests that happen. That's another report from the last Public Works meeting. Here it suggests that while we're going to report back with a little bit of a change to that but it also says that it will…the purpose of it is to endeavor to streamline the process for speed limit reviews and studies to mitigate potential for an influx of requests and associated load on city resources. That's the goal? Is to mitigate the potential for an influx of requests and associated load on city resources. If I was a business that would tell me that everybody wants a hamburger and I better start selling hamburgers if I'm already selling tacos. But instead we gloss over that. We move on to something which is…I'll leave the city council part out except for to say that it says that the Public Service will develop a procedure for speed limit change requests setting out roles and responsibilities for the various committees and council as a whole. I would argue first of all that our roles and responsibilities are set within the context of the fact that you just were given the direction that you would be able to do this, you have six months to do it and quite frankly in terms mitigating the impact on council that's not working. Next, I would like to draw your attention to the portion of the report. This is my last point, which says that the recommendation of this report is aligned with the key strategic goal of safe, efficient and equitable transportation system for people, goods and services in the Sustainable Transportation Direction Strategy that supports OurWinnipeg. That's just not true, certainly not safe by any definition. But that is only one of the six directions, actually, that's one of five in the sustainable transportation direction and one of six in the actual Transportation Master Plan. And I would like to point out the other two, in fact, all of them that are, in my opinion, that report is in violation of but I took up a bit of time to explain those images. So maybe if I could get a short extension, I would really appreciate that. Thank you.

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

Anders Swanson: Thank you. The first one is a transportation system that is dynamically integrated with land use. Land use is a transportation strategy and vice versa and it's extremely important to offer those transportation options at a human speed, especially when we share. And what I mean by that is if you look at the land use map of Winnipeg, you'll see a big ring around Winnipeg of streets that don't have sidewalks right now. For example, if you were to change that land use, how would you change that if you don't change the default speed limit and make it safer to share? The second one, and I can't believe that this isn't mentioned in the report, a transportation system that supports active, accessible and healthy lifestyle options was not mentioned as one of the key directions that we should maybe take a look at this

default speed limit and have a second thought. The third one, that's the safer and efficient one, as I said, I don't believe that that is adequately reflected at all. The fourth one is the transportation…is transportation infrastructure that is well maintained. So there was a…I had an engineer, speaking of engineers, I asked the question; how much better is a bicycle than a single truck axle when it comes to road maintenance? And his answer at first was something to the power of 20. I'm not an engineer, so maybe Clayton can help me out with what that number is, but 28, it was a very, very large number. And then he wrote a…replied to me afterwards and said, actually, technically, I think it's infinite. So the idea that this has no impact because it doesn't…that it is keeping the status quo not enabling mode shift, and therefore, keeping the transportation infrastructure system that is well maintained is patently false. Also, mode shift is the only maintenance strategy that we know that actually works. Everything else are little tweaks to what is essentially a way of pouring concrete. Number five is a system that's financially sustainable. I offer you this. We have a $334 million pedestrian cycling strategy. Winnipeg Trails' motto is, "Every trail starts at home", and that is because your postal code matters more than your route.

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

Anders Swanson: That's five and I'm coming to six and six is so obvious that I won't talk about it; financially sustainable. I would offer you that there are thousands and thousands of kilometres of roads in Winnipeg. Most of them are P3s or residential streets. This is a zero cost change to make, fundamentally speaking, because you are not putting up even signs in order to do it. Of course, I would recommend a significant traffic calming budget, a significant communications budget, and a significant effort to make sure that it's actually working because that's how you do it. But nonetheless, there is no action that is more cost effective in the entire $334 million pedestrian cycling strategies for getting more kilometres of streets that are possible to share or feel safer while walking or pushing a stroller or using a wheelchair, what have you, than this particular decision before you now. And the last one is a transportation system that reduces its greenhouse gas emissions footprint and meets or surpasses climate change and emissions reductions goals set by the City and Province. And I honestly really hope that by now we know, as a society at large, and I'm sure you do, and I'm sure that even the person who wrote this report knows and I just want to say that I think that the actual root cause of this is more likely time. I know that the Public Works Department is under intense pressure. I know that there was no specific money dedicated to the development of a vision zero strategy and I know that people's hearts are in the right place but I just want to point out, there is no way we can support it without having major decisions like this, have these portions of OurWinnipeg in the Transportation Master Plan at least commented on, at least saying why we're not following our own policy. That's everything, thank you for the extensions.

Madam Speaker: Okay, thank you. I'll call forward now Mr. Greg MacPherson who's representing the West Broadway Community Organization, also in opposition to the same item. Five minutes on the clock.

Greg MacPherson: Thank you. I'll be shorter than that I think. So my name is Greg MacPherson, I'm the Executive Director of West Broadway Community Organization. And our organization is a neighbourhood renewal corporation and residents association representing the stakeholders of the West Broadway neighbourhood. West Broadway is…I have an elevator pitch that I often use to describe our neighbourhood. It's the only neighbourhood in the city that I would qualify as being a complete community in that you can walk literally to every possible amenity within 5 or 10 minutes. Sixty three percent of our neighbourhood does not own a car and it's incredibly important for our residents to be able to walk safely. Another important characteristic about our neighbourhood is that it is the highest ratio of single parent households in the city per capita and we have an incredible amount of children in our neighbourhood who don't have a lot of supervision. So their safety is paramount. The reason why I'm here today is just to apply a sense of urgency to this question. I respect the importance of consultation. I respect how important it is to get this right, vis-a-vis engineering studies but I also think that best practices in other jurisdictions around the world have shown very clearly that lowering speed limits is incredibly effective on a variety of fronts. And I urge the Council, on behalf of my board and on behalf of the residents of my neighbourhood, to do this and do it quickly. We believe that this is an extremely cost effective way to keep our residents safe and to begin to usher in a culture of health, activity, active transportation and in our neighbourhood more than maybe any other or as much as any other, I think that's an incredible priority. So please do this and do this quickly. Thank you.

Madam Speaker: Thank you. We will now take questions for the two delegations. Councillor Gillingham.

Councillor Gillingham: Thank you, Madam Speaker. A question for Mr. Swanson. Thank you for your presentation. You are consistent and you're certainly engaged and we do appreciate your commitment to this matter. Yes, ultimately now it's Council that will eventually make the determination as far as not only speed limits but you know, what designs we're going to be asking our engineers to come forward with and what the investments will be made. And maybe you can't answer this maybe this is more a rhetorical question. You presented to us the sport…school yards and sports fields with 150 meter buffer. The question I would have is, what conversations if any are you having with school boards, school divisions over this? I mean the school boards, we have several…my council colleagues here who were on school boards

and chaired school boards, Councillor Rollins, Councillor Eadie, Councillor Gilroy, Councillor Mayes, I know I may have left someone out but…Orlikow as well, so Councillor Orlikow. Seems the school boards are in quite a position to weigh in on this and would have interest and for Council's sake actually would be a great source of feedback and dissemination of information as well. So the question I would have is, in your years, what conversations are you having with school boards, school divisions? Because to my knowledge, I don't know that we have heard from them or heard from many of them at length on this matter in this chamber.

Madam Speaker: Thank you.

Anders Swanson: Timing is bad right now. They have their two months off.

Councillor Gillingham: This matter is not new.

Anders Swanson: No. I'm kidding. So background on me, I have flown to Sydney and Adelaide and to Vienna to present. This is my other hat. I developed a system for measuring a baseline in partnership with Heart and Stroke Foundation, Green Action Centre, Winnipeg Foundation, the Green Communities Canada in Ontario, the Province of Ontario, the system for measuring a baseline for how children are moving to school. So this is actually…I have been doing this for the last 14 years of my life. This is probably the thing that I'm the biggest expert in. The reality is that if you look at the parent take-home surveys, the responses, for example, to questions about transportation put to any school trustee when they are running for election, the desire to have children walk and bike to school is near unanimous. And if you ask the children themselves, which is arguably more important, it's also near unanimous. It's what they would rather to do. One of the biggest concerns that they have is traffic congestion around a school and that's a vicious circle that comes from people basically being concerned about driving their kids and therefore…about their kids walking, biking and getting hit by cars and therefore driving their car to drop their kid right off at the door. I would say that the entire school administration, school teaching community, parent community, if you ask them, would be heavily in support of this based on all of the evidence I have ever seen. But I think your question was more specifically in terms of political capital and you know, weighing in publicly on this. Again, I think this is one of the reasons why I was speaking against this timeline because I really believe you blew an opportunity to have this coincide with opening of the school year and have a lot of allies being like yeah, this is a long time coming, we have been asking for this, this is now the time to do it. I mean obviously, water flows down river all the time and there is nothing we can do to stop that, but I think that you have a massive amount of allies there. Perhaps Councillor Mayes who used to chair that liaison role could maybe reflect some thoughts. I don't know what he has heard. Councillor Rollins comes to mind who being a big champion based on what she just said. I know that I have worked with Councillor Lukes for years and years in schools where we did three different school travel plans in schools in her community and that resulted in infrastructure that was fundamentally all about lowering speeds.

Madam Speaker: Thank you. Councillor Lukes.

Councillor Lukes: Thank you. This is more of a "did you know", I know that you are wanting to see this happen sooner than later and that we had this…we were aware in March I believe it was that this was coming down the tube. This is more of a "did you know". Did you know that in the Public Works Department…we recently lost four senior engineers that had over a hundred years probably of experience combined that focused on active transportation, many aspects of the road. The department has hired new young fresh eyes which are great, to replace the senior engineers, but there is a big learning curve. There is a tremendous learning curve. There is a record road construction going on right now. The focus of citizens throughout the city seems to be on roads. The Mayor's focus is on roads. Councillors' focus is on roads. This can be incorporated into it but from a time perspective, I am pleased that Councillor Allard did make the motion to instead of having it come forward in 180 days that it is coming forward in 90 days and that was accepted. So ever the optimist, I'm optimistic that in 90 days we will see something. And…but I do think it's important that you understand that we have lost four senior engineers over a ridiculousness that unfortunately they have left and that's put everything behind.

Madam Speaker: Thank you, Councillor Lukes. Mr. Swanson.

Anders Swanson: So Greg would like to answer as well. Is that possible?

Madam Speaker: Yes.

Anders Swanson: Okay.

Greg MacPherson: Well, I just…respectfully, I think that our role…your role is to make the decisions and there is a process to that and we respect that. And we're trying to…I think today, just ensure that the greatest level of urgency is

considered. I have a quick story. A friend of mine was crossing the street two blocks from here a couple of years ago and was struck by a truck and was killed. And I know she would be alive if the speed limit had been 30. So that's my personal level of urgency on this. With respect to school zones as well, we have a school in our neighbourhood, a private school, Balmoral Hall. There's a crosswalk out front. Five, six years ago before they implemented the 30 km/h school zone, a little boy was hit and spent six to eight months in hospital and no longer has the capacity to walk. So I have a sense of urgency for this and I'm certain you do too. There is no easy answers, but we just urge a quick…as quick as possible, get those engineers up to speed. Thanks.

Madam Speaker: Thank you.

Anders Swanson: My answer to that is that I have always had the utmost respect for the public service. Every single one of them I've met including persons…people who wrote the report that I just tore apart. I think that there are endemic issues and I think you are absolutely right, Councillor. The staffing issue is one of them. But it all comes from the budget and you are absolutely right about that. We have had record road spending without a vision zero plan. Traffic calming is extremely cheap to do and I would like to all also thank…first of all, I would like to…and Councillor Mayes brought this up at EPC, but I'd like to thank all of the councillor who do all of the work working with schools, meeting with schools, meeting with community groups, dealing with the aftermath of horrible situations and trying to help within a system that in my opinion is broken, has been broken and this is a chance to fix it. But also just noting that without the kind of traffic calming budget that Council passed, I believe it was the last session roughly or at least put into the budget, the 2.5 million, really all this…all of this is…is my point here is that this is a very simple policy change. The verdict is long in. It should be 30 today and you have an implementation plan before you start enforcing it. I mentioned at EPC how…and The Forks gave parking tickets with a friendly message for the first couple of years after they switched to paid parking. Like you've got to do that kind of thing and you have to have guidance so that this isn't held up by enforcement. But you…yeah, I have a healthy distrust of the speed at which things go to basically. And I apologize for being here in July. We all deserve to be at the lake, I know that. And every minute I'm up here talking about it is another minute we're, you know, we aren't…those of us who can make it there. But yeah, my opinion is that regardless of who is in place, every engineer now should know this and should know what to do. And I think there is a certain amount of leadership that needs to come from you back to the public service to be honest. Because there is…you know, people have been building roads for four decades, tend to get in habits. And that's true of the entire engineering field right now. So if I meet engineers under 30, everybody wants to work on bike lanes. Nobody has any interest in doing what we were doing in the 1950s and 1960s which really is reflecting what Winnipeg is today.

Madam Speaker: Thank you for answering. We have another question. Councillor Klein.

Councillor Klein: Thank you very much. Thank you both for your presentations and your passion for this. My question is just…while we're doing this or while implementing that, just recently we had a resident offer three amber lights to identify when they're in zones…

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

Councillor Klein: I just wanted your opinion on it or both of you if that's something that you recognize as an opportunity to let…and…or make drivers aware that they should be paying more attention while they're driving in…especially in an area by schools.

Anders Swanson: So I saw that in the newspaper so I know the limited amount that appeared in the media but I'll answer that from the perspective as somebody who has been researching traffic calming initiatives and value for money for quite a long time and also jurisdictional comparisons. So I would offer you this: that there have been solutions which are in place in North America which are a symptom of a disease. Those solutions are not necessarily the solution that is in place when you are creating that when everybody is agreed that we need to have a lower speed on a human scaled street where everything's working together. The reason this is relevant is that you can't put a flashing light on everybody's block.

Councillor Klein: Right.

Anders Swanson: And the other reason it's relevant is that North America does things like pack kids into school buses to take them 800 metres to get across a major road. North America also actually employs 10 or 12 year olds to manage traffic. They are crossing guards. That does not happen in Denmark, the Netherlands, Germany. What they have is traffic calming and it's usually physical. And one of the reasons it's really important is that nobody really wants a flashing light on their street but people wouldn't mind a lot more flowers. So when we're talking about the implementation of traffic calming, I just want to point out that there is a ton of different interesting really, really good things that you can do that people will be really popular…will find really popular. That's not to say that the private contractor that brought this

forward first of all that that offer isn't awesome and second of all, well-meaning and third, could work in certain circumstances. I offer you that it would. And so I need to know more to fully answer that question, but I just want you to offer the full spectrum of the future because the future of Winnipeg streets probably looks like just a lot more people on benches and flowers and chicanes than it does flashing lights and reflective paint and concrete.

Councillor Klein: Appreciate that.

Madam Speaker: Thank you. Councillor Chambers, you move extension. All in favour? Contrary? Carried. Councillor Eadie.

Councillor Eadie: Yes, Madam Speaker. First of all, Madam Speaker, I just wanted to say thank you for the maps. I can't see them but Anders, you have always been known to provide excellent maps and ideas through those maps. My assistant and I will consider it. And I just wanted to mention you are doing and providing us 150 meters at schools but each of these elementary schools they actually have a catchment area, we might want to consider it from that point. But do you see slowing it down to 30 for where kids are walking to school, is that going to resolve all of the traffic issues? Because I can tell you right now, even though it's 30 by Victory School and Seven Oaks Middle School on Powers, I have continuing issues with motor vehicles who don't want to allow pedestrians to cross because they are already slowed down. So do you think that this is going to resolve all traffic issues?

Anders Swanson: First of all, thank you councillor for your level of trust. The maps are pretty cool. But I would answer a couple of things there that you mentioned. So first of all, in terms of catchment area, I think the thing to know is, I mentioned 800 meters for busing distance deliberately. The actual busing distance by default in Winnipeg is 1.6 kilometres typically and that doesn't mean that students in the catchment area don't live further, but that just means where you start to be eligible for busing and the rest you have to either walk or bike and that's typically a large percentage of those are the people who are driving and arriving their kids to school and arriving at the school zone or the school parking lot are people within that 1.6 kilometre catchment area. And I'll tell you something funny. Last night at three o'clock in the morning when Dan, Leanne and I and Ian were…we were all working on those maps which I presented you from Winnipeg Trails, I asked Dan to do me a…show me a map with the 1.6 kilometre buffer around the schools not thinking what the implication was and all it was was…

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

Anders Swanson: A giant purple blob. What I mean by that is that if you're looking at where kids actually have to go, first of all, the rule is already 1.6 kilometres. That means there is already another school probably within that distance. Second, I would offer for you to…all to think about is whether or not your house should count as a child friendly zone or not, which I would argue that's everyone. And then third, to answer your question of whether this will change transportation mode choice, it won't change it overnight first of all. It won't change everything, but I would offer that it's probably one of the more powerful things related to children's transportation and family mobility. And the reason I say this, 50 percent of parents who drive their kid to school in the morning, the ones who go going to work are roughly heading in the wrong direction to start their day. That makes their commute longer. Think about that. The second one I would say is that we all have a time budget for commuting which is roughly half an hour in one distant…in one trip. So when actually the engineer who spoke earlier and talked about whether time and distance…travel distances would go up or down, if it takes you slightly longer to get to work, your travel distance will normally go down because human beings have a travel budget. So my point is…Jennifer Keesmaat has a great anecdote where she said that 25 percent of the early morning rush hour traffic in Toronto is all people dropping their kids off to school. So the idea that 30 km/h residential speeds is only impacting that little…no, it's about a culture, it's about every trip and it's especially important to families. And my answer is generally, does it have…will it change everything? No, but it will have a huge impact.

Madam Speaker: Thank you. Councillor Chambers.

Councillor Chambers: Thank you, Speaker. My question is in addition to reducing speed, have you also looked at other data in respect to distracted driving and what the impacts of that are in terms of residential neighbourhoods, school zones, et cetera?

Anders Swanson: Is there data on that?

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

Anders Swanson: Since the answer is about data, I have to say that's a tough one. You are talking about distracted driving on…trying to channel the engineering whether it's effective.

Councillor Chambers: Cell phone, people, again early in the morning, checking their e-mails as they're driving into work. This morning as I was coming in, I was being driven today by my wife and happened to look around the immediate vicinity and again, the amount of people that are still distracted driving that early in the morning, as a city councillor, I know I'm a busy person and get a lot of texts, get a lot of e-mails, I put my phone away. And you know, but still see a lot of people driving through residential neighbourhoods on our P1s and P2s with their phone in their hand. Have you compiled any of that to see how it impacts on injuries and potentially fatalities?

Anders Swanson: The answer as I was reading through the OECDITF report with…that has a quote about speed limits and how you can drop them 20 kilometres, speed limits on their own, just the speed limit, not the traffic calming and communication and everything, just dropping the speed limit and looking at jurisdictions around the world, the fact that it dropped by 8 km/h. I would say the reason that that's relevant is because it's well known that districted driving is a massive problem. That same report has a section on distracted driving. I'm blanking on some of the numbers, but the point is, we know that's happening and when it does happen, it's when and if a collision happens the severity of the injuries are very clear and you have a couple of graphs in that package that you got. The second way I would like to answer that question is to point out that this decision is also a major decision on transit. Transit is heavily influenced by first mile and last mile experiences, walking in particular. And one of the reasons that millennials, for example, and people under a certain age no…the number of drivers licences that people are getting is the very fact that they want to be distracted. They prefer to take the bus because they can check Facebook.

Madam Speaker: Thank you. That concludes our question period. Appreciate your presentations, gentlemen. Next we have seven additional delegations. As per our practice, they each get five minutes, no questions. I would like to call forward Mr. Josh Brandon followed by Ms Jenna Wirch if you could come down. These delegations are in opposition to the approval of the sale of Portage Place Shopping Centre. Five minutes, please. Welcome. Yes.

Councillor Gillingham: Question Madam Speaker then, just looking at the time, will we hear the delegations then probably take a lunch break?

Madam Speaker: Absolutely. We will be breaking for lunch at 12:00.

Councillor Gillingham: After we hear all the delegates?

Madam Speaker: Yes.

Councillor Gillingham: Okay, thank you.

Madam Speaker: Thank you.

Josh Brandon: Thank you, councillors for allowing the additional leave to speak and present today. I'm representing the Social Planning Council of Winnipeg and for 100 years now the Social Planning Council of Winnipeg has been working towards a more just, caring and sustainable City of Winnipeg. And as well, I just want to note that our office is right around the corner right behind Portage Place mall so this is an issue that affects me personally as a member of the community and it affects all Winnipeggers really because it's such a central point in our city. So I'm here to oppose the proposed sale of Portage Place mall to the Toronto based $11 billion developer, Starlight Acquisitions. This sale has the possibility of transforming a major portion of our downtown. Portage Place has been a part of our urban fabric for over 30 years and it has evolved along with downtown to become an important hub for people living in that community and downtown. While Winnipeg and the area around Portage Place should not fear change and certainly parts of our downtown face challenges, it is important that we enter into change awake to the opportunities presented by the possibility of transformation as well as the risks of what could be lost. Most importantly, we must recognize the rights of those who currently use these spaces, largely Indigenous and newcomer communities, but also a broad cross section of those who live and work downtown, to have a say in how it's transformed. Large real estate transactions are not new to Winnipeg. Commercial real estate investment is averaged over $600 million annually the last five years. And the scale of this investment, in some cases exceeds the capacity of traditional planning processes. Winnipeg is not alone in seeing this trend towards national and international corporations buying up downtown land for redevelopment. Since 2008, there has been a massive surge in such investment globally with investment reaching at least $1 trillion US in 100 of the largest global cities that are being tracked by London School of Economics Cities Project. And this trend has the ability to change what our cities become. It has the power to define the places we live in the image of private interest. The sociologist Saskia Sassen warns that this corporate buy out of urban spaces can lead to a thinning out of what makes our urban spaces unique. Cities are the spaces where those who have power to make a history and a culture, thereby making their powerlessness complex. So this…that's what Saskia Sassen writes. This dense mixture of uses is what gives urban…gives life to urban neighbourhoods, giving them unique and local characteristics. Urban spaces are the places where poor and working class communities are able to build their own culture. We certainly have witnessed how

vocal communities downtown and in adjacent neighbourhoods have used Portage Place creatively to construct their own right to the city, use the place creatively as a place of work and commerce but also as a meeting and gathering place, a place of protest and at times a space of healing. That's not to say that Portage Place as it stands now is ideal. It is already a corporate and privatized space to a large degree and there are continual conflicts over security, over where people can stay and loiter and sit. But nonetheless, the claims that residents have made to that space encourage us that we should be looking at ways to make the space more inclusive, and this should begin by opening up the conversation of what we want Portage Place to become. The details of the Starlight plan for the pockets…blocks of Portage which it wishes to purchase are at best preliminary. There has been talk of greater density, student housing or maybe a grocery store and it's too early to critique these plans but it's worth remembering that density when it's not built organically, when it's instead super imposed with little connection to the existing urban fabric does not automatically breathe life into new neighbourhoods. Residents may continue to have little connection to the neighbourhoods they call home. And also student housing is also not a panacea. We often see conflicts over gentrification, students pushing out residents who can no longer afford to live there. And so while I'm not going to…to make a claim that we should be having a particular…thank you.

Madam Speaker: No extensions.

Josh Brandon: Oh, okay. I will just quickly finish up. The ability of communities to have input on the development that takes place in their community, if that's going to happen, this needs to happen before the sale takes place. We've seen too often that developments occur where the community does not have a say in what the transformation is. So I hope you will have a chance to put a pause to this development so we can have that conversation about what this community should become. Thank you.

Madam Speaker: Thank you. Thank you for your presentation. Next, Ms Jenna Wirch, if you could please come forward. Following that, Kakeke Thundersky, if you could please come down and Val Cavers. Five minutes on the clock, please. Welcome.

Jenna Wirch: Thank you. Bonjour ami. (speaking Indigenous language) Hello, all my relations. My name translates to "the one who sings with the grandmothers". I am Anishinaabe. I come from Treaty 1 territory. I may remind you that this is not only the homelands of the Métis Nation, but the original homeland of the Anishinaabe and before that the Cree. So the next time you do your land acknowledgment in this room, I need you to acknowledge the Anishinaabe and the Innu. In 2016, it was the Year of Reconciliation. Since that year, what has happened in the City of Winnipeg? How has reconciliation been put forward in regards to this land that we sit upon right now? I may remind you that we are…if you are not Indigenous, you are still a visitor to this land. You still have treaties to uphold. This land is not just Winnipeg land. This land is all of our land. Portage Place mall is a place where I grew up. Portage Place mall is a place where I was kept off the street. Portage Place mall is a place where Indigenous people and newcomers, we gather. We gather to share food, to share stories, to share experiences with one another. If that is taken away from us, then what do we have? We have another broken promise. We have more city councillors saying that this is reconciliation. That is not reconciliation. In the spirit of reconciliation…excuse me. Thank you. In the spirit of reconciliation, I need you to open up your minds and think of the youth, the young people out there, the young people who use Portage Place as a hub to gather, as a hub for creativity. There is this one guy, he goes in there and he is a pianist. He has some mental health problems but when he goes in there, he opens up his mind and he is able to create. And that keeps him out of trouble. If that is taken away from us as young people, where are we going to go? Our minds will be at idle and that will be pushed out elsewhere. We will have to be displaced, further displaced from this land that our ancestors passed on to us. Furthermore, that was stolen from us. And I stand here representing the past seven generations of my ancestors and the future generations to come. I want and need Portage Place mall to be there for the next seven generations. So therefore, our community can continue the collaboration of our vibrant city. We need to come together as a community to be able to provide public spaces. You already, you know, made the public library inaccessible for people. Don't do it to Portage Place. Remember whose land you are still visiting on. Megwich.

Madam Speaker: Thank you for your presentation. If I've got the order correct, next is Kakeke Thundersky, if you could please come forward. That's correct? Yes, welcome. There is five minutes on the clock for you. You can go ahead and make your presentation. Thank you.

Kakeke Thundersky: (speaking Indigenous language) Hello. My name is Kakeke Thundersky, from Pulp River, but I grew up in Winnipeg most of my life and I am of the Thunderbird Clan. So we are talking about Portage Place. Portage Place holds a very special heart…place in my heart and my family's. I grew up at Portage Place. Portage Place was the place where my family would go to visit our relatives, much like a lot of other people in the inner city. There is a high Indigenous population there. We joke around and we call Portage Place, Portage Place First Nation. A lot of that…a lot of us feel that rings really true. It's the only place I hear my ancestors' language being spoken over coffee, A&W, a slice of pizza, whatever it is. That's where they gather and they get to talk here, on our land, the land that our ancestors took

care of for us to get. And yeah, it's just a mall in some peoples' eyes, but for us it's a meeting place. It's a meeting place for a lot of people too; newcomers, not even just Indigenous and newcomers, I see people of all backgrounds at Portage Place. And there is programming there, too. There is Studio 393 that has art, music for youth. There's music…there's a piano downstairs that like a lot of people get to use to express themselves musically. We do our round dances there in the winter for different causes that we feel true in our hearts. And I'm worried about the area being gentrified. We see it everywhere. More condos aren't going to solve the housing crisis. Getting rid of a gathering place is not going to solve the poverty crisis. There is lots of potential in Portage Place. There is a lot of different programs that I can see be there and that a lot of people can see being run out of there. And there was no consultation. There is lots of things that could happen at Portage Place. There are a lot of things that people need, the youth want to see, but no one asked. No one asked us. They often say, you know, consultation is not consent but in this case there isn't even a consultation. I just heard about this not too long ago and now here I am a couple of days later, speaking to everybody here. And I don't know, it's really fast. I'm just worried about my relatives who gather there to just talk, being further displaced. Where else are they going to gather? Can't go to the library, there is such a high, heavy security there that we feel scared to go there. And that's all I really have to share today. Megwich. I kept it short and simple.

Madam Speaker: Thank you. Next is Ms Val Cavers followed by Angie Herrera. Good morning.

Val Cavers: Thank you. Thank you for allowing me to speak today. My name is Val Cavers and I'm the Executive Director of Mosaic Newcomer Family Resource Network. Mosaic provides services and supports to thousands of newcomer families who settle in Winnipeg including hundreds who live in the Central Park community. I am opposed to the expedited sale of Portage Place when the opportunity exists at this moment to reimagine the community and include community voices. I want to point out that at least 70 percent of all refugees who arrive in Winnipeg settle in Central Park. Almost 100 percent of residents live in apartments and 17 percent of residents have more than three children. This is data from the 2011 census but I know from working in this community that many…for many years that it's still the case. And these are low-income families, large families supported by an average household income of less than $30,000. I also want to point out, shockingly, that there is no community centre in Central Park. There is a dense population of low-income families living in apartments in a downtown setting where over 25 percent of the residents are under the age of 20 and there is no access to municipal recreation facilities. The closest community centre is Orioles, over two kilometres away. For many years now, Portage Place has been part of filling that gap. It's a meeting place. It has a sense of being a public place. It has stores and services that are affordable and it plays a critical role in the piecemeal collection of community spaces that residents access on a daily basis. The City's own administrative report lists the current owners motives to sell Portage Place and these include, "The redevelopment of an under-utilized building", and "The revitalization of the north Portage neighbourhood." They are not referring to the improvement of a community space that will include all of those who currently use it. This language is more language of exclusion and gentrification. It's not the language of reconciliation. It's not the language of community building and it's not in keeping with these values that the City puts forward as our shared values. When Portage Place opened in the '80s, its original tenants included high end stores like Holt Renfrew and Birks. That was a failed attempt at revitalizing the community. Why make the same mistake again? Look at the community, look who lives there, look who uses the space, what do they need? Let's start with the question. What will make this a liveable community for the people who are already here? Thank you.

Madam Speaker: Thank you. Next is Ms Angie Herrera followed by Sandra Somerville and lastly Leslie Harrison if you could all come down. Welcome.

Angie Herrera: Good morning. I am here as a private citizen. I'm wanting to speak up for people…the interests of people who can't be here and people who might not feel like they have a voice in general. My main concern is the speed with which this plan is being implemented. It's possible that the developer, Starlight has a great plan but then it should be visible for public viewing and since this is a public asset they are trying to acquire. I feel it should be stated that since there is widespread acknowledgment of being on Treaty 1 land, (inaudible) start being recognized as more than just words. I don't think this corporation should get to be the main arbiter of what happens to this public space. It strikes me as rather audacious to try to sell something that doesn't belong to the attempted seller. Why should the people with the most money get to decide? I think that there is a lack of trust between the community and its government at all levels and I really hope that this body is interested in building public trust. Community richness is not gained through corporate interests. We don't need to have the adversity between our government and its constituents. We can all be on the same team. But in order to have that, we have to have respect for everyone and that includes hearing their input and taking it seriously. I would encourage councillors to make this bold decision seeing as how I feel like there's…I feel like it's leaning toward being voted yes on, I would encourage you to please vote no on having this development speed through. Please consider what is the gain of pushing this through quickly. Who is gaining? The company, they will be pleased. But is it a benefit to anybody else to do this quickly? I think it's a widely known fact that trickledown economics does not work and that's kind of the idea behind pushing through corporate development in a fast manner. What will be lost? More trust in local government and trust lost between those representing the core and those representing elsewhere.

There doesn't need to be such division and proper consultation is very important. I get that the workings behind the screen, behind the doors of government is always more complicated than it looks on the outside. I understand that. But I would also really urge you to be bold. Take a bold stance on policy for the interests of people. Government should be acting for the best interests of its citizens and in order for that to happen we have to listen to the citizens. The way we treat people in our community is a public health issue. It's a community health issue. Further possible restrictions on public spaces increases challenges for people who use those spaces. There is a risk of increased social isolation which is becoming more widespread in our community not just for people who are aging but for everybody. This increases risk for poor health outcomes and that affects all of us. Everything is connected. There is no separation between what happens to this one building and health care. They are connected. Voting for this sale at this moment closes the door on accountable community engagement. We can say that, oh yes, there will be consultations and that sounds really good, but I want there to be accountability behind that. As the greatest predictor of the future is the past, and as others who have spoken today have mentioned that there have been broken promises and lost trust in similar deals in the past. So please encourage you to slow down this process and listen and consult with constituents in order to create better community richness, better trust between constituent and government because we are all on the same team, we all want the best for everyone. Thank you.

Madam Speaker: Thank you for your time. Next is Sandra Somerville followed by Leslie Harrison. Welcome.

Sandra Somerville: My name is Sandra Somerville. I stand hoping for your support to oppose this motion. At the beginning of your meeting today, Council paid respect to the fact that we are on Treaty land. Why are we selling a very large chunk of that land in downtown Winnipeg to private interests? That land was purchased with the taxpayers' money, $33 million from the Federal Government, 33 million from the Provincial Government, 33 million from the civic government. Ultimately, that $99 million came from taxpayers. That land belongs to our citizenry and now we're talking about giving away title, ownership of that land under the north Portage mall to some corporate interests. I do not believe that corporate interests trump the needs of the Winnipeg citizenry. You have already heard from other presenters today who talked about the community of people who use this facility at north Portage mall as a meeting place, as a gathering place, as a place to shop, as a place to have shelter. Why don't we take the time, put off this decision making process that you are involved in today, give yourselves more time. Why not…why not consider something like building an internationally recognized centre for reconciliation, for revitalization and renewal? Why don't we consider doing something that's never been done before? The Museum of Human Rights received a huge amount of civic money and they are now recognized as an international centre. Why don't we look at the tragedy of our history, one of our people who presented today has already reminded you of the losses for the Anishinaabe and First Nations and Métis. Why don't we move out of the box that we've got ourselves in? Let's slow down the decision making, open this process up to public consultation. Let's get some people to dream what hasn't been but could be. Where is Starlight Investments today? My understanding is that they made proposals to some of the councillors sitting here, maybe six, maybe seven of you heard their proposal. Why are they not here at this meeting telling all of you and all of us, citizens of Winnipeg, what is their plan, what do they want to do with that very valuable piece of property downtown Winnipeg, that serves not only the core area residents but the whole city. Why are they not presenting to Council whatever they told you yesterday? Why is it behind closed doors? Why the secrecy? Why is there such a tight deadline for this decision to be made, what is it by July the 31st? Less than two weeks from now? Like, I appreciate what the gentleman said earlier about how this land needs to be there for our people, seven generations from now. We need to change our mindset away from immediately receiving cash benefit to what is in the interest of our people, our children, our grandchildren and those that aren't even twinkle in anyone's eye. I understand that the parking at north Portage Place is perhaps referred to as a cash cow, that the thousand parking spots annually generate maybe…it's hard to get exact figures, but I've heard it said that there is about $3 million annually. Why are we giving up that $3 million income which could be used to fill potholes or build safe sidewalks or assist our police in surviving an onslaught of need out in the community? Please be bold. Take new approaches. Be innovative. Be informed. Let's create a pathway to decide what should happen to the whole of north Portage mall, not just the underground parking.

Madam Speaker: Thank you for your presentation today. Lastly, we'll hear from Ms Leslie Harrison. Welcome.

Leslie Harrison: Thank you. Tough time slot, two minutes before lunch but I will do my best. I am here representing not the United Church, which is right in the heart of the Central Park neighbourhood. I am the minister there at that particular church. So maybe just a few questions by way of summary of the speakers that we have heard; what are the needs which Portage Place seeks to meet in the Central Park area? What else would need to be built to meet those needs if it disappeared? And what will result from not meeting those needs in the interim period? It is a place where the under employed families, low-income shoppers and some of our newest immigrants can gather in safety. To meet, to connect, to talk together, to pick up clothing, to get groceries, to meet some of their medical needs. This helps to give structure to days and add to neighbourhood's safety. It is a microcosm of our city and a rare situation where Winnipeggers can check on each other and come together. A young man shopping for a ring for his sweetheart and an Indigenous young person coming to Winnipeg to figure out how to make the transition, can drop off resumes at many different businesses

close together and wander over lunch at the food court where she will shop for clothes for perhaps her very first interview. A differently abled senior has access to resources and information and engagement possibly reducing their isolation. If we take this theatre of life away and replace it with something which only meets one need, all other needs will not go away. They will find themselves met easily and in healthy ways or desperately and in unhealthy ways. We recognize that civic government is not easy. You are all aware of the needs and of ways to meet human needs through careful design and thoughtful adjustments. People like myself, my colleagues, my relations, your advisers and mentors come onto this room and hand you papers and make speeches to give you a picture of what goes on and the solutions, the tweaks, the radical, perhaps radical new designs and strategies are suggested to you. We are simply asking today that Council take a step back and take some time to talk, to consult, to observe, to take in the picture of this highly important place within our city and take some time to carefully plan what would be a vital community asset in this part of the city. Be clear with each other on the needs and how they might be met. What needs will not be met by new construction and what parts of our interconnected, as we heard so beautifully put here today, what parts of our interconnected human community must be cared for and empowered so that we can, together, be the best people that we are called to be. Thank you.

Madam Speaker: Thank you for your presentation. That now concludes our delegations for today. Council will now recess and reconvene at 1:30. Thank you.

Reconvened meeting of
Winnipeg City Council of
July 18, 2019, at 1:38 p.m.

Madam Speaker: Good afternoon. I would like to reconvene our council meeting of July 18th, 2019. We are on EPC reports. Mr. Mayor, on the report dated July 2nd, 2019.

REPORT OF THE
EXECUTIVE POLICY COMMITTEE
DATED JULY 2, 2019

Mayor Bowman: Thank you, Madam Speaker, it's good to see everybody and join you finally. I want to just very briefly begin by apologizing to the delegations this morning. I was stuck in Minneapolis and I want to thank Air Canada for doing what Delta couldn't, get me home via Toronto this morning. It's nice to…it's nice to be with everybody. Madam Speaker, I introduce the report and move adoption of the Consent Agenda Items 1 through 7.

Madam Speaker: Okay, Items 1 through 7 on the first EPC report.

Councillor Eadie: Speaker Sharma, sorry I wasn't arranged. This is the EPC dated…does it have a report?

Madam Speaker: July 2nd.

Councillor Eadie: Okay.

Madam Speaker: Okay. So I'll call the question on Items 1 through 7. All in favour? Contrary? Carried. Mr. Mayor, on the next report dated July 9th, 2019. We do have a few amending motions.

REPORT OF THE
EXECUTIVE POLICY COMMITTEE
DATED July 9, 2019

Mayor Bowman: Thank you, Madam Speaker. I introduce the report and move adoption of the Consent Agenda Items 1 through 13.

Madam Speaker: Okay. And we will pull 7. Seven and 10 and Councillor Eadie, 4? Four, okay I'll call the question on 1 through 3, pardon me, one? Okay. Did you say 17, 13? Call the question on Item 2 and 3, 5, 6, 8, 9, 11 and 12. All in favour? Contrary? Carried. Mr. Clerk.

Item 1 – Tracking Standing Order Contract Terms

Madam Speaker: Okay, Mr. Mayor to introduce Item 1.

Mayor Bowman: I'll wait to hear from council colleagues.

Madam Speaker: Councillor Gillingham.

Councillor Gillingham: Thank you, Madam Speaker. I just pulled this to highlight…I would say a positive change in what our public service is doing in the way they are doing their work. This is a matter whereby in the past automatic renewal clauses that have been missed have resulted in City of Winnipeg taxpayers perhaps paying more than they should because contracts aren't able to go out to tender because they are extended automatically because the renewal timeline clause has been missed. There have been some internal changes that have been initiated by the department. We thank our Materials Management staff and others for the work that they are doing. And so these steps, when implemented, should mean that our council will no longer be receiving requests for approval of single sourced contracts due to automatic renewal dates being missed. From time to time we talk about the matters we see that need to be improved and that's rightly so, that's fairly so we should do that as council. But where there is a matter and a process that has been improved and it's going to ultimately benefit taxpayers, we should recognize that as well. So I think this is good news. It's a good improvement, I just wanted to highlight I will be supporting this.

Madam Speaker: Thank you, Councillor Gillingham. Any further speakers? Mr. Mayor to close or I can call the question. All in favour of Item 1? Contrary. Carried. Item 4, Mr. Clerk.

Item 4 – City of Winnipeg Employee Code of Conduct and Conflict of Interest

Madam Speaker: Thank you. Mr. Mayor to introduce the item.

Mayor Bowman: I'll wait to hear from council colleagues.

Madam Speaker: Thank you. Was that you, Councillor Eadie, for Item 4?

Councillor Eadie: Yes, thank you Madam Speaker. I spoke at EPC on the 9th in regards to this new employee code of conduct conflict of interest which follows up from 89.1 in the City of Winnipeg Charter, Madam Speaker. We do have a council policy on the matter that did need to be cleaned up so it wasn't so legalistic in its terms and so that people understand what constitutes a conflict of interest, Madam Speaker. But my concern is in…it looks like in the appendices which forms one of the clauses I believe in each of these, talks about process and so on and how the…it all comes back to the CAO. But supervisors are responsible for assisting employees in determining if they have a conflict, for example, Madam Speaker. In my first term as city councillor, I was trying to ensure that the employee code of conduct was enforced. But it also should have covered some other conflicting aspects when it comes to the statutory officers of the City of Winnipeg. It's not to say, Madam Speaker, that any of the current or any of the immediate past people in those positions were ever in conflict, however, there are great possibilities. And at the provincial level, and we are an entity of the province, Madam Speaker, the statutory officers can be held accountable under the public interest disclosure and whistleblower act. And in there, there is only…there's three significant issues that are considered to be of the utmost importance in terms of the public interest, Madam Speaker. And they are pretty serious…serious things if someone is found to have violated. And actually within that, the CAO and our people here at the City level are held to the same standard as say, somebody who is running MPI or any other agencies of the province, probably also health authorities. The…but it doesn't cover off a lot of conflicting interest issues that are dealt with in another piece of legislation that is for the…basically, it's…my brain is not working. But there is legislation there, regulation that talks and holds deputy ministers and ministers responsible. And Madam Speaker, as far as I'm concerned, the Mayor is like a minister. And the CAO and the CFO, even some a bit lower levels, I would consider to be of a deputy minister or assistant deputy minister kind of position. And there are a number of things that they can't do with each other. And there is policy at the province that deals with that. This employee code of conduct and if you read the City of Winnipeg Charter, it does state that statutory officers are employees of the City. And actually, I think that they would constitute a separate class of employees to which should be addressed in this information and under the points of what will become this new policy, there is no provision for that. So I have concerns with that. And so under the legislature, there is a place to report. Under the old policy we are doing right now, the CAO or any other statutory officer would be accountable for conflicts or code of conduct to EPC, the Human Resource Committee. And they could get whatever support they wanted and deal with that. And you know, if we're talking about conflicting things that I'm talking about where you know, you have a CAO and a mayor doing business together, that's a conflict. I don't care. It is. Because they are also looking out for whatever business they are in as well as looking after the city on the governance side and on the admin side. Now, we could have under here, made provisions because the statutory officers had a significant difference, we might have even subjected

them to because deputy ministers and ministers are together in their legislation. So technically, if our mayor was in a conflict or future mayor, doesn't matter, right now, go to the Integrity Commissioner where a complaint would be filed and the Integrity Commissioner would make a decision about the Mayor or any of us members of council. Because statutory officers have great significance, they could also be held if there was a problem, they could be held accountable for conduct and conflict to the Integrity Commissioner as well. Whereas, the rest of the employees of the City are dealing with whoever their supervisor is. So a director of say Public Works or whatever, they are accountable to the CAO and the CAO is their supervisor. And so if there are conflicts there, it's the CAO that deals with that and they use a little support from the HR, Corporate Services HR and that's good, but there is no provisions for any of that in here. And that's what my…that's what we as a city were dealing with in the past. We don't want to have to deal with this kind of stuff in the future. Yeah, there is provincial legislation that covers off a whole bunch of conflicts and stuff, the municipal conflict of interest and so on. But you know what, I would also point out that there is provincial legislation that covers off stuff that's in our…right now, in our employee code of conduct under this new one and under the old one. It doesn't mean that we didn't pass a policy that actually reiterates that and establishes that. So I just like…I'm so disappointed in this policy. And so today, I just…I can't support it. I think it's great. It is easy to understand. That's for sure. Some of the scenarios that they were talking about, I may or may not agree with it, but it's pretty clear that the senior administration would deal with it and you know, hopefully they deal with it in an appropriate manner because there are a few points in there that I don't agree with. But I'll leave it at that. I don't want to say much more so I just wanted to say while it's much easier to understand and it's much clearer and the process of what happens is kind of clear, it's okay, it's in an appendices, but that's fine. But so…I don't want to, how could I say it, Madam Speaker, I'm not…I'm not…I think the admin did good work, HR, but I'm just so disappointed that this was under the previous CAO, the one who just retired, and I'm so disappointed that he didn't make sure to cover off the future because it's not the same people who are going to be around when this policy continues on for the next ten years. So I'll just leave it at that. Thank you.

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

Councillor Klein: Thank you Madam Chair and thank you Councillor Eadie. I do agree that this is a step in the right direction and I applaud the efforts that were done and the work that would have gone into this because human resource issues are never easy and they require delicate attention and they require review all the time. So I'm very happy to see that and I applaud that. I am…you know, similar to Councillor Eadie disappointed. And I guess my disappointment is a little bit different than his disappointment. And mine is in the sense that I put forward a motion at our Assiniboia Community Committee that was asking EPC to consider implementing a new policy that would require our senior management or quite frankly, any manager involved in the selection process of vendors, that they would have to actually declare all gifts, all lunches, all, you know, coffees outside the building and such. This is not something new. I know that us as councillors adhere to that, but on many publicly traded companies this is a requirement nowadays. This is something that people want to know about. Shareholders of companies want to know that there is integrity within their senior levels and taxpayers are no different than shareholders. They have a stake in what we do and what their employees do. So I would've preferred or I would've liked to have seen either discussion about this, but it was kind of just received as information which means it goes away. But I would've liked to have seen some discussion about this or even added into this so that we could see the nature of any gift or benefit they receive, the source, the date that they received it, the circumstances under which they received the gift or the reason it was received, the gifts' estimated value and what the recipient depends to do with the gift. And I would like to see that that is…becomes a disclosure statement. Now I understand also the value of privacy. These are statements that could be released simply to elected officials and executives to review and question any anomalies. It doesn't have to be made public because I know that would become part of the argument. So my disappointment is it doesn't go quite far enough at this particular point in time and that the idea or the concept of making those people that are…have a big role in selecting vendors for the city. They don't vote on it, I know it goes to standing policy committees, but at that time we don't know if they've had a meeting with those individuals. We don't know if they've ever had you know, past relationships with them or what. I think that that's important to be identified going forward. And I think that's important to all taxpayers. But I'll say it again, it is a step in the right direction and I'm happy to see that happen.

Madam Speaker: Thank you. Councillor Schreyer.

Councillor Schreyer: Thank you Madam Speaker. I believe we should all heed the remarks of our previous councillors, Klein and Eadie. We have not dealt with the statutory officers and points have been made that yes, despite this new code of conduct and conflict of interest, it is a reiteration of that which already applies from the provincial level. And on that basis, that's not an excuse for not including in a proper code of conduct and conflict of interest protocol for the city, the statutory officers as well, Madam Speaker. This is good. It's incomplete. And I believe we should accept the fact that when we vote on this, and I believe this is going to pass, it's my intention to vote for it, but I vote for it understanding that it's not finished. So we've come this far, it's good for what we have so far but we have some work to do, Madam Speaker. After passing this phase if you will…this leg of establishing an enhanced code of conduct and conflict of interest protocol for the city and we've got some work to do after this, Madam Speaker, for people of Winnipeg to

maintain their trust in the openness and transparency that we say we offer and that we represent. On behalf of the people of Winnipeg, Madam Speaker, we've got some work to do after we pass this.

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

Mayor Bowman: Yes, thank you, Madam Speaker. I want to just say I agree with Councillor Schreyer's comments. This is a living, breathing document and there is an opportunity for all members of council going forward to continue to look for further improvements to not just the document but the spirit in which it's implemented. And so I just want to thank all members of council for their comments.

Madam Speaker: Thank you. All in favour of Item 4? Contrary? Carried. Mr. Clerk, Item 7.

Item 7 – Request for Budget Increase to provide Legal Services

Madam Speaker: All right. Mr. Mayor to introduce the item and then we'll have Councillor Gillingham introduce his amending motion.

Mayor Bowman: I'll wait to hear from council and Councillor Gillingham as well.

Madam Speaker: Thank you. So the motion is Motion 3 in front of us. Amending motion moved by Councillor Gillingham, seconded by Councillor Orlikow. Councillor Gillingham.

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

WHEREAS the City's Legal Services Department is currently understaffed and has posted for but not yet filled the position of a new senior litigator;

AND WHEREAS the City's Director of Legal Services and City Solicitor has recently resigned;

AND WHEREAS the City has a number of legal matters that require immediate resources and proper representation of such matters;

AND WHEREAS in the past the City has retained outside legal counsel when conflicts of interest, specialized knowledge or lack of resources prevent matters being dealt with internally;

AND WHEREAS it is necessary that legal counsel be retained through single source due to the time sensitive nature of such matters;

AND WHEREAS although there is no provision within the Materials Management Policy to allow for this single source negotiation, Council has the authority to waive the requirements of the Materials Management Policy;

AND WHEREAS the single source is compliant with the applicable trade agreements;

THEREFORE BE IT RESOLVED THAT Item 7 of the Report of Executive Policy Committee dated July 9, 2019, titled "Request for Budget Increase to provide Legal Services", be amended to include additional recommendations as follows:

2. That an increase of up to $400,000 to the Legal Services Department operating budget be authorized for the following:

A. to engage external legal counsel for corporate/commercial legal matters and other services as required;
B. to fund recruitment costs for a new Director of Legal Services and City Solicitor;
C. to fund internal salaries for increments where required;

all to be funded by a corresponding increase in the corporate efficiencies account.

3. That the Interim Chief Administrative Officer be authorized to engage in single source negotiation and award of contract for legal services with Duboff Edwards Haight & Schachter Law Corporation, subject to conflict of

interest reviews and, where conflicts of interest are identified, that the Interim Chief Administrative Officer be authorized to negotiate and award one or more contracts on a single source basis to another qualified lawyer in respect of legal services for matters in which Duboff Edwards Haight & Schachter Law Corporation are in a conflict of interest.

4. *That the City enter into, execute and deliver agreements determined necessary by the Acting City Solicitor / Director of Legal Services to implement the intent of the foregoing.*

5. *That authority be delegated to the Interim Chief Administrative Officer to negotiate and approve the terms and conditions of the agreements authorized by Recommendation 4, in accordance with this report and such other terms and conditions deemed necessary by the Acting Director of Legal Services / City Solicitor to protect the interests of the City.*

6. *That the Public Service ensure that appropriate resources are included within the 2020 Legal Services Operating Budget request.*

AND BE IT FURTHER RESOLVED THAT the remainder of the recommendations be renumbered accordingly.

Councillor Gillingham: Thank you, Madam Speaker. Yes, the original motion is for a request…a recommended increase of $600,000 for Legal Services Department operating budget to be authorized to engage external legal counsel and extra witnesses to assist with civil litigation matters to be funded by a corresponding increase in the corporate efficiencies, that's the original. The explanation as to why the rationale for the $600,000 is contained within the motion, the amending motion talks about a request for an increase for an additional $400,000 to Legal Services Department's operating budget for the following: external legal counsel for corporate commercial legal matters and other services as required to fund recruitment costs for a new Director of Legal Services and City Solicitor, to fund internal salaries for increments where required and there are some other matters there is as well. Yes, when you add the two together it is significant. It's a $1 million request when you add the two. An increase to the Legal Services Department when their operating budget is $3.5 million this year, it is significant. I think what's important to understand in this context is that the Legal Services Department right now is understaffed. Right now we have an open position for one senior litigator who is doing a lot of work. I think it's April some time was when that individual retired. There is a recruitment process that's in place right now but they have not filled that position. Now we have, as everybody knows, our Director of Legal Services or City Solicitor has announced that they will be leaving the City of Winnipeg as well which creates another hole and another, you know, senior legal team member, obviously, the Director, and the workload that she was carrying as well, now there is a gap there. So when you add the vacancies that we have currently, and the workload that is happening right now, there is a need by the department for these resources. Back to the original motion of the $600,000, some of those funds are for expert witnesses as well. I have asked the question of our department if we had a full complement of staff…I asked of Mr. Jack if we had a full complement of staff, would there be a request and he said yes, there would be some sort of request because…because it's not uncommon for the City in their legal matters from time to time to need external expert witnesses. And so, we have tried to put…I have asked for as much information as possible to be put into the motions that we have into the whereas clauses and so it's here before us, and I just present it to Council for consideration and ask for Council's support.

Madam Speaker: Thank you, Councillor Gillingham. Any further speakers? Councillor Chambers…Chambers, did you wish to speak to this?

Councillor Chambers: I wanted to ask a question but I'll wait till he's done.

Madam Speaker: Okay, sure. Councillor Klein.

Councillor Klein: Yeah, thank you Madam Chair, we can speak to this?

Madam Speaker: Yes.

Councillor Klein: I appreciate Councillor Gillingham providing a little more detail on the need for legal and I certainly do appreciate the need for legal representation and no disrespect to His Worship Mayor Bowman or Councillor Mayes who represent that industry very well and honourably. But we know how expensive legal costs are. It's never a cheap expense and it is something that has to be considered. However, I'm finding it difficult and increasingly difficult to cast a vote in favour of some of these items, in favour of many items because I am a representative of taxpayers. I'm a representative chosen by the community that I live and serve to vote on their behalf. And I feel that there is not enough information about what these extra cases are. I can appreciate the new motion that's adding to it, that's bringing the number up. And I can appreciate that. That was well explained. The other motion for the 600, there is not a lot of

explanation there other than outside or external attorneys and professional expert witnesses if you will. And it's that limited information that makes it difficult to actually cast an informed vote. Something that I think we are obligated to do. Each of us at this table have taken an oath. And I know each of us take that oath very seriously. And I think there are items that should be shared with Council, all members of council so that we can make an informed decision. And if we know and we understand the confidentiality required, it should be respected by everybody at this table and I think it would be. I think that that is the difficulty that I'm having supporting this motion. I appreciate the requirement of the extra $400,000. I understand the first part of the motion. I just don't understand the details or the necessity of now.

Madam Speaker: Thank you. Councillor Lukes.

Councillor Lukes: Thank you, Madam Chair. You know, this is…lands on our table this morning and we are asked to support another $400,000, making it for a total of a million dollar request. That's a large chunk in the budget if you think about a million dollars added on over and above in the budget. The challenge I'm having with the Legal Department is besides the fact that we've had a very high turnover, more than half have left for one reason or another in the last four years, and now the department head is leaving. I as a councillor really don't have any accountability on anything that comes out and activities of the Legal Department. I don't have any reports that say how many cases have been filed, how many cases have been won, how many cases have been lost and costs to the City. I don't have any of that. I don't know…I really don't have any information on the expertise that the City's lawyers have, that they…experience, the training, the background. All I have is requests for more money, more funding. So I don't know. I guess what I'll have to do is make a motion to see if I can get any of this information so that I can have a better understanding. Again, this just landed on our desk this morning. I knew nothing about it prior to today's council meeting. I have been asking questions of the department regarding…since we heard that the head of the department is retiring or is quitting or departing. So I just would like to have a little bit more accountability and understanding about the Legal Department going forward and I will be making a motion I guess at the committee in the fall asking for that. I just wanted to put that on the record.

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

Councillor Eadie: Yes, Madam Speaker, I rise…this has the amendment? I support the amending motion and actually support the original report as well, especially with the amendment, Madam Speaker. But I just thought I'd rise…I mentioned this to the councillors making the…moving the amendment, Madam Speaker. You know, a lot of this stuff, we only passed the budget in March and we're in July, Madam Speaker. And I think this account that's mentioned in here, Madam Speaker, we're growing too dependent on it. Why don't we pass a budget that actually recognizes that we have to deal with this money? And then we can discuss it, you know, at standing committees or whatever or at EPC or whatever as to whether or not to support it. Now we're going to support it, that's fine. But you know what, what I don't get and we're having to do this more and more I noticed is this account, this…like, what are the efficiencies we're going to find, Madam Speaker? Are we actually going to ask departments to do something…some things less for the services that they deliver elsewhere in order to meet and ensure that the money is in here to cover off legal? I want to know that. Because, the thing is, the managers of departments and the managers of this city, they are going to have to make decision. They have got to manage it. And they got to come up with you know, balancing that out at zero unless we're going to have a net loss and then we use our contingency fund. But you know Madam Speaker, this stuff is not extraordinary. This isn't like an extraordinary superstorm that hit Winnipeg and somehow we have a huge issue to deal with in terms of outside of the budget. What I'm hearing in this thing here is, these are things we are dealing with and I know the Legal Department has slowed down quite a bit since I… you know, I don't know what it is but there is a lot of legal agreements now we expect of not-for-profits out there; lease agreements, all these agreements we've got to sign now, they never used to be that complex, Madam Speaker. So you know, like, you gotta realize if you are increasing the workload, you are going to have to deal with the budget. Like, I don't know. I don't know how much more you could expect out of a lawyer. Like when you're working litigation, takes a lot of time just on one case, Madam Speaker if they are working any of that kind of stuff. Not an easy thing to do. So I just…I just wanted to say, I have great concern. And you know, we should be budgeting for this stuff. This stuff is not so extraordinary that we shouldn't have dealt with it in the budget we passed. Thank you.

Madam Speaker: Thank you, Councillor Eadie. Councillor Gillingham, do you wish to close? Oh, just pardon me. Councillor Nason.

Councillor Nason: Keep overlooking me, Madam Speaker, it's okay. I'll get exuberant like Councillor Eadie. You know, with this additional increase the challenge that we have from paying $18,000 to get some videos for bad behaviour or the 600,000 for…to get legal counsel from outside and expert witnesses, we're spending a lot of the taxpayers' money on items either for bad decision making or bad legislation that we may have. We shouldn't have to consistently spend extra unaccounted money for legal services. Like, as Councillor Klein said, transparency with regards to knowing what this money is for. You know, we have council sessions. If this was so dire that it needed to be done, we should have had a council seminar. You know, bringing it on the floor for this under cloak and dagger with, you know, expert witnesses

really get my radar up and it's something that bothers me greatly and I just want to say, we owe it to our taxpayers to do better.

Madam Speaker: Thank you, Councillor Nason. Councillor Gillingham to close.

Councillor Gillingham: Thank you very much and thank you to my colleagues for their comments and questions. To just maybe my close to address something that Councillor Eadie raised. You will note that recommendation number 6 in this report requests that the public service ensure the appropriate resources are included in the 2020 Legal Services operating budget request. There is an understanding or expectation there that, you know, when the new director is hired, when a full complement of staff is put in place that they will understand their workload, the distribution of their workload…the distribution of their workload and the resources that will be needed to meet that workload. As to the timing, I asked our interim CAO about the timing, he said that the matter is one where there are cases that are on the go and there are deadlines within those cases that need to be met. I've also asked if our administration that…if they could provide a list, any part of the workload list that can be provided or files that can be provided and distributed to council as far as what our legal team is working on right now, that they do that. I have been told that I will receive that and once I get it I will pass it to everybody. Understanding that there may be…I have been told that there may be an item or two or a case or two that cannot be disclosed at this time for legal reasons and because of the case sensitivity. But any additional information that can be shared, I have asked today to be shared. So I do acknowledge…believe me as the Chair of Finance, I acknowledge that this is a significant increase request to the budget, over and above the budget that was approved just some four months ago. But given the need, I am supporting this motion.

Madam Speaker: Thank you. Mr. Mayor, do you wish to close?

Mayor Bowman: Yes, I do. Thank you, Madam Speaker. Firstly, I want to thank Councillor Gillingham and Orlikow for bringing forward the amendment. I also want to recognize and thank the efforts of our Legal Department. Individuals who work for the Legal Department have significant expectations placed on them by myself and other members of council and the public. And we want to make sure that they have the resources that they need in order to make sure that they are providing the support and the advice to our public service and ultimately, council as need be. I also want to thank our Chief Corporate Services Officer, Mr. Michael Jack, as well as Mr. Michael Ruta, our interim CAO, for their oversight and scrutiny of the departments that fall under their purview and I want to make sure that they have the support that's needed in order to do their best to meet the demands of mayor and council, but also to protect taxpayers' interest. I'm pleased to hear compliments for the legal profession from my council colleague. I'm sure Councillor Mayes enjoyed that as well. I know just from Councillor Klein's extensive experience in the private sector, I presume he has had contact with lawyers as many corporate leaders do from time-to-time, and sees the value and the benefit and the savings that can be had from having good sound legal advice. So I'm glad that we have it on the record his appreciation for lawyers today.

Madam Speaker: Thank you Mr. Mayor. With that, I'll call the question on Motion 3, the amending motion. All in favour? Contrary? Carried. And now the vote on Item 7 as amended. All in favour? Contrary? Carried. We will now move on to Item 10.

Item 10 – Shareholder Approval for the Sale of Portage Place Shopping Centre by North Portage Development Corporation and Assignment of Related Skywalk Agreements

Madam Speaker: We have two amending motions on your desk. Motion 1 is moved by Councillor Orlikow and seconded by Councillor Mayes. Motion 4, moved by Councillor Nason and seconded by Councillor Browaty. Each of you will have time to speak to these motions. We'll start with you, Mr. Mayor to introduce the item.

Mayor Bowman: Just for clarity, was the last…the last motion was unanimously supported? Okay, thank you. I'll wait to hear from council colleagues first, Madam Speaker.

Madam Speaker: There were two in opposition, Klein and Lukes. Yes, were noted.

Mayor Bowman: I'm sorry, for which ones, the amendment or the final motion? That just wasn't clear.

Madam Speaker: I just want to remind you. You need to let us know that you want to be recorded in opposition. Did you want to clarify Mr. Clerk so you have your record straight?

City Clerk: Please, yes. So just to clarify who is in opposition to previous motion as amended…Item 7 as amended, was Councillor Klein and Councillor? Just Councillor Klein. Perfect, thank you.

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: Thank you, Madam Speaker and to our clerks. I'll wait to hear from council colleagues on this first.

Madam Speaker: Okay. Councillor Orlikow, you can speak to Motion 1.

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

WHEREAS a Purchase and Sale Agreement ("PSA") involving the Portage Place Mall, the associated land and parking facility was recently signed by North Portage Development Corporation ("NPDC"), Spruceland Mall Limited Partnership and Starlight Acquisitions Ltd.;

AND WHEREAS the terms of the aforementioned PSA were approved by the NPDC Board at their June 13, 2019 meeting and are being recommended to the NPDC shareholders for approval;

AND WHEREAS The City of Winnipeg is one of three shareholders in NPDC with the other two shareholders being the Government of Canada and the Province of Manitoba;

AND WHEREAS the Unanimous Shareholder Agreement among The City of Winnipeg, Government of Canada, Province of Manitoba, NPDC, and The Forks Renewal Corporation ("FRC") provides that unanimous written consent of the shareholders is required for the sale, lease, exchange or disposal of all or substantially all of the property, assets and undertaking of either NPDC or FRC;

AND WHEREAS Mr. Paul Jordan, CEO of the FRC, verbally advised Executive Policy Committee on July 9, 2019 that neither the Government of Canada nor the Province of Manitoba have formally approved the PSA for this transaction;

AND WHEREAS The NPDC have done due diligence on this transaction but The City of Winnipeg should also base its approval of this transaction on the knowledge that both the federal and provincial governments, which have access to significant financial and legal expertise, have done their utmost due diligence on this matter;

THEREFORE BE IT RESOLVED THAT Recommendation 1 of Item 10 of the Executive Policy Committee Report dated July 9, 2019 be replaced with the following:

1. That Council, representing the municipal corporation of The City of Winnipeg as one of three shareholders of the North Portage Development Corporation ("NPDC"), approve the sale of the NPDC assets (as hereinafter defined) to Starlight Acquisitions Ltd., subject to confirmation of the approval of this sale by the Province of Manitoba and the Government of Canada.

Councillor Orlikow: Yeah, sure, I'll just quickly do it. This is a…this motion here is just to ensure that all the parties are lined up properly. We want to make sure that the public knows that this is not a City of Winnipeg initiative by itself. It's a partnership with the Province and the Feds. And as we go forward with the due diligence process and both the other levels as well and Starlight, they're going to do their due diligence. We just wanted to make sure that we all realize that we need all three groups to be on board as part of the agreement that we have with The Forks and the North Portage Development Corporation. And so this is just saying, if today passes, we're in, but we still need the Province and the Feds also to sign on. As we had at our EPC meeting, Mr. Jordan indicated that that had not been achieved yet so we just hope that the Province and the Federal Government, if we do agree with this, that they will also do their due diligence as well. And all three parties have to be together.

Madam Speaker: Thank you. Councillor Nason, to introduce Motion 4.

Motion No. 4
Moved by Councillor Nason,
Seconded by Councillor Browaty,

BE IT RESOLVED THAT Item 10 of the Executive Policy Committee Report dated July 9, 2019 be amended by adding the following new Recommendation 2:

2. That in light of the new initiatives at The Forks creating significant new revenues including 24/7 paid parking and indoor/outdoor Forks Commons beer hall, that the transfer of the proceeds of the sale of

the public partner's assets at Portage Place be re-visited, in cooperation with the three partners, including a scenario of operating The Forks Market without a trust being created to provide an ongoing operating subsidy.

and the remaining recommendations be renumbered accordingly.

Councillor Nason: Madam Speaker, just a point of clarity. Can I let the others voice their opinion and then close?

Madam Speaker: This is your opportunity to speak. This is the process, the order.

Councillor Nason: Oh, okay.

Madam Speaker: You'll be also…you'll also get an opportunity to close later in the debate.

Councillor Nason: I'll wait then.

Madam Speaker: Okay. The floor is open. Councillor Eadie.

Councillor Eadie: Might as well go first, Madam Speaker. I listened to the delegations in this matter on the sale of Portage Place, the building and parking space underneath. What's not being sold is the land lease, Madam Speaker, so to be clear, we're selling the asset that has a different agreement currently with a corporation out of BC. The Forks North Portage in the past has had to manage this for three years, a mall which is very difficult to attract business because you know, moving into the future, malls are not doing as well. Actually, if you go to Polo Park nowadays…you know, I remember the days the place was packed all the time, Madam Speaker. But malls today, some are still quite busy but ultimately, being in the mall business…and wall rhymes with mall, for me, Portage Place has always been a wall that has prevented me from getting around in downtown as a person who is blind. But before I go on with that, I also want to say as a person who could see and a person who can't see now, I see no colour. And I just wanted to say, I was quite upset to hear people saying that this is somehow racism. It's not. I go back to not necessarily agreeing with Portage Place back in the '80s. When I was taking business administration, Madam Speaker, I felt that Cadillac Fairview, the private entity that actually bought the main lease, I think it was a 50 year lease that they would have had, they had full control over the building. They had to maintain public spaces and yes, there were arguments about the walkways and so on and so forth. But ultimately, it was a sweet deal for the private sector, for that company which eventually went under because of a huge mistake they made in I think it's London, England. So Madam Speaker, malls are a great…they are a good place to meet, I don't disagree with those people. They are meeting there and that's good. And I go there, Madam Speaker, myself. I love going to the Prairie Theatre Exchange. But you know, frankly, I can't go in that building unless somebody else is with me. I have gone in there by myself to try to go to the Independent Living Resource Centre. Lost. Lost. And then people were asking me, well where are you? When I called them to say, you have got to come and find me. So Madam Speaker, it was a great place. It was packed a lot. I still go to Staples, but I got to go to Staples with my assistant because I can't get around in there by myself. So what Starlight…what's the holdings or whatever they are called, Madam Speaker. I took the opportunity. I did hear in a seminar about just a really quick…from Mr. Jordan who is with Forks North Portage, I heard what he had to say, and they are the ones who are negotiating the offer to purchase or it's got a…more…a bit more of a different name, but they are the ones who did the negotiations. And then the board itself agreed with it, and then they are moving forward and they need shareholder approval. The negotiations happened already. We as a city, we weren't negotiating when we attended a luncheon at the Inn at The Forks. That wasn't the…what happened was, people do have questions and you want to make sure what happened on Graham doesn't happen with Portage Place because it is a central public place. The stale still insist and keeps the public access agreements so that people can move around in spaces and enjoy the entity and downtown. And I also want to say, Madam Speaker, this is not a neighbourhood issue. This is a City of Winnipeg issue. That is why we have a standing policy committee called Property and Development, Heritage and Downtown Development. We have a special corporation that was formed to handle Portage Place and then at some point there was a merging of The Forks and North Portage and so we have The Forks. And these are all…we have public interest in it and I agree with the presenters on it. There is a great amount of public interest. And so when we met with the company, corporation that is making the offer and doing their due diligence, like they are going through a whole process to decide whether they're buying it or not, we need to say, do we support the sale of something that was already negotiated? But the idea…the vision that they presented and the discussions we were able to have with them, I had already decided, Madam Speaker; yes, let's sell it. I asked Jim August in 1998, what are we going to do with that building when we end up taking it over after 50, 75 years. Are the taxpayers going to have to pay to build it again? That's what's the future. So I'm worried about my kids and my grandkids' future and how to deal with this. You want to talk about taxpayers, everybody. The taxpayers built it. Cadillac Fairview got a sweet deal and they ran it. And you know, it did really well. I agree, for quite some time. But malls struggle all around the world. They are going away. My kids actually buy everything online now. They barely go to a store ever, ever. They go to public spaces though. I know my boys have gone to the Prairie Theatre

Exchange. Once in a while we used to take them to the Fringe Festival, all these different things. There is lots of culture and arts. The company that's buying this wants to maintain Winnipeg culture, the cultures of Winnipeg. They are supportive of it. That's what I heard from them. It was no lobbying. I wanted to hear their vision. I wanted to know that they had the financial ability to actually do what the vision is. And a company that holds $11 billion in assets and runs these kinds of things all over, their vision and so on, and they will consult. They don't even own it yet, but they are going to have to consult about how everything's going to work, but what they do have to do under this agreement, properly negotiated by Mr. Jordan and whoever else helped them. They have to maintain the public access because that is essential to Winnipeg, just like we must maintain the public access to The Forks. It's a huge public interest in all Winnipeggers, all Winnipeggers. Those in the neighbourhoods that are close by, but also all around the city because these are supposed to be…downtown is supposed to be a place that we all get to enjoy and we do. Winnipeg Jets, our mayor supports it. Where is it? Downtown. Winnipeg and all of Manitoba, it's a great thing. So I decided that I think it is appropriate to sell it to a private business. And yeah, they are going to make money, Madam Speaker. They are going to make money…

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

Councillor Eadie: They are going to make…they're going to make money on this and that's fine. Apartment rentals, they are talking about various kinds of housing as well which is important. I know councillors…the councillor for the immediate area supports that kind of stuff, affordable housing. So do I. And you know, in the future, doing affordable housing, like, I don't know anywhere where it hasn't required some kind of government subsidy. That's the reality. But we do have to provide affordable housing. We cannot have homeless people everywhere, it's not right. So we've got to make our best efforts, okay. And I know that this corporation will. We will have to support them somewhere down the line but we're also going to expect to hear plans. They're going to consult, I know they will. They've already talked to some people in the community. There are groups that were not consulted, I agree. And I just want to conclude, I'm not going to support either amendment. The Motion No. 1, all the negotiations have already happened. This is not like three levels of government trying to negotiate to fund a project somewhere in Winnipeg. The negotiations of the sale, it's all done. There is no negotiating to be done between the Province and the Feds. We need…we agree, we're going to vote. I think we all agree or the majority. We agree that selling Portage Place is good as long as we can maintain and consider that you know, it's appropriate for downtown and it will be important. I celebrate that they will open up south Portage to north Portage and we can have a whole downtown not one that's blocked by a wall. And on motion…amending Motion 2, you know, Mr. Jordan has been with Forks North Portage and others for quite some time. I think they do a good job. The Forks does lose money. And I must say, there is no conspiracy here. You know, I noticed that they wanted to buy some land off the City so if they are using some proceeds to buy some land over in The Forks area, that's still helping out the taxpayers.

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

Councillor Eadie: That's still helping out the taxpayers, Madam Speaker. You know, I could tell when I seen one motion coming down and I said, well, where is The Forks North Portage getting money from to do this? And then lo and behold we've got a seminar on the sale of Portage Place. But there is nothing untowards in this thing. The Forks North Portage, this is their mandate. It's their mandate. I don't know what businesses are going to move into an office building, whatever they are doing over in The Forks. But what I do know is they've had initial support, The Forks, North Portage has had initial support from us as council to develop The Forks. And they are proceeding to do it. There is nothing untoward. We know it's coming. They have been talking about the plan for a long time. I don't get it. So there is nothing untowards in this deal. I think it's okay. Yeah, people still don't trust us because there have been some pretty…anyway, I'm not going to go into those details, Madam Speaker. This is good for the Winnipeggers as well as tourists and everybody. I'm telling you, this is going to be a great thing for Winnipeg and they are actually helping the taxpayers repurpose a part of our downtown that is actually in need of it, and it is in need of community spaces and it will have community spaces because it's in a neighbourhood. They are creating living places in a neighbourhood. I believe that this private sector corporation, yeah they're going to make money, but they want and know that the neighbourhood has to be a good place to be to live. So they will support. There is no racism involved in this thing at all. And I'm disgusted that somebody would say that. Thank you.

Madam Speaker: Thank you, Councillor Eadie. Councillor Rollins followed by Councillor Chambers.

Councillor Rollins: I would like to start by thanking the delegations who came to speak on north Portage and on Portage Place and the importance of Portage Place. And I want to acknowledge, as one of the speakers asked us to do, that we are on Treaty 1 Land and the homeland of the Métis Nation, but also the Anishinaabe and the Innu. And I will take an opposing viewpoint. Racism and the safe space that the speakers brought forward and the assertion of the safe space is safe space that is Portage Place that has been Portage Place, that they were raised up in is at issue here. And it's…and I rise in support of the motion of Councillor Orlikow and Councillor Mayes. Jenna Wirch is a leader, Aboriginal

Youth Opportunities on the one hand, Meet Me at the Bell Tower on the other. The organization she leads along with others consults on housing and children in care, alternative provincial budgets. They celebrate both Indigenous People's Day and Refugee Day together. And they talked about the safe space that is Portage Place, the space that they have been making over time as they have grown up in. The place making that they have carved out in north Portage in our downtown. I do believe, Madam Speaker, that it is our job to make room for the youth, that it is our job as council to make room for the artists, the storekeepers, the children and all the delegations reminded that… reminded us of that today. Those exact facts, that it is council's job to make room. And that is also our job to make room for the discussion of racism and how we combat it together. And I think it's important to remember that in our discussion when people are asking us to make room, take a pause. We have a wonderful opportunity today to demonstrate that tension of democracy speed up, to slow down in our debates, whether it's 30 kilometres, whether it's Portage Place, there is a tension, and it's absolutely ours to comfort a city who experiences racism, who asks if those places and those spaces are fundamentally for them, it's our…that's our job. That's my job, I believe. And people who identified Portage Place as their neighbourhood, as a large part their home, their food courts as they said so stories can be shared with families with each other, the meeting places like the piano and the performance spaces that left over from when we hosted the Junos. Studio 393, a beloved studio for free, for youth led art activities. I have seen beautiful performances in the atrium of Portage Place, my own daughter, her own friends with Studio 393. Schools of the Winnipeg school division dancing in the atrium, under the sun. That student led place making space, want to retain that. Portage Place shopping centre, the skywalk that interconnects us, the emerging artists that are there, we do have a job to protect all of that. That mall was built…it required amenity spaces when it was built, space that was made available for not-for-profits like the Prairie Theatre Exchange. It's our job to protect the artists. It's our job to protect the youth. And I am in support of the motion because I believe that those visions of the speakers and Mr. Paul Jordan, the CAO, who advised us on the sale, understands those ambitions, that complexity, what that space is. I believe he understands it because of his dual mandate at The Forks, the traditional meeting place and North Portage. His mandate is not changing. The north Portage neighbourhood shall be at the centre of commerce, cultural and living, integrated to form a diverse downtown community through a mixture of public uses including residential, commercial and institutional, recreational, educational and entertainment facilities. That's not changing. The details of the plan are preliminary. They do involve housing. That downtown grocery store that we might want, that we know we want. This is not disrupting that. It is not disrupting those important place making features that no council member alone, no community member alone has made themselves. I believe it's a good partnership for the City of Winnipeg and I take comfort in the motion that acknowledges the role of the Federal and Provincial Government, and that this is early days in this and that we are going to do our due diligence as one of the three acknowledged shareholders of the north Portage Development Corporation including the Province of Manitoba and the Government of Canada known as the Crown.

Madam Speaker: Thank you, Councillor Rollins. Councillor Chambers followed by Councillor Klein.

Councillor Chambers: Thank you, Madam Speaker. I rise today in support of the motions that have been presented with respect to the sale of Portage Place. I too want to acknowledge the delegation that spoke this morning, so very passionately about your community, your downtown area. I was moved by the comments that were made to respect the safe spaces which include the interconnectedness of our skyways that you know, people pass each other, greet each other, and have opportunities to stay inside on those cold winter days. You know, 31, 32 years ago when Portage Place was being considered and developed, there was a lot of opposition at the time through the expropriation of land and the development of Portage Place. Accordingly, there was a lot of opposition that took place when the Eaton Centre was the focus in terms of moving or building the Bell MTS Centre as it is known now, as well as the Hydro building that has been developed in that downtown corridor. Portage Place has struggled over the years to attract the traffic it needs to be sustainable. And as a result, it's struggled to get the retailers in that building to attract the traffic that it needs to become sustainable. The fact that I can purchase a slow cooker in my pajamas at one o'clock at night shows that our shopping trends have also changed. We're no longer physically going into…that's something you can't get out of your mind now. The fact that we shop…shopping trends have changed that we don't physically have to go into the stores and into the malls is indicative of the fact that we also need to change and evolve in terms of how we deal with malls, and that across North America, volume in malls is down significantly. So we as a council have to look at how we keep our downtown sustainable, and in this case, Portage Place, and as we also heard earlier, 201 Portage Avenue that wants to redesign and redevelop their area as well, again, based on updating, refreshing, renewing and having an opportunity to stay current with the trends. So again, I support this motion to…that the two councillors have made because status quo is not an option. We need to be progressive. We need to look at the options that provide the best use and highest use of the land that is available and I think going forward, what the Starlight acquisitions has proposed is the highest use and highest value of the land that can help to keep our downtown vibrant, bring in more people downtown to keep our downtown safe or to revitalize it and make it the Winnipeg that we want it to be. So again, thank you for the comments that came this morning. I truly believe your heart is in the right place and I'm hoping that as we move forward and work together, that this is something that we can see years from now was the right decision that we have made.

Madam Speaker: Thank you, Councillor Chambers. Councillor Klein followed by Councillor Browaty.

Councillor Klein: Thank you, Madam Chair. I appreciate the comments of both councillors we have heard thus far except for one little comment. We won't bring that up again. And I do want to address…because Councillor Eadie brought it up about the lunch. No one is judging it, I don't think. In my opinion…I didn't go. I thought it was something that if they had something to share, we're public servants. They could have done it in this facility so…and they could have made it public to everybody. That's all I'll say about that matter. I agree that we are struggling and retail is struggling across the country. I guess my concern is this is going very quickly. I know that was shared by some of our speakers. I noticed that if there is no decision by July 19th, tomorrow, there is a $1.5 million penalty. I think it says that inside there. I'm not sure why. That's pretty quick. I note that the second motion from Councillor Gillingham and Councillor Orlikow makes sense. If the other levels of government don't approve this then of course, we have to back out. I wonder if we need to maybe alter some of these because if the other levels of government don't agree to, you know, or say they agree, but they want their share of the profits from the sale, we have a different problem we're going to face. I also think that it's our job…we don't impose our will on taxpayers. We listen to taxpayers and we represent their needs. And we heard from a number of shareholders in our community today that they are concerned about where they will go in the community. We have in the past as a council and the councils before us have taken some revenue from assets that are sold and put those back into that particular community to help them, whether it's the sale of property and they get a portion of that to be used in their community. We heard from the minister of the church that it's a very important community spot. We have heard from other people that use that, who live in that area. Maybe that should be considered. I think it's going so quickly. I don't know if we have taken the time to consider all the possibilities that could occur negatively or that could happen positively. Yes, the retail across the nation is dropping and I think I saw on one of the media outlets, international media outlets that it's going to drop by 12 percent across North America by next year. So that's a big drop. So we have to consider that as good stewards of the city that we want to see the city flourish. Maybe we can consider a little something for the residents so that they have a place to call their own. And maybe we could look at the second motion that was put forward by Councillor Nason and Councillor Browaty. I understand The Forks requires funding to keep operating. If they're having issues, we should be having a discussion with them. Maybe we need to take a look at that before we start assigning funds so quickly. Thank you.

Madam Speaker: Thank you, Councillor Klein. Councillor Browaty followed by Councillor Gilroy.

Councillor Browaty: Thank you very much, Madam Speaker. I rise in support today of the motion before us today. It's very exciting to see our downtown constantly transforming, whether it's the east and the west Exchange Districts, Waterfront Drive, the Hydro building, Bell MTS Place, new activity at The Forks, potentially the development of Parcel 4, Portage and Main, Richardson Plaza, the new cladding on the Artis Building. We saw plans this morning for 201 Portage Avenue with their brand new fancy entry features. And now…well of course, True North Square, Wawanesa going in to True North Square, the new food hall that we read about in the paper today, and then, Portage Place. Right now, sad to say, Portage Place is really a blight on our downtown and a blight on our city. There's criminal activities going on there all the time. It's not a safe place to take your friends and family. And I apologize to those people that were talking about the library. People don't feel safe in our library because there is security? It's the other way around. We now can feel safe going to the library because people are being screened going into the library. That's why they needed to do it. It's sad, but unfortunate. But we need to have that kind of screening to make sure that people can feel safe going to these public places. And right now, Portage Place is not one of those places. When I was growing up going to the University of Winnipeg, you could see the decline of the mall over time. And it's continued to decline over time. I don't go there frequently, but I have set foot in there in the last 12 months and it's not even anywhere close to what it was at the time. So again, we do need to, you know, look at a gathering place. We do need to look at what's being considered there. And they're planning to do maybe what was done largely at The Forks. The Forks, you know, was sort of stagnant. They have now sort of brought it up market. They've got froo frooey beer halls. You buy your $5, you know, cinnamon buns and stuff. When my grandparents moved into Fort Garry Place in the early '90s, it was a real market. You could go buy a single piece of fruit, you could go buy a loaf of bread. That's not what The Forks is today. So that brings me to the motion that I seconded of Councillor Nason's in regards to looking at the business plan of The Forks Market. The Forks has been changing. I would like know what it would look like, how they could operate potentially without an ongoing subsidy and whether or not the proceeds from the three…the three partners are going to realize it could be reinvested elsewhere in our community. Perhaps part of the funds could be invested in a proper type of community gathering facility in the area around Central Park where Portage Place is, the north Portage neighbourhoods today. Maybe a portion of those proceeds could go to something like that. Maybe they could just go to other parts of our downtown. I love The Forks, gentrification that's gone on there has been great. I don't like paying for parking. I'm a Winnipegger, but you know, it is a neat place and they have been doing some phenomenal work there over time. It's important, I'm glad to see that the skywalk is going to remain making sure that that connectivity stays is good. I like the idea of opening up the two Main Streets through, you know, even as a pedestrian mall, opening up Carlton and Edmonton. Visually I think is a good thing. Again, we do realize that the city, despite the fact that the Portage Place has an awful reputation, it does, however produce a significant revenue for the three…well, it produces significant revenue that goes to The Forks right now. Why the two are combined doesn't make a ton of sense to me in my mind. It just…they needed some additional funding so they transferred the money from Portage Place. The parking makes money. There is some revenue realized from the

land lease to the owner of the above ground mall. One thing to realize though is if we don't proceed with something here today, we have the status quo. That means the current owner of the mall who isn't that interested in running a mall and hasn't…isn't really prepared to invest significantly in it will stay as it is. By going with a new plan like this, we have a really good opportunity to deal with what I think is again a blight on our city and our downtown. Thank you.

Madam Speaker: Thank you Councillor Browaty. Councillor Gilroy.

Councillor Gilroy: I rise in support of the motion that's in front of us here today too and I just want to talk a little bit about some of what my councillor colleagues had to say. Councillor Eadie did a really good job talking about the history and how we got here and I really appreciated hearing his words because I think that's important for us to understand that the role of North Forks Portage has and that we have given the authority to do a lot of the work that they are doing. So people really need to I think understand that. And Councillor Rollins did a really good job I think identifying that this is a place where I think we all want to see this shared vision that the community sees and I really wish there was a little bit more of an opportunity for that dialogue to take place. Unfortunately, this is the processes that we have, but I think that the community would find that it really is a shared vision of what they see and what Starlight sees and that there wants to be…they want to have community engagement. It's just that we're just really in the preliminary stages. I want to read to you something that's in here just so that it's on the record. Their plan in Winnipeg is to adapt and create a vibrant, inclusive mixed-use development with the core of purpose built rental on top of street level retail and service. Collaborative community stakeholders and business consultations will follow any purchase to determine the market rental. Preliminary research indicates that the areas in need of rentals, student housing, as true in most Canadian cities. This project will also include street level retail to service the neighbourhood and new residents and towers above the property. Any plan created will maintain the sky walk system through the site. So I think that it's…I think that when this…all this comes back through the planning process, there will be greater opportunity for the community to become engaged more in the process and really be able to share their vision, what the community wants with any kind of new development. So I really do think that there is opportunity moving forward. I think I agree with what Councillor Eadie had to say in terms of you know, this is the role of North Forks Portage. This is what we set them out to do. And for me as a councillor of the area, I have no control over the businesses and the mall and what type of businesses that they have. What I'm hoping that we will have is a shared vision moving forward of what any kind of proposals could look like. And I just want, you know, to talk a little bit to what Councillor Browaty had to say because Portage Place is a safe place. So I really don't want people to think Portage Place isn't a safe place. The community came out in droves to talk about how wonderful the…how wonderful Portage Place is. And I think that we need to take the time to listen to the community because sometimes that this…our community is being called unsafe and there's wonderful things about this community and that's what you heard today. And I think that what we need to do now is hopefully have an opportunity for the community to become really engaged in this project and make sure we have an inclusive community with mixed-use, with commercial, all the stuff we want to see, with great places where community can come together and meet. And I'm really hoping that people that are listening here today that we do see affordable housing as part of this project, I think it's really needed. One of the things I did note that Starlight does do rental, a lot of rental units so and I know that that's something that we're lacking. So I am supportive of this project and that's all I have to say. Thanks.

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

Councillor Gillingham: Thank you Madam Speaker, appreciate the opportunity to comment on this. I will be supporting…as I did at Executive Policy Committee. I will be supporting this report and the sale as outlined. I will be supporting Motion 1. I won't be supporting Motion 4. I will give my reasons for not supporting Motion 4 that is before us. I respect the fact that Councillors Nason and Browaty would like perhaps to have a look at the current agreement and arrangement business plans of North Portage Development Corporation, but when you read the body of the initial report, what should happen or what will happen ultimately with the disposition of the sale proceeds to the three shareholders is really separate from this sale agreement and should be. I don't think the sale agreement should be encumbered by, you know, council determining that you know when and if the sale goes ahead, the proceeds from the sale, the third portion that is…will be the City's as a shareholder should be used in such and such a fashion only…and only after a business model plan from North Portage Development Corp is done. That…if we wanted to do that as council, as a shareholder, we certainly have every right to and we can, but I believe that that should be separate from and not encumber what is before us at this point. You know, it's good to…I was saying just around lunch time. It's good to be part of this process. We know that we're a shareholder, the City of Winnipeg, the Province of Manitoba is a shareholder, the federal government's a shareholder. The federal government and the Province of Manitoba will have…will not have this open process in the same way. They won't have delegations coming before them in a public forum to talk about what's important to them on this property. And it was good to hear from…from the community today and to…for them…you know, for us to hear to be kind of a listening body and to hear the value of that space and how it's being used and how it's being used in a positive light and we appreciate that. We do also acknowledge though that there is another side to it and that is that when you take a look at the context of our downtown, and how…and credit to previous councils and mayors because those councils and mayors and our council and mayor have a vision to reinvigorate downtown, to

revitalize downtown, to invest in downtown, to draw more people to our downtown, to make it a place where people…more people want to work, play, gather and reside. And I see the sale and the potential redevelopment of this site as being just a furthering of the momentum that has been created over the last several years. I believe this will be a very, very good thing. As Councillor Gilroy, the area councillor has pointed out and she has been very diligent since day one articulating her position that she wants the community to be heard, that she wants the community interests in the area to be acknowledged. The report indicates there will be consultation. Starlight Investment…and I will take them at their word as…it's on paper, as a matter of good faith that they will have consultation processes. They will be seeking the input of stakeholders and those in the community. But I think it's important that we separate what we as council may want to do with North Portage Development Corp at a later time. I think we need to separate that and not put that as part of really the condition of the sale or our decision to approve the sale and I think that's a discussion for another day. So I will be supporting this…this motion with amendment 1, but not amendment 4.

Madam Speaker: Thank you, Councillor Gillingham. Any further speakers? We will now have closing comments. Councillor Nason, your opportunity to speak to Motion 4 and the item.

Councillor Nason: I made a couple of notes as we went, Madam Speaker. Councillor Eadie raised about malls dying. I just…downtown malls might be challenged throughout North America, but I would…am happy to report that malls in areas like Transcona, the Maples are seeing expansion. They are seeing rejuvenation. They are seeing significant investment. So to say that downtown malls are troubled, yes, they are under the current vision that they have. I look at The Forks. You know, that there is talk that these need to be separate, but they are not because in our council seminar it was brought up that the money was going to sustain The Forks. So I think it's very important that we talk about this matter at this time because members of council that are not part of EPC do not have that opportunity to try to get this forward hard on the agenda. It's before us today. I think it's a great opportunity and if it fails here, I call on the other stakeholders to also take a look at it and act in what I feel is the best interests of taxpayers and let's look for a way forward for The Forks. They've gotten away from their meeting place, gathering place vision, now they are, you know, the hipster location for high priced beer and you know as Councillor Browaty said, $5 cinnamon buns which many people can't realize in this day and age. There is also a mention and I believe I heard it right from Councillor Eadie, about possible support down the line for Starlight Developments. Part of that challenge is that ever going…everlasting requirement of subsidy or something of that sort. I know recently there was talk about the Rent Assist Program that was brought in under the former NDP government and continued on through the current government. That is a good avenue, of course, to support supportive housing. It's portable support for those that can't afford it, afford the full cost of low-income rent which is very high nowadays. I believe it's over $1,200 a month for an affordable rent in Winnipeg. And I think that's a little high. But one of the last points I want to raise on this, we owe it to our taxpayers and I feel for us to vote against my supportive motion is a vote against the financial responsible government. I feel we're headed towards a financial cliff here at the City. We're spending far more than we have. We don't have visibility to all the line details, but I'm fairly confident much like Calgary at some point, we will come to a point where we will look at finding ways to shave percentages off our budget instead of just adding more, raising taxes more. The taxpayers are reaching a point where they can't pay anymore. I hear it time and time again from my taxpayers. We pay too much tax. We don't get enough service, from garbage pick-up to park maintenance, to having playground equipment that's, you know, closer to 20 to 30 years old than 40 to 50 years old. The lack of community centres in every ward. You know, my goodness, I have four community centres and the year that the area surrounding Portage Place doesn't have a community gathering place is to me, a terrible situation. Now I know Waverley West I believe doesn't have a community centre as well. We need to look at that. We need to make sure that we are doing right by our citizens. The delegation here today did present a passionate plea. What we're talking about is the sale of the property. I do hope that we can hold Starlight at their word of doing responsive consultations and respective consultations to all the parties that are involved and that you know, from a fiducial responsibility that we can look at The Forks for long term, non-government support. Thank you.

Madam Speaker: Thank you, Councillor Nason. Councillor Orlikow, do you wish to close on Amending Motion 1?

Councillor Orlikow: And the whole thing? Yeah so…yeah, I think we cleared off that motion. However, just on the motion regarding No. 4, there actually is an agreement in place we have and I can see why these corporations put these agreements in place because councillors, councils or different levels of governments willy nilly may just make motions as we have today. What impact would this have on The Forks if we don't transfer those funds over and they lose all their parking revenue? Are you saying we should just keep the parking revenue? Well, then the whole deal collapses. So you're saying…then are we saying, okay we're just not going to pay the money and we're going to take our one third. Well again, the shareholders agreement that they have, Article 3.06E is quite clear that all shareholders will have to agree unanimously about using assets from any sale in The Forks. So that can happen. So if people want to look at that, I think that's a fair thing to look at, we're legit, but I'm not going to make that…I'm not going to decide this today and all of a sudden we make this call we can do this later. So if people want to say the money's going to be going to The Forks to make them whole. So remember, that's the purpose of this. So because right now they do collect that parking revenue, that does help pay for The Forks because The Forks pays for everything at The Forks. The roads, the

maintenance, the taxes, they pay for it all. Now, if you're going to say, well, we're just going to hold this back and re-examine it and not transfer the funds over today, well again, The Forks North…The Forks Renewal Corporation, that's not what they put forward to us, that wasn't unanimously consented by all three levels of government there. So again, we…I don't believe we even have the authority to do that. I think we do have the authority to work with our partners at The Forks Renewal Corporation to say, hey, what are your financials? You have changed a bit. Can we…do we need to renew this agreement? That's all fine. But I agree with Councillor Gillingham, that's separate. I don't think anybody in here wants to kill this deal, which that…this motion to me would do. We don't have consent from the other two levels of government to do this. We don't know what's going to happen. Well, Paul Jordan is quite clear. If I…they probably will not go forward if this…for this deal because they need to be made whole because they say they still operate at a loss. I take…I take their word for it. However, if someone wants to go review their books at The Forks, I don't they will have a problem with that at all. It is a public corporation. But they do have rules in place that assets that the north…the…what are they called, the North Portage Development Corporation sells assets, those assets have to go back to The Forks and then from there could be distributed. But again, to say right now today that we don't really know if The Forks needs it or not, we're assume because they sell cinnamon buns, they don't, I think that's incredibly irresponsible. We have an incredible opportunity in front of us today. We could make The Forks whole which is growing and again, right now I trust in Mr. Jordan's synopsis on losing all this parking revenue but I need…so we need to be made whole. He mentioned that and I agree. That's fine. That's what the reality is today. So to say this…that we should just take the money out and put it in community centres here, put it in there, again, we need consent from all levels of government. So transfer the money to The Forks. Have that conversation at a later date. The money is not going anywhere, but right now what we're facing today is an incredible opportunity to redo a huge landmark to revitalize an incredible part of our neighbourhood. I understand some of the people's concerns about having a meeting place. I also understand we invested a lot of money. It's one of proud things I recall from our last term, was in that Central Park, how we redid all that up for the people. I thought it was really beautiful. And yes, I do agree that there's many areas where they need more common spaces and community spaces. I agree with that, but let's not tie all that together. Right now the agreement says quite clearly that we…it's in place is that we can't just arbitrarily decide to take the money. We can't. So again, we can make that call, but I would say if you try to make that call today, we're going to...we are seriously jeopardizing the project. It's not what's before us. Have that conversation at a later date people. Let's focus on the excitement, the renewal, the incredible opportunity that we have. I'm amazed this opportunity even came by. Again, ten years ago, I don't believe it ever would have come. I'm just amazed that someone is going to be coming down and fixing up this…what did Mr. Jordan say? A property that's stuck in time, it just hasn't changed at all, it can't. So now this will be an opportunity to energize that new place. It will potentially…maybe it potentially will get the Bay in action. Again, common spaces, we can be looking at that. Yes, we need to invest more money into the Central Park area. I agree with that, but again, these issues are all trying to be combined and we're losing the vision and the opportunity that we have. This could be an incredible development for not only the people that live around the area, but also throughout all of Winnipeg. So again, I hear what people are saying, we need money, got that. I hear what people are saying that we're maybe a little concerned about do The Forks need all this money. Got that. The money's not going anywhere. It will be parked at The Forks, the Winnipeg Foundation endowment fund. We can have these conversations at a later date, but we do have a deadline in front of us today. So again, I am very excited about this opportunity. I think it's going to be an amazing thing for Winnipeg. I think The Forks is quite unique, I mean sorry, Portage Place is very unique. I used to work in Portage Place over up in PTE, and I worked there for a few years. It was a very interesting place, very dynamic, lots of different people and it was very exciting, but I also saw that the retail sector was suffering even back then and it's still suffering. I go by maybe four or five times a year through it and it's suffering. Again, what isn't suffering though is the common space and the community space and that's great. And I believe when the developers indicate they will have public consultations. The Urban Design Group of ours will be involved in making sure that we're looking at stuff like accessibility. We're looking at articulation. We're looking at how it flows through the area, the new build. There will be that involvement through it's called UDAC. That will all happen. But again, so I do support this sale. I do support my motion. But again, I believe that the motion before us by Councillor Nason and Councillor Browaty, while I understand the intent of it, have that conversation after. Don't kill this deal because you want to try something that's unilateral and against the by-laws.

Madam Speaker: Thank you, Councillor Orlikow. Mr. Mayor, do you wish to close?

Mayor Bowman: I do, thank you Madam Speaker. And thanks to my council colleagues for all their comments. Firstly, I want to acknowledge and really echo what Councillor Browaty had to say about our downtown right now. There are some very positive developments that have been happening in our downtown for a number of years. The Central Park reinvestment by previous mayor and council was a very positive development that is absolutely deserving of praise. We have even before us on this council agenda a number of very positive developments for our downtown. Let's keep in mind a few things. Firstly, The Forks is a well-run organization. Paul Jordan has been providing transformative leadership for the operations and the gathering place for Winnipeggers since he started. And he and his executive do incredibly important and positive work for our community, their board of directors, which has representatives, appointees from all three levels of government including the City of Winnipeg, are also deserving of appreciation and thanks. I note that The Forks…you know, I know some of us took some notice of the comments about over-priced beer at The Forks. I

wouldn't let perceptions of the cost of beer guide ones decision making on such a big decision such as this. Let's keep in mind, The Forks has over four million visitors every year because people clearly like continuing to go to The Forks as a gathering place. It's been a gathering place we know for thousands and thousands of years, well before our country was formed, our Indigenous peoples have been meeting and gathering there. We know that more than 1200 people work on the site throughout the year of course and the contributions…it contributes over $126 million annually to our local economy. Most importantly, I note for those that are watching this debate today that The Forks is financially self-sufficient. What that means is they do not rely on government funding. So if you care about taxpayers, we want to see The Forks North Portage Partnership succeed. We want to see them self-sustainable because we don't want those expenses on our balance books the same way that many other institutions rely upon taxpayer funding. I wish we had more organizations like The Forks. I wish they were as well run. I wish they were as transformative as we've been seeing happen at The Forks. I know this transaction or a transaction like this has been something that's been discussed for decades. I know there was incredible excitement when The Forks…well, when the Portage Place first opened. I remember going in there of course there were, you know, very nice retailers in there. There was an incredible amount of excitement and one of the few conversations I had with Bill Norrie about municipal politics years ago was about The Forks North Portage Partnership and the intent, the politics behind it. And it's something that I'm thinking of today and I'm thinking about previous…that previous mayor, someone who served our community honourably and members of council at the time and what they were hoping and thinking for our community. And I believe that same sentiment exists in this chamber today. We all want what's best for the local community and for our downtown as a whole. I want to thank Councillor Gilroy and Councillor Rollins in particular as well as Councillor Mayes, committee chair for the dialogue that I've had with him on the sentiment and the concerns that have been expressed in the community. Again I regret that I wasn't able to listen directly to some of the delegations this morning, but I too want to just thank them for coming in and voicing their thoughts. Councillor Gillingham I think pointed out quite wisely of course that we are advised in this report that there will be community consultation and dialogue. And I hope that other levels of government are listening to these proceedings today and the sentiment that was expressed by members of council as well as the delegations on the importance of that gathering space and some of the other points that I know have been made in this chamber today. What we learned at the committee level in an open and transparent way is that the Province is in direct dialogue with the developer. We know the Province is conducting their own due diligence. We know they have considerable resources that they are putting forward doing that due diligence. The amending motion that's been put forward for our consideration and approval today from Councillor Orlikow and Councillor Mayes, Motion 1, I will be supporting because we want to make sure we're working collaboratively with other levels of government and considering the investment of resources that are being put in for the dialogue and the due diligence by the Province in particular. I think it's only appropriate that we have the provisions as laid out in the amending motion before us today and I think they are worthy of supporting. We know the community input is important and again subject to council's approval and this amending motion. I would encourage all those with their thoughts and concerns, positive or negative, that they voice those concerns with other levels of government as well. I think it's important that The Forks North Portage Partnership also hears that sentiment as well and I know they have communicated at committee that they are open to that kind of dialogue which I think is very important. I agree with Councillor Orlikow's sentiment and Councillor Gillingham's sentiment that the amending motion, Motion 4, really is another discussion that I think certainly could happen directly with The Forks North Portage Partnership. I know it references paid parking and other…you know, the beer hall and other things in there. I just think that that's something that certainly I would encourage further dialogue with The Forks North Portage Partnership management as well as board of directors as well. And we'll make sure that the, you know, subject to approval today, that the appropriate processes that are required for developments are followed in due course by the City of Winnipeg. What we know right now is that the mall is not doing as much for our downtown as it could. I meet regularly with a number of stakeholders, one of which in addition to members of council is Paul Jordan. And I meet regularly with him and I have been doing so since I was elected mayor in 2014. And at every single meeting I ask him, what's the status of Portage Place? This is a discussion that's been happening by The Forks North Portage Partnership Board well before I was elected. They have been working very hard to find a prospective buyer and they have been working with the owners of the mall to bring forward exactly something that like we have here before us today. And like Councillor Orlikow mentioned, I haven't been very optimistic over the last number of years when and if this would be possible. And so I want to commend The Forks North Portage Partnership and their stakeholders including the owners of the mall for bringing forward this option as well as the investors that are looking at investing hundreds of millions of dollars in our downtown. I know that even with approval today, that would not mean that it's going to proceed. There is a lot of work that needs to happen between a vote today and the investments that we would like to see in our downtown happening, but I would like the City of Winnipeg to be a collaborative partner in that process. And so I will be supporting the original motion as well as the amending motion, Motion 1, and I won't be supporting amending Motion 4, but I will of course be open to further dialogue with my council colleagues on how we can work collaboratively together to address those concerns going forward except for the cost of beer. I think The Forks should set the cost of beer themselves.

Madam Speaker: Thank you Mr. Mayor. With that, I'll call the question on amending Motion 4, the one moved by Councillor Nason. All in favour? All in favour? Call for a recorded vote. All in favour of Motion 4, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

Councillors Browaty and Nason

Nays

His Worship Mayor Bowman, Councillors Allard, Chambers, Eadie, Gillingham, Gilroy, Klein, Lukes, Mayes, Orlikow, Rollins, Santos, Schreyer and Madam Speaker Councillor Sharma

City Clerk: The vote Madam Speaker, Yeas 2, Nays 14.

Madam Speaker: Motion 4 is defeated. Now the vote on Motion 1. Recorded vote for this as well? No, okay, Motion 1. All in favour? Contrary? Carried. And the main item as amended, Item 10. Okay, we got that. So now the vote on the main item as amended, Item 10. All in favour? Contrary? Carried. Okay. We'll now move on to the notice of motion that was on our agenda…yes, okay. Yes, because they are speaking up now when they are recorded in opposition. The notice of motion in front of us from our June Council meeting regarding zero-based budgeting. Councillor Lukes. Pardon me? Okay. Yes, No. 13, Mr. Clerk.

Item 13 – Subdivision and Rezoning – 50 Barnes Street – DASZ 14/2019

Madam Speaker: We'll wait to hear from the Mayor first. If you'd like to speak to Item 13, Mr. Mayor.

Mayor Bowman: I'll wait to hear from my council colleagues.

Madam Speaker: Councillor Lukes.

Councillor Lukes: Thank you. I just wanted to bring attention to this particular subdivision and rezoning and just give a little bit of background on this one and another one less than a kilometre away. These…this property here at 50 Barnes and another one on Poplar Point…Bison Point have been…are being developed, parking lots are being ripped up to have these multi-family units put in. This particular one on 50 Barnes has 52 units. The other unit on Bison Point has 100 units in it of one and two bedroom apartments. These are in single family and multi-family communities around them. We had no opposition on any of them. We worked quite diligently with community consultation and obviously it's serving a great need in the community. I just want to encourage…I mean, this is a type of infill because both parking lots have been ripped up. It is in single family, multi-family and I just want to really encourage all members of council to be leaders on our infill strategy. We don't have an infill strategy yet. We have a draft one that never saw the light of day, for whatever reason we still don't have one. We've only allocated $30,000 to develop one. We have new motions coming forward periodically today. There is another one coming forward. I just really feel that this infill strategy that we are trying to develop is floundering and really not going anywhere. So I want to encourage the Mayor to speak up on infill and his thoughts on it. There's really not much out there on the Mayor's thoughts on infill. When I'm speaking with various trade associations, they are not clear. There is a lot of mixed messages going on about infill and the sooner we have a strategy together and forward that we can bring forward. I think it will be much better for our city. Because infill is one of the key ways that we're going to grow and enable capacity for all the new Canadians that are moving to the city and other folks that are moving to the city. So I'm really pleased about 50 Barnes. It's an exciting project on this church parking lot and it's very exciting and I just wanted to make note of it on the record.

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

Councillor Mayes: I hadn't planned to speak to this, but I don't know that our strategy is floundering and I don't know that the Mayor has done nothing on this. If you look at the mandate letter that I got as Chair of the PHD Committee, one of the six things was development of the infill guidelines. We did get some momentum in January. There was a plan that came forward, the committee didn't like that. Councillor Lukes was part of that committee. I'm certainly working to bring forward draft guidelines. I hope to have something in the fall. I can't guarantee that, but that is certainly what I would like to see happen. It's obviously a controversial and difficult topic made more controversial and perhaps difficult by the fact that different people perceive it in different ways. One could define infill as only being within the mature communities. There's certainly wording in the Edmonton plan that would support that interpretation. I live in a house that was built in 1960 but it's about a half a block outside the mature communities, but most people driving by that would think of that as a mature community. So there is different types of infill, obviously apartment buildings versus garden suites versus back alley versus the kind we probably see the most of, a lot being split and then two newer homes being put up. Pretty obviously, we tend to have different views around here. People have strongly held opinions on this. That said, there is some common ground. Councillor Allard and I have had a wonderful exchange over this over the years, cooperated on a

motion at noon, for example, to move forward with trying to get a study done of what might be done to keep some of the benefits derived from infill, the financial benefits, keep that local, try and give something back to people in the communities where infill is taking place. We'll see where that goes. But I think there has been some good faith work on this. Obviously, we have an Appeals Committee structure right now which is very ad hoc in that you get a different line up every two months and different groups see different applications in different ways. Not ideal. What would help? Development of some guidelines. So the work does continue. I would very much like to see that. I'd be very proud of that if we can get something in place while I'm Chair of this committee. Certainly I think the Mayor has made it clear to me that that is expected of me and it's something I continue to work on. I do appreciate Councillor Lukes' point and I think she is right that infill can also take place outside of mature communities. When I voted on a very large apartment complex in Sage Creek that talked about infill there, no one thinks of that as a maturity community, but I think it would be very strategically poor if we approved new precincts in outlying areas and then don't try to densify them. It will help to densify Sage Creek. It will help to densify Waverley West. Councillor Lukes has actually done quite a bit on that and had a wonderfully direct response to someone who faulted her for the precinct plan…secondary plan that we approved recently which was, she said to the person, you haven't read the plan, have you, because it actually calls for new denser areas with more density than some existing neighbourhoods like River Heights. So I think we have an opportunity here to go forward in both in the mature parts of the city and newer parts and it is difficult at times. We had a lot of talk a few minutes ago about working with community and listening to residents and obviously that should be part of how we go forward on infill. It's going to be contentious, but I think we can hopefully later this year get some guidelines in place for some parts of the city at least and start seeing how that works.

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

Mayor Bowman: Thank you, Madam Speaker. I want to just applaud this development. I know Councillor Lukes spoke well of this and I want to thank her and all those that have supported this. We do want to see density in all parts of our city. It helps us build in a more sustainable way and we are seeing that in all wards not just in downtown. We're seeing it in Bridgewater. We're seeing it in many areas of the city, younger and older areas alike. I too also want to just acknowledge and thank our committee Chair. I know the issue of infill guidelines is one as he rightly noted. I put in the mandate letter for this particular appointment and it's one that I would just urge all members of council to support those efforts. They are not easy decisions to make, developing infill guidelines. I know all of us, myself included, would like them developed and approved as soon as possible. And I think there's going to have to be some good collaborative efforts by all members of council to support those efforts. And I just want to take this opportunity to encourage everyone once they have had a little bit of downtime with their families this summer, to come back in the fall, ready to focus on that and many other important issues that are needed to be dealt with by this council to help continue to build Winnipeg for the future.

Madam Speaker: Thank you, Mr. Mayor. With that, I'll call the question on item 13. All in favour? Contrary? Carried. We will now deal with the notice of motion from last month that is being brought forward today. It was regarding zero-based budgeting, a motion brought forward by Councillor Klein, seconded by Councillor Lukes. We also have an amending motion on your desks, Motion 5, to the same item which is moved by Councillor Klein and seconded by Councillor Gillingham. So Councillor Klein to introduce your motion.

EXECUTIVE POLICY COMMITTEE
NOTICE OF MOTION

Motion No. 5
Moved by Councillor Klein,
Seconded by Councillor Gillingham,

WHEREAS a dedication to continuous improvement across all city departments is important to find efficiencies, control expenses, improve financial and business processes, ensure sustainability, improve customer service and maximize value for taxpayers

AND WHEREAS the implementation of a multiyear budget is an opportune time for the public service to develop a continuous improvement review plan for departments

AND WHEREAS there are a variety of improvement tools that exist that can be used

THEREFORE BE IT RESOLVED that the Executive Policy Committee Notice of Motion No. 1 on Zero Based Budgeting be amended be deleting the resolve and replacing it with the following:

1. *That the Chief Financial Officer with City Auditor review improvement tools, including but not limited to Lean Management, Zero Based Budget Review, operational reviews, International Organization for Standardization (ISO) and Control Self-Assessment to be used in developing a four year continuous improvement review plan to find efficiencies, control expenses, improve processes and customer service across city departments.*
2. *That the CFO and City Auditor submit a continuous improvement review plan, complete with targets, review tool per project, evaluation reporting timeline on improvements implemented and benefits achieved and associated budget as part of the 2020 multiyear budget.*

Councillor Klein: The original motion everyone has seen. There's not much that we can add to that, however, in consultation with Councillor Gillingham we had discussion as I know he has had with others about making some adjustments to that motion that will still allow us to adhere to the spirit of that original motion. This will allow us as agreed to the…you know, a dedication to continuous improvement which I think is very important and acknowledged on several occasions across all City departments. It is important to find those efficiencies that will allow us to control expenses, improve financial and business processes, ensure sustainability, improve customer service and maximize value for taxpayers and whereas the implementation of the multi-year budget is an opportune time for public service to develop a continuous improvement review plan for all departments. One of the changes that we're adding to the motion is that the Chief Financial Officer with the City Auditor review improvement tools including but not limited to the lien management, we could also add in there Kaizen, zero-based budget review, operational reviews, International Organization for Standardization, ISO, and the key control self-assessment to be used in developing the budgets. So in further to that, the CFO and City Auditor also submit a continuous improvement review plan. That's very valuable. To…complete with the targets, review a tool per project and evaluation reporting timeline on improvements implemented and benefits achieved and associated budget as part of the 2020 multi-year budget. I think this is a very reasonable addition and change to the process. I am very happy and very pleased that we're taking this step to the next level. I think that I have been saying it for quite some time now, trying to get the premise introduced and with any good idea, you have to let it snowball and take…and listen to others that will add to that and that will finish off and complete the idea and the involvement of others always makes it much more beneficial. As I used to tell some people, it also gives you somebody else to blame if it doesn't work. So this is a good addition to the motion. I know we have to accept both motions in order to move forward, but it's the secondary motion that would be the one that I would like to see go forward or the second…the alteration, the proper term that we always use.

Madam Speaker: Thank you, Councillor Klein. Councillor Gillingham, your opportunity to speak to the amended motions.

Councillor Gillingham: Yes, Madam Speaker. Thank you. I want to thank Councillor Klein and Councillor Lukes for their initial motion. And this amendment really…you know, I appreciate Councillor Klein's efforts here as well. Working together with him on this, it captures the essence of what we're trying to achieve here and that is continuous improvements. There are a variety of tools, zero-based budgeting of which is one of them or zero-based reviews of which is one of them, tools really that the City can utilize to improve, to work on improving and finding efficiencies, improving internal processes. The bottom line is we're trying to find better value for taxpayer dollars and make the most of the funds that the taxpayers and the residents of Winnipeg give to us to turn into the distribution of public services. And so while on one hand, we have a multi-year budget that we are looking to bring forward over the next several months, it is the opportune time at the same time to bring forward a plan, a four year plan, that details kind of a work plan of how over those four years our public service will also be looking to achieve continuous improvement. And this simply says a zero-base review is a tool. Here's some more tools and it's not limited to…we'll have our Chief Financial Officer and the City Auditor report back to us. So again, I thank Councillor Klein for his initiative and for his collaboration and Councillor Lukes as well and we encourage all of our councillor colleagues to support this amendment. Thank you.

Madam Speaker: Are there any further speakers? Councillor Eadie.

Councillor Eadie: Yes thank you, Madam Speaker. Sorry, I don't mean to take more time of my colleagues here but I just…I wanted to rise. I'm in support of the amendment. I would have been in support of the original 'be it resolved' as well. I just wanted to mention, Madam Speaker, there is a lot of different tools that are mentioned that one could use to analyze and deal with things. And when you talk about continuous improvement, Madam Speaker, I just thought I would rise and talk about looking at doing things a better way. But you know, Madam Speaker, I'll give you an example. I wanted to mention this because it came up today and continues to be a concern related to parks, Madam Speaker. And when we look at that department, Public Works, and we look at Parks and Open Spaces and how the processes and the things that they do, you know, lean and we're looking for value and all this sort of stuff and you use that lingo, the business lingo of doing those kind of analysis, we look at…well, so some time ago, before I got elected, there was a move…there used to be the way parks were maintained, you would you have a dedicated employee work if a park was big enough, they would take care of one park and they would deal with the grass and deal with all the issues. Right now

there is a lot of debris and stuff because these…our parks are open to people day and night. They are open. There is no locked gates or anything like that. Right now, the process, if you look at it, they are more efficient, Madam Speaker. They are more efficient. Efficiency. Effective? No. How long does it take to cut the grass? But really, when you have certain place, like you've got play structures for kids, you've got spray pads, you've got wading pools, and how many days does it take before you get there to clean up the needles, the condoms, beer cans, on and on it goes. Things that you don't want to expose your kids to when you take them to the park in the morning or in the afternoon. By the afternoon, yeah it's possible to clean it up, but Madam Speaker, so when you analyze that and you look at processes, depending on how you look at it and what you call as improvement, I think that's very important, Madam Speaker, to be considered as well. So I support this motion and I think we have to look at that. We have to look at continuous improvement. We have to look at these things. Zero-based budgeting is not a bad thing. It's a good thing and we are going to four year budgets, but you know, I just…I always get concerned about…you know, there is all these whereas', how do you interpret those, Madam Speaker? Because I can tell you, each of us around this table, we all have a different…slightly different definition of what some of this stuff means because you know, throw in the word "core services" and then we'll find out maybe an improvement is to get rid of it when I might think, no, I don't want to get rid of it, let's keep it. So those are kind of decision that will happen in this kind of an analysis, Madam Speaker. So there is lots of debate to be had when they start looking at one department a year. I hope that's manageable. That's good, but I think there is going to be some serious debate as a result of it. But again, I support the amendment and I would have supported the original one as it was. Anyway, it's all fine. Thanks.

Madam Speaker: Thank you, Councillor Eadie. Any further speakers? Councillor Chambers.

Councillor Chambers: Thank you, Councillor…Speaker Sharma. I want to thank Councillor Lukes and Councillor Klein for their motion and just acknowledge that, you know, when we take the time to work collaboratively together I think we can do some really good things here and your willingness to accept the amendments that have been presented provides an opportunity for all of us to be involved, work together and look at different tools that can be utilized to find those efficiencies and those savings for our taxpayers. So again, thank you very much.

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

Mayor Bowman: I will be brief because I know everyone has been here longer than I have been today. So I want to just…I'll be supporting this amendment. I think it's thoughtful and I think it's a demonstration of collaboration that we want to see more of here at City Hall. And so, I want to thank Councillor Lukes and Councillor Klein and Councillor Gillingham for their efforts to bring this forward and the dialogue of many of my council colleagues. I also want to just acknowledge the leadership that we have of our Finance Chair because the reason we are speaking about some of these matters is because he has framed the multi-year budget conversation and the need for us to make decisions that are more long term, that are well beyond, you know, the political terms of offices of elected members of this council and also that are much more strategic. One of the items that we discussed at the Bloomberg Harvard Civic Leadership Initiative in New York over the last few days was strategic budgeting. Provided my luggage arrives and I get the materials back, I'm looking forward to sitting down and speaking with Councillor Gillingham and anybody else who wants to talk about that topic. Because it was, you know, one of the things that was discussed about budget making was really the fact that your purchasing performance whether it's public sector or private sector, delivery of services you are as a council making very strategic policy-based decisions in a budget and that's why a multi-year budget, which is only been made possible because of the leadership of our Finance Chair, is so important moving forward and that there is that critical lens that is placed on the dollars that we are investing, that we are purchasing performance through our departments or through the private sector that are occurring in the budget process. So the scrutiny that is increasingly happening at City Hall on how we, in fact, purchase performance I think is something that should be welcomed. And so, I just want to say thank you to Councillor Klein, Lukes, Gillingham and others that I know have collaborated to that end. I have actually been speaking with…I know Calgary has often been cited in terms of zero-based review in some of their budgeting practices. I have been in dialogue for some time well before this original motion came forward, but also since with the mayor of Calgary. And his thoughts I think were very instructive. Get the multi-year budget going, look at how you're going to do perhaps rolling reviews of departments using different mechanisms that dive deeper into the analysis of how you are purchasing that performance. And I hope the dialogue and the discussion with our public service and amongst council colleagues will help make sure that we find a framework that works for Winnipeg and for our public service and for elected members of council and of course, the public. And so, very proud to support this. Thank you, Madam Speaker.

Madam Speaker: Thank you, Mr. Mayor. With that…pardon me? Yes. Councillor Klein, your opportunity to close on the motion.

Councillor Klein: Thank you Madam Chair and thank you to everyone who spoke up and Councillor Chambers, yes, I think collaboration is great when we have it. It does work and I do acknowledge that there is other cities doing different

things and that's not a bad thing. We can all accept different points of view and we can all accept different ideas as long as we achieve the end result which we're looking for which is a tight budget and an effective, efficient public service. So I thank you all for your comments and appreciate the support for Councillor Lukes, Councillor Gillingham and myself with both motions.

Madam Speaker: Thank you. We will now call the vote on item…Motion 5, the amending motion. All in favour. Contrary? Carried unanimously. Now the main motion as amended. All in favour? Contrary? Carried. Thank you. We now have before us another motion. Motion No. 2 moved by myself and seconded by Mayor Bowman. It's on your desks, it's regarding a report on work place diversity. This will be an automatic referral to the Executive Policy Committee.

EXECUTIVE POLICY COMMITTEE
MOTIONS

Motion No. 2
Moved by His Worship Mayor Bowman,
Seconded by Councillor Sharma,

WHEREAS in 2019, diversity in employment is a key to success, with successful employers needing to recruit and employ people from all segments of its population to be able to understand and meet the needs of its customers;

AND WHEREAS Winnipeg has a growing population with diverse needs that can be measured by organizations such as Statistics Canada to provide breakdowns of the population by gender, ethnicity and other factors;

AND WHEREAS the City of Winnipeg as a major employer needs to help lead the change to ensure that barriers are removed and all citizens regardless of race, age, language, class, ethnicity, religion, disability, sexual orientation or family status have the same opportunities;

AND WHEREAS the City captures voluntary declarations on its workforce including whether employees are men or women, whether they identify themselves as Indigenous Persons, a Visible Minority and / or have mobility issue or other disability;

AND WHEREAS the City has been producing annually the report titled the "City of Winnipeg Diversity Related Activities" (the "Diversity Report) to the Citizens Equity Committee which includes the voluntary declarations;

AND WHEREAS there are more robust methods that can be employed and greater detail that can be shared with the public to measure the diversity of a workforce;

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

EXECUTIVE POLICY COMMITTEE
CONSIDERATION OF BY-LAWS

Mayor Bowman: Thank you, Madam Speaker and thank you for your leadership on the motion that you just referenced. I'm looking forward to formally considering it at EPC in September. So thank you, Madam Speaker. I move the following by-laws be read a first time; By-law 50/2019, By-law 60/2019.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 50/2019, By-law No. 60/2019.

Madam Speaker: Mr. Mayor.

Mayor Bowman: I move that the By-laws No. 50/2019 and 60/2019 be read a second time, Madam Speaker.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law Nos. 50/2019 and 60/2019.

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

Mayor Bowman: Thank you, Madam Speaker. I move that the rule be suspended and By-laws numbered 50/2019 and 60/2019 be read a third time and that the same be passed and ordered to be signed and sealed.

Madam Speaker: All in favour? Contrary? Carried. Great time to have question period for the Mayor at 3:40 p.m. Any questions for the Mayor? Councillor Chambers.

EXECUTIVE POLICY COMMITTEE
QUESTION PERIOD

Councillor Chambers: Mr. Mayor, just going back to the question of our legal department, just wondering for my own edification here, whether there is any savings that can be realized through vacancy management or the vacant positions in our legal department that can be reinvested in this department to offset or defray the costs…the increased cost that have been asked for in our previous motions.

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: I love the fact that our deputy mayor is already looking for efficiencies and we haven't even left the council chamber. You know, I would…I would suggest that he may want to speak with our Chief Financial Officer or of course our interim CAO or Chief Corporate Services Officer. All of whom will have a better idea of whether or not at this particular time in this department, that would make sense or not. I think what the motion that we have approved here today does is it tries to provide those resources to make sure that the well, the provision of Legal Services is sufficient to meet the ongoing and current needs of the City of Winnipeg. And so I'll have to take his question under advisement and I'm happy to facilitate the discussions and make some inquiries myself, but I know he is quite capable of doing so as well.

Madam Speaker: Thank you, Councillor Chambers. Nothing further. Councillor Browaty.

Councillor Browaty: Thank you very much, Madam Speaker. Through you to the Mayor, is the Mayor concerned about allegations and accusations that incidents of criminal wrongdoing by members of the Winnipeg Police Service have not been referred to the independent investigation unit?

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: I believe our Chief of Police as well as members of our Police Service and the Police Board who's chaired by Councillor Klein are deserving of support. I am not privy to some of the information that I know our Police Board may have on these matters and of course the Chief of Police. But it's certainly something I am open to hearing from Councillor Browaty the specific allegations he is referencing.

Madam Speaker: Thank you. Any further questions? Seeing none, let's move on to the Standing Policy Committee on Finance. We'll get right into question period for the Chair. Any questions for Councillor Gillingham? Next committee is the Standing Policy Committee on Water and Waste, Riverbank Management and the Environment. Councillor Gilroy, on the report dated June 27th.

REPORT OF THE STANDING POLICY COMMITTEE ON
WATER AND WASTE, RIVERBANK MANAGEMENT AND THE ENVIRONMENT
DATED JUNE 27, 2019

Councillor Gilroy: Can I move Consent and Agenda, please?

Madam Speaker: Items 1 and 2 have been moved. All in favour? Contrary? Carried. We'll now have question period for our chair. Any questions for Councillor Gilroy? Councillor Klein.

**STANDING POLICY COMMITTEE ON
WATER AND WASTE, RIVERBANK MANAGEMENT AND THE ENVIRONMENT
QUESTION PERIOD**

Councillor Klein: Thank you and you were busy earlier, but I am just following up on the question I asked last time about the stakeholder meetings that have been done by Riverbank Management to fix the riverbank along Wellington and the options that all of the residents in that area took forward as well as one of the speakers earlier today to actually close that part of Wellington and look at different you know expanding the bike trail, expanding the walking path, I kind of asked that last week to see if we can…see that would be added to the proposals and I was just wondering if that got anywhere.

Councillor Gilroy: I will have to get back to Council. Thank you very much for your question. I'll get back to you on that. I'll look into it.

Madam Speaker: Thank you. Any further questions for our chair, for Councillor Gilroy? Okay seeing none, let's deal with the Standing Policy Committee on Innovation. Are there any questions for Councillor Orlikow? Any questions for Councillor Orlikow? Next committee is the Standing Policy Committee on Property and Development, Heritage and Downtown Development. Councillor Mayes.

**REPORT OF THE STANDING POLICY COMMITTEE ON
PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT
DATED JUNE 24, 2019**

Councillor Mayes: Thank you, Madam Speake. I'll introduce the report. I'll move adoption of Consent Agenda Items 2 through 9. No. 10 has been pulled by the applicant and thus 11 through 16 inclusive.

Madam Speaker: So one has been pulled, 10.

Councillor Mayes: I wanted to pull 1, so yes and then 10 has been withdrawn.

Madam Speaker: That's it? Okay. I will call the question on Items 2 through 9, 11 through 15. All in favour? Contrary? Eleven through 16, pardon me. There is 16 as well. All in favour? Contrary? Carried. Councillor Browaty, you're in opposition? No. 5, that's noted. Thank you. Mr. Clerk.

Item 1 – Endorsement of the Market Lands Project Vision and Award of Contract for Readying the Lands at 151 & 171 Princess Street (former Public Safety Building and Civic Centre Parkade) for Redevelopment Opportunity, Tender No. 230-2019B, Project No. 2016-117

Madam Speaker: Thank you. Councillor Mayes, to introduce Item 1.

Councillor Mayes: I just wanted to pull that to...this is also actually part of the mandate letter that I have from the Mayor's Office. The demolition is not terribly exciting stuff but the redevelopment opportunity is worth…and the vision for the lands is probably worth taking a moment just to commend CentreVenture which is leading the charge on this. Getting the funding to do these buildings will be a challenge and I know they are working on it and continue to meet with us. But I mean, this is a major initiative for our downtown area. Certainly it's going to be transformative for the area right next door to us here at City Hall. It will be dislocating for the next year or so once that demolition gets going, but hopefully we will, during this term of office see some redevelopment there and see some of the vision that's outlined here come into reality. We have been criticized by some for…or CentreVenture has been criticized by some for supposedly misleading the public by saying Market Lands and not saying it's the former Public Safety Building. It's right there in the title of the report, former Public Safety Building and Civic Centre parkade. So I think we're being transparent. That's the subject land that's under consideration here and look forward to hearing any comments my colleagues may have.

Madam Speaker: Thank you. Any speakers on this item? Councillor Mayes, do you wish to close?

Councillor Mayes: No, that's good.

Madam Speaker: We'll call the question then. All in favour? Contrary? Carried. It was noted Item 10 has been withdrawn. Okay. Councillor Mayes on the report dated July 5th.

**REPORT OF THE STANDING POLICY COMMITTEE ON
PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT
DATED JULY 5, 2019**

Councillor Mayes: Right. I will somewhat similarly move Items 2 through 5 inclusive. I'll introduce the report and move adoption of those Consent items and pull Item No. 1.

Madam Speaker: All in favour of Items 2 through 5? Contrary? Carried. Mr. Clerk.

Item 1 – 2019 Update – Proposed Parcel 4 – Forks Rail Side Development

Madam Speaker: Thank you. Councillor Mayes to introduce the item.

Councillor Mayes: Yeah, another big ticket item. We've got several of them here today between The Forks North Portage, 201 Portage, Market Lands. This is a good news item I think. It's working with The Forks to move forward on Parcel 4. I think there are five of us left here all of whom voted against the water park proposal at The Forks back in 2012. That site has had its challenges, but we are moving forward with The Forks to try and see what can be done there. Exciting opportunity. I know they have been in contact as well with the Goldeyes. There's the…no one wants to eliminate all of the potential parking that the Goldeyes use. So a lot of different moving pieces down there at The Forks, but certainly I think the City is doing its part to try and move forward in conjunction with The Forks and Mr. Jordan and company to try and get this…try and get some redevelopment on the empty parking lot spots there.

Madam Speaker: Thank you, Councillor Mayes. Any further speakers? Councillor Orlikow.

Councillor Orlikow: I just want to…I remember this project from a few years ago trying to work on it. I just want to commend the administration. There's been a lot of iterations on how this land has been looked at. Again, the waterpark was a terrible idea. I'm glad the Council had the wisdom at the time to say that's not what we want, but we also know the Parcel 4 is one of our most prized pieces of land left in the downtown and I know that we're just…we're just partnering with The Forks Corporation to do this, but it to me what I…I won't get into details, it's an exciting opportunity to work on a thing called economic development. We have an…the Exchange is actually busting at the seams right now. They're having…there are so many people in there and there is new businesses that want to get into Winnipeg in that area because it's hip and cool, I guess. I'm 50 now so I guess I'm not sure what hip and cool is, but there is a high demand for these old buildings which is great. There's a high demand for people to want to work in these areas and Parcel 4 is a key area I think for us and if it's done right, I know that they have been working with DDW right now to try to look at some investors who want to build on that land as well. But the land is very complicated. It's a super complicated piece of land due to mostly contamination. There will likely be some historical aspects to it. So to figure out how to move this project forward but also protecting all the stakeholders at the same time was an incredibly difficult task. So I must say, I want to congratulate the planning of the Real Estate Division of our Property and Development Department for getting this through. And I also just want to really point out, because there has been a lot of, I say slams, against Winnipeg about not being open to economic development, how we're somehow stymying economic development. I think today's agenda refutes that quite clearly. Winnipeg is growing both economically. We are finding ways with our limited land left to attract businesses to come to Winnipeg. And I think so when people start talking about Winnipeg, you know, not being open to businesses I think the results are completely contrary to that. We have an incredible amount of development that I have never seen including the ones that Councillor Mayes mentioned, but also we have the new Main Street building, a huge apartment block went up Artis REIT and many, many other projects are going on downtown and throughout our city. So we are open for business. This is another example of that, by working in cooperation with DDW, with The Forks and other stakeholders to make our places where people want to live and work. So I just want to point that out. I'm excited about this as I am excited about Portage Place and the 300 Main Street as well. These are incredible projects and they are going to benefit not only Winnipeggers for today but Winnipeggers for tomorrow.

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

Councillor Schreyer: Thank you, Madam Speaker. I'm speaking against this motion, basically consistent with my concerns over Forks development, the same reason I voted against The Forks development in the last term. I believe we're developing The Forks much too quickly. We're privatizing The Forks much too quickly. Given what we have already passed in the last term regarding the allowance after decades of councils agreeing that we should not have residential development at The Forks. We did an about turn in the last term, Madam Speaker and adding to this, we have now approved 1,000 unit residential development at The Forks, Madam Speaker, which I had to vote against, Madam Speaker. I'm told it was in the spirit of encouraging public transit, but those residential units, those 1,000 residential units each came with its own private parking stall. At the same time, Madam Speaker, we have done an about face. After thousands of years of this place being a meeting place, after hundreds of years of it being a meeting

place amongst…including the Métis and Europeans and once, finally with the Provincial and Federal Governments working together with the City back in 1974, declaring it an historic area, slowly developing and coming up with a decent plan in the '80s, Madam Speaker. But at that point it meant some development, a continued slow and long range intent for development, which included nobody living there because it belongs to everyone or no one, and free parking. Free parking access for all Winnipegs to go to their downtown meeting place, the heart of North America, the truly iconic intersection of Winnipeg. We're not talking about Portage and Main. Portage and Main is a flash in the pan compared to what The Forks has meant to humanity not over the decades like Portage and Main, not over the generations, over the centuries and yea Madam Speaker, over the millennia. So we have done some decent things in terms of developing that and respecting that. But Madam Speaker, we would…did an about face. We went from having everyone owning The Forks or trying to, in that…with that intent, and free parking access to now 1,000 residential units with private parking and only paid parking now. Well, Madam Speaker, I've got an idea of how we built The Forks and everybody was involved. All Winnipeggers were involved and this is the heart of the city. There is no place like The Forks. Assiniboine Park, fantastic place, look what we're doing there. That's not The Forks. That's not downtown. And The Forks is small. We're talking about a dozen hectares. That's not a lot. Compare that to Assiniboine Park. Compare that to Kildonan Park, whatever our regional parks. It's precious. It's a gem. So my concern in general, Madam Speaker, is that we are just over developing, over privatizing The Forks too quickly, all in one generation. Madam Speaker, it took us a few hundred years, a couple hundred years, a few generations to get to this point of recognizing The Forks as a historic meeting place, as a gem of the heart of our city. And it's precious green space. But you know they say to pave paradise, put up a parking lot. Well I already hear, Madam Speaker. I'm trying to think what's the best for all Winnipeggers not just the people that live downtown but for everybody. The Forks isn't merely a downtown regional park or a downtown park, it's not. It's Winnipeg's contribution to being the centre of North America. And what we have meant for centuries and millennia. Madam Speaker, if you think of the trade that's taken place there. And I won't go into that, we can go east, west, north, the Mississippi trading culture over thousands of years let alone that, Hudson's Trade coming down the Red and the Nelson, trade coming in from the Great Lakes, trade coming in down the Assiniboine from the Rockies. Well okay, there you go, Madam Speaker, it gives you a sense of what this is. And Portage and Main is sort of the 20th century vehicular equivalent. Well that's all very nice, Madam Speaker, but we want to keep things open for everybody. We still drive cars, Madam Speaker, and how are people…people are expected to take the bus to The Forks. Well Madam Speaker, it just seems to me we have just privatized The Forks a little too quickly. Too much too soon to the extent, Madam Speaker, that those residential developments have private parking stalls and it's not a very good message, Madam Speaker, when people are trying to visit The Forks. Now, I live in Elmwood and we've got a regional park for our area, for northeast Winnipeg, Kilcona Park, all very nice but I would say the majority of people in Elmwood live closer to The Forks. And while Kilcona Park isn't The Forks, you know, no offence to Councillor Nason and Councillor Browaty, the money we've put in and the money the City has put into Kilcona as it slowly develops, I'm just highly uneasy, Madam Speaker, to say the least that we are developing The Forks this quickly. Madam Speaker, you know, we're talking about selling off north Portage, Portage Place and I voted for that. I voted for this development. I voted for other developments downtown. I voted for other aspects of density including in my own ward, Madam Speaker. But that doesn't justify all aspects of density and downtown development. Madam Speaker, there's other places downtown where we can have taller apartments, taller condos. But taking that land away from The Forks now, in saying we're taking away a parking lot, well, Madam Speaker, wouldn't it be nice for future generations to decide what that is going to be? It's taken us millennia and centuries to get to this point and all in one generation as if we know what The Forks is all about. We have come to some great understandings, Madam Speaker, in terms of what The Forks has meant to the Indigenous people, not just of the Red River Valley, Madam Speaker, not just to Treaty 1, but North America. Sooner or later, people trade with people and they all ended up sooner or later at The Forks. And this was a meeting place and a trading place for the entire continent and it's beautiful. We have just developed too much too quickly. And I'm going to say it again, The Forks belongs to everyone or no one. And why do we want to develop it at all right now in one generation? We have done enough…done enough for now and that's good enough. Thank you.

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

Councillor Eadie: Yes, Madam Speaker. Actually, I'm standing in support of the report, Madam Speaker, although I am…I have to say, I'm…I…what's the right word? I have sympathy for Councillor Schreyer's perspective on The Forks. But I only rise today to speak about…and Councillor Schreyer mentioned it. You know, there isn't as much need for parking if we had better bus service to The Forks. Like you know, for…if you don't live in downtown, you are not taking the spirit over…free spirit over to The Forks, okay. You are coming from other places. I can jump on a 38 bus, the only other bus that goes right into the heart of The Forks, goes right in there. And it runs every 35 minutes. It doesn't always go to The Forks necessarily, only at certain times. You know…you know, it might be a lot easier to take the bus to go catch a baseball game, you know, if you provided better bus service, and so these kind of things need to…we can't have The Forks developing without being part in considering working with our departments such as Public Transit and stuff. And we did find out, Councillor Browaty indicated that there was no discussion with Public Works, Transit in terms of what was happening at 201 Portage and those kinds of things. So you know…but as things develop and The Forks was designated and the Mayor mentioned The Forks North Portage Partnership, they do a really good job, and Parcel 4 has

been passed off to them to make sure that it develops appropriately. And developing Parcel 4 appropriately has to involve the Indigenous people. I believe that's one of their methodologies that they are following. I hope they are, because that was the debate Councillor Mayes, there is still five of us here who voted against it. There was no consultation with the Indigenous people as we heard today. It was mentioned in regard to Portage Place. But The Forks itself, we have taken pride that whatever development happens there, we have to make sure that we are not, what, destroying Indigenous heritage, thousands of years around The Forks. You know, I noted that the Nepinak's are getting the Order of Manitoba. They do a tour around The Forks, highly respectful place for Indigenous people. That consultation has to happen. But anyway, and I'm hoping that The Forks does ensure that they're listening to the Indigenous people as they move to develop Parcel 4 and do that sort of thing. But again, parking is an issue but if you give them an alternative that's convenient, why drive a car, take a bus. And maybe, whether you call it the east rapid transit or the Main Street, Councillor Mayes, the Main Street rapid transit corridor, hopefully it goes into The Forks, okay. Comes along into The Forks because that will provide…then you could come all the way from Transcona on the bus and go to The Forks because The Forks is for all Winnipeggers, for all Winnipeggers. And so anyway, as The Forks North Portage Corporation moves along, I hope that things go well and it…as Councillor Orlikow was mentioning. Anyway, thank you, Madam Speaker, I am in support of the report.

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

Mayor Bowman: Thank you, Madam Speaker. Again, I want to just compliment the Forks North Portage Partnership for bringing this opportunity forward as well as the efforts of Economic Development Winnipeg. You know, right now we've got a surface parking lot. And like many of the things that we are voting on today in this meeting; you know, the Public Safety Building, Portage Place, even construction of Canada's Diversity Garden, these are things that have been talked about for many years. Some longer than others including the fact that one of the largest surface parking lots in our downtown is the lot that we are discussing here today. And so I'm very pleased to support the administrative report. I want to thank our committee chair and I want to thank everybody involved in getting to this date. I know a lot of work will need to continue to happen with the community and of course specifically by the Forks North Portage Partnership.

Madam Speaker: Thank you, Mr. Mayor. With that, I will call the question unless you want to close, Mr. May…Councillor Mayes?

Councillor Mayes: Actually, I would. Councillor Schreyer makes some decent observations. And to an extent, we are custodians. This site will be there long after all of us are gone from this chamber. There must have been councillors standing here in 1979 debating what to do. Should we do anything? Is this going to be a waste of money? When I finished high school, you couldn't have gone down to The Forks and had a $1 cinnamon bun or a $5 cinnamon, you couldn't have done anything. Miraculously, this project came along and it has continued to grow. I think that it's important. People must have stood here in 1999 and debated what to do with the...do we... Is this the right place for the baseball stadium just north of The Forks as the Pan-Am Games of 1999 approached? So and here we are 20 years later debating what's the next step. And as…there are five of us here who were here in 2012, all of whom voted for…well, voted against that…the water park proposal which I think would have been a mistake. So how do we know this isn't a mistake? I think we can have some confidence that the…it's coming from the people who are running this site. They don't have a specific proposal in front of us, but we have been working with them to try and get this surface parking lot developed. I think it is the logical next step. Someone each step of the way had to say, well, yes, a hotel seems reasonable. Yes, a Human Rights Museum seems reasonable. Yes, baseball, no to the water park. So there is always some risk involved, but I think we're conscious of…it is, as Councillor Schreyer says, it's a very…well, it's become sort of the city center. If people are visiting for a day, where do you take them? Generally, you take them to The Forks. So we do have a responsibility here, but I do think this is in keeping with continuing the development. I don't think we are rushing to do it all in one generation. In fact, I'm pretty sure of that given that it's been 40, close to 40 years since the first development took place. And we still have rather large surface parking lots there. So I think it's appropriate to approve this, keep things moving forward. Obviously, it's a balancing act at that location. It is a hugely important location for the Indigenous community, for the Métis community, for all Winnipeggers I think, but I think it's also incumbent on us not to just say, well let's not take any risks, let's do nothing. I think we have to try and keep evolving the site and I think this is in keeping with that.

Madam Speaker: Thank you, Councillor Mayes. With that, let's call the vote on Item 1. All in favour? Contrary? Carried. Okay, Councillor Schreyer is recorded in opposition. Okay, we'll now deal with by-laws. Councillor Chambers, I believe you would like to leave the chamber for a conflict of interest on just the one set of by-laws. Thank you. Don't go too far.
Councillor Mayes: While Councillor Chambers is leaving, this is the…we are reaching the end of the Normand Avenue project which is…you know, I know Councillor Allard has talked about the frustration of sometimes he approved compromises and then the developer doesn't build it so nothing happens. This is that other thing. This is the developers going ahead. A lot of work put in by Councillor Chambers, Councillor Lukes. We approved this at community committee.

So here we are, I think, on the threshold. So Councillor Chambers having to conflict himself, having been active in this when he was a citizen.

Madam Speaker: Good way to get some more speaking time. By-laws.

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

Councillor Mayes: I had to wait for him to clear the room. I'll move that the following by-laws be read a first time; By-law No. 36/2019 and By-law No. 42/2019.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 36/2019, By-law No. 42/2019.

Madam Speaker: Okay, thank you. Councillor Mayes.

Councillor Mayes: I'll move that By-laws No. 36/2019 and 42/2019 be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-laws numbered 36/ 2019 and 42/2019.

Madam Speaker: Councillor Mayes.

Councillor Mayes: I'll move that the rule be suspended and By-laws No. 36/2019 and 42/2019 be read a third time and that the same be passed and ordered to be signed and sealed.

Madam Speaker: Thank you. We'll have Councillor Chambers come back. Hope he can hear me.

Councillor Mayes: Perhaps we should vote on that.

Madam Speaker: Councillor Mayes, the remaining by-laws.

Councillor Mayes: Have we voted on that last business there, the third?

Madam Speaker: That would be 43 to 54.

Councillor Mayes: We're down 36 and 42? All right, I'll move that the following by-laws by read a first time; By-law No. 43/2019, By-law 44/ 2019, By-law No. 51/ 2019, By-law 52/2019, By-law No. 53/ 2019 and By-law No. 54/ 2019.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 43/2019, By-law No. 44/2019, By-law No. 51/2019, By-law No. 52/2019, By-law No. 53/2019 and By-law No. 54/ 2019.

Madam Speaker: Thank you. Councillor Mayes.

Councillor Mayes: I'll that move By-laws No. 43/2019 and 44/2019 and By-laws No. 51/2019 to 54/2019 both inclusive be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-laws No. 43/2019 to By-law No. 54/ 2019 inclusive.

Madam Speaker: Councillor Mayes.

Councillor Mayes: I'll move that the rule be suspended and By-laws No. 43/2019 to 44/2019 and By-laws numbered 51/2019 to 54/2019 both inclusive be read a third time and that the same be passed and ordered to be signed and sealed.

Madam Speaker: All in favour? Contrary? Carried. We'll now have question period for the Chair, any questions for Councillor Mayes? Okay, seeing none. Next committee is the Standing Policy Committee on Protection, Community Services and Parks. Councillor Rollins.

REPORT OF THE STANDING POLICY COMMITTEE ON PROTECTION, COMMUNITY SERVICES AND PARKS DATED JUNE 26, 2019

Councillor Rollins: I would like to adopt the Consent Agenda Items 1 and 2.

Madam Speaker: Okay, for the report dated June 26th, 2019. All in favour? Contrary? Carried. We will now deal with the by-laws, Councillor Rollins.

STANDING POLICY COMMITTEE ON PROTECTION, COMMUNITY SERVICES AND PARKS CONSIDERATION OF BY-LAWS

Councillor Rollins: I would like to move By-law No. 61/ 2019 be read a first time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 61/2019

Madam Speaker: Councillor Rollins.

Councillor Rollins: I'd like to move that By-law No. 61/2019 be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 61/ 2019.

Madam Speaker: Councillor Rollins.

Councillor Rollins: Finally, I would like to move that the rule be suspended and By-law 61/2019 be read a third time and that the same be passed and ordered to be signed and sealed.

Madam Speaker: Thank you. All in favour? Contrary? Carried. We will now have a question period under this committee. Any questions for Councillor Rollins? Councillor Klein.

STANDING POLICY COMMITTEE ON PROTECTION, COMMUNITY SERVICES AND PARKS QUESTION PERIOD

Councillor Klein: Thank you, Madam Chair. Through you, I saw that a motion that I put forward at the Assiniboine Community Club was just received. What's that? Committee, sorry. It's a hockey thing. That…thank you for that correction. That the motion I put forward there to have the agreements between City of Winnipeg and private school, private sector groups and other potential tenants who provide services or programs to the City owned parks that they also provide details on application process, notification to residents and possible liability for the City of Winnipeg for City owned parks which are being used for these purposes and providing list for current agreements and fees, charge for each of these groups. I'm wondering, through you Madam Chair, why that wasn't considered and why we wouldn't want that information out there after as noted we received a number of complaints as of late of these private sector businesses. Utilizing not only parks, but some of them using gym facilities and such charging for their services, but not paying a fee to have these facilities to use for their private enterprise.

Madam Speaker: Thank you, Councillor Rollins.

Councillor Rollins: Absolutely, was considered.

Madam Speaker: Second question, Councillor Klein.

Councillor Klein: So it was considered, through you Madam Chair, why are we not looking into that and why are we not sharing that information?

Madam Speaker: Thank you. Councillor Rollins.

Councillor Rollins: So it…it…in part, it was considered and in part it was because of the consideration that there was information being shared and the councillor likely reviewed the discussions that we had and the public service's thoughts on some of the motion and the parts that had been communicated. And so happy to talk offline with the councillor on the meetings discussion if there was something that was a matter of the public record that isn't understood and if he has other specific questions for the department. Happy to sit down with the department and him.

Madam Speaker: Thank you, Councillor Klein.

Councillor Klein: Thank you, Madam Chair and thank you to the Chair for her or Madam Speaker, thank you to the Chair for her comments. I guess it's still…the question still is quite clear. What are…what are the companies that are using these parks? Why are they using it? What are the liabilities to the City? How do we, you know, communicate this…how are we communicating it to residents if information was shared about all of these, you know, businesses using parks, many of them I understand have, you know, they've told the City and it is fine for them to use them, but they are making a profit.

Madam Speaker: That's a long question. Thank you.

Councillor Klein: So the question is…where then can we get that information? If it was considered and such, where is that information?

Madam Speaker: Thank you. Councillor Rollins.

Councillor Rollins: I'm unclear on the question at this point. But I'm happy to sit down with the councillor. Like I said, there…the motion…there were several components of the motion, some of which is available and the committee did consider the motion, like I said I am happy to…

Madam Speaker: Restated? Would you like the question restated?

Councillor Rollins: Maybe.

Madam Speaker: Councillor Klein, third question.

Councillor Klein: Very simple. Where is all this information available then because it has been requested?

Madam Speaker: Thank you. Councillor Rollins.

Councillor Rollins: Again, he…Madam Speaker, he is saying this information some of which was put on the public record through the public service that was there that day in the form of Mr. Donkey, but What I can do following the meeting is have the discussion with Councillor Klein, and clarify further what he is looking for and perhaps he's already done so with the department, but…and the relationships with the parks and the park booking system, and we can perhaps go from there as a route to looking at the information he is seeking through the Parks Department.

Madam Speaker: Thank you, Councillor Rollins. Councillor Gillingham.

Councillor Gillingham: Thank you, Madam Speaker. Just one question. We just voted unanimously to adopt the Community Centre Renovation Grant By-Law Program Update. I want to thank the Mayor for his leadership. On this, I think it's going to benefit every…every council ward…it has a potential or benefit of every council ward by taking basically what can be granted from $50,000 up to $100,000. So I know it was a campaign commitment of the Mayor, and I thank him for. Just wondering…question to our chair is now that this has been passed and adopted, how will

community centres be made aware of this increase that the maximum threshold goes from 50 to potentially $100,000 for their projects?

Councillor Rollins: Well, thank you very much for the question. Had opportunity to talk to both the department and the General Council of Winnipeg Community Centres who are delighted with the increase. Important to note that as component of the project and questions from this council, we did seek out that over five percent of the money has been used for renovating community kitchens across the community centres which contribute to food security. And I want to thank Councillor Mayes for asking that question and the answer which is I was delighted to see, but the General Council of Winnipeg Community Centres and other community centres have been watching and…with great thanks I think to the Mayor for his emphasis on community centres and increase of the grants. And I think that there is more to come in the fall as the money...as we understand how the money is going to be distributed.

Madam Speaker: Thank you, Councillor Gillingham. Second question.

Councillor Gillingham: I thank Councillor Rollins for the answer. Is the councillor able to report back to us as to whether the GCWCC will be or could send out a letter to all community centres just notifying them of the change?

Madam Speaker: Thank you. Councillor Rollins.

Councillor Rollins: Happy to get back and report back on the…ongoing discussion with the GCWCC and specifically whether or not they can send out a letter as the councillor suggests, Madam Speaker.

Madam Speaker: Thank you. Any further questions for the Chair? Seeing none, the next committee is the Standing Policy Committee on Infrastructure Renewal and Public Works. Councillor Allard on the report dated June 25th, 2019.

REPORT OF THE
STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS
DATED JUNE 25, 2019

Councillor Allard: Yes, so I'm sure one of these reports will be pulled, but I will move the Consent Agenda Items 1 through 4 and see if that works for Council.

Madam Speaker: Items 1 through 4. Two is pulled. Okay, I will call the question on 1, 3…1 and 3. Four has been pulled. Call the question on 1 and 3. All in favour? Contrary? Carried. Mr. Clerk.

Item 2 – Award of Contract for the Provision of Transportation Services for Winnipeg Transit Plus – RFP 108-2019

Madam Speaker: Thank you. Councillor Allard, do you wish to introduce Item 2?

Councillor Allard: I'll wait to hear from my colleagues.

Madam Speaker: Thank you. Councillor Nason.

Councillor Nason: My honourable colleague across the way knows that this one is one that I generally stand up to talk about. You know, talking about the challenges of the current equipment in use and the challenges of access to the service is quite different than the approach I'm going to take today. It's one just to ask as the first question. Has...when was the last time the actual equipment that the providers are using been reviewed from a standards perspective?

Madam Speaker: Councillor Nason, this is your opportunity to speak to the item. You can certainly weave in a question and the Chair can answer if he chooses in his closing. Thank you. I know it's been a long day.

Councillor Nason: It's been a long day. And I'm so excited about this. Well you know, I didn't prepare my speeches on this one.

Madam Speaker: Question period is coming up for this as well.
Councillor Allard: I gave you a preamble so you know where I'm coming from. So…you know, with respect to the service, this is a relatively small contract, but yet again it's the same thing month over month. We have a challenge with the service as we deliver. I know there has been a motion put forward with regards to accessing the service through in-

house provision. Hopefully we will come to an agreement soon with Winnipeg Transit. Put that aside. You know, the size…the size of the vehicles, the type of the vehicles, the fact this is a seven year contract but it seems that the equipment only lasts for five years by the look of it, it's a challenge. I think we need to look, you know, at these contracting out services and you know, lowest bidder seems to be the thing. I don't know if the equipment that we are using is most appropriate, but I do hope that we can work together and look to see if there is a better way to deliver this service and one that's inclusive of our community without the restrictions that our community has on it from a perspective of accessing the service. The fact that inside the perimeter we still have residents that are not receiving the service, that we are putting priorities of Wi-Fi ahead of providing basic service to residents in our community. We need to look and ensure that we are delivering the best for the people that we represent. And I'll keep it short at that since it is getting late in the day. '

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

Councillor Allard: Yes, so I'd like to thank Councillor Nason for his passion on this issue. I think the report before us today is whether or not we want to award a contract to a company which will provide Handi-transit service. I'd like to commend my colleague, in particular Councillor Nason, for moving a motion at his community committee which our committee at Public Works integrated into a broader motion to report back on Handi-transit operations. And we are expecting that report in the coming months. If…so I think in terms of…in terms of policy, this rather…I guess the comments made by my council colleague I think are relating to matters of policy. If my colleague has motions that he would like to propose, I would invite him to do so. I know that in a previous exchange on this topic, we did…we did get some answers from the public service in terms of…in terms of the budgetary implications of expanding Handi-transit to the Winnipeg area. It would have a budget implication, according to the document which was shared with my colleague, of $396,500. So that information is available. Any colleagues who would like to propose motions pertaining to Handi-transit policy, I would welcome them to do so, but I would remind…or I would highlight that today we are…the matter that we are considering today pertains to the provision of service to a contractor. And this is the best recommendation of our public service in terms of providing this service. I know it's been suggested in the past with some similar contracts that we mighty defer, that we might consider extending the contract. I've had conversations on and off-the-record with our public service about what the implications of that would be. And my understanding from conversations with the public service is if we were to defer, it would almost certainly have an impact on service which I think no one at this table is looking for. And in terms of the idea of extending service, the proponent actually has to be willing to do so. And we get into the same scenario of having potential service impacts if we get into that. Not to mention the fact that we would have the single source and this council is trying to move away from that as much as possible. So welcome the comments and I guess there was maybe a bit of a question that was linked to this report, but I would urge everyone at the table today to vote for this report. We want to provide the best possible service for the dollars that…that we are investing in this service. We are also looking at what a mix of public private provision would be further to Councillor Mayes' motion. So we are doing policy work on this issue. If there are specific service level issues, we can certainly explore that either through conversations with the department or by council motion. And I would be happy to hear those motions at the Standing Policy Committee of Public Works where we can ask our public service. And if we find that we should be asking for a report, we can do so at the time. So thank you very much to my council colleague for bringing…well, for asking questions on this contract. But I would urge everyone at the table to please support this contract because we have to keep providing the service. And we are looking into the policies of Handi-transit. And so if there's any other questions policy-wise, let's look into them and please don't kill this perfectly good recommendation because there is a policy issue that you would like to explore further.

Madam Speaker: Thank you, Councillor Allard. With that, I will call the question on Item 2. All in favour? Contrary? Carried. Mr. Clerk, Item 4.

Item 4 – Bill 14: The Traffic and Transportation Modernization Act (TTMA) – Speed Limit By-law and Changes to the Highway Traffic Act

Madam Speaker: Thank you. Councillor Allard to introduce Item 4.

Councillor Allard: Yes, I'd like to take the opportunity to speak a little bit of my first language if I could in my introductory remarks.
Translation of French Spoken:

I would like to talk about this report in French. I think that this report may have been the most discussed item over the last three weeks. several delegations already made presentations to the Standing Policy Committee on Infrastructure Renewal and Public Works. we also heard several delegations during the EPC meeting. today again, we heard several delegations. we can see that Winnipeggers are very concerned by this issue. this matter also is generating a lot of attention on an international level. We see that many municipalities chose to change their speed limits within their

jurisdictions, and now, following the lobbying that several of us, Councillor Jeff Browaty and I included, did during the annual meeting of the Manitoba Association of Urban Municipalities, we have asked the province the right to legislate our own speed limits. We now have this right, and I think that it is for that reason that we heard so many delegations, because i have heard several of them. the fact is that they really have hope, now that the city will decide on speed limits in Winnipeg, because, we as councillors, we have a different grasp of things than our colleagues from the provincial government, who manage transportation issues throughout all of Manitoba. So, obviously, things are different for the city of Winnipeg. Winnipeg is the most urban place in Manitoba. We have specific concerns, as well as the largest population. So, there certainly are considerations that are specific to Winnipeg. Now that we have the power to do so, we should do the work to see what we should do when we are able to. I would like to thank my colleagues from all government levels for their contribution. I would like to emphasize that we amended the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works by adding to it a recommendation to ask the public administration to report back within 90 days on an analysis of speed reduction in all of the residential streets. I think that that was what the delegations requested in general. I think that that is the issue we heard about several times. We included that recommendation in EPC's recommendation to the mayor. So I hope that my colleagues will support this recommendation I want to make. I think that we are now going in the right direction. We already shortened the time line, because we would like to get the report sooner, but we also want the work to be well done. we want to give enough time to the municipal administration to do their job properly. On that note, I am happy to hear your feedback on this issue. I would also like to recognize the fact that I think I have never seen as much interest for safe streets from my colleagues, from council and from the public all at once. So I think our conversation has great timing. I think that there is a lot of interest and that we are doing our job, and I hope to be able to approve this recommendation today and to be able to read the municipal administration's report on the recommendations.

Madam Speaker: Thank you, Councillor Allard. Councillor Santos followed by Councillor Rollins.

Councillor Santos: Thank you, Madam Speaker for allowing me to speak to this report. I had written an opinion for the local paper, the Times, which I had hoped would make it prior to today's meeting, but it was just published today. And so I just want to take this time to kind of read the experts…excerpts that I had from it. I am often reminded of the fact that I will be turning 40 years old next year. The older I get, the more I think about the kind of legacy I want to leave behind. As I started my second career as a city councillor, I often ponder the question, what can I do to make a difference? For me, the answer I keep coming back to is to make the future of my children, my family and Winnipeggers better and safer. Major decisions are happening within City of Winnipeg and one of the most pressing issues is that we have children, pedestrians and cyclists being involved in vehicle collisions and some of them are actually dying from their injuries. Every day, I am reminded of the 4-year-old girl who was struck by a vehicle and later died of her injuries in the hospital. Every day I am reminded of when me and previous city councillor, Mike Pagtakhan advocated for better safety measures at that pedestrian crosswalk at Isabel Street and Ross Avenue. Every day I ask myself, if there was a traffic light at that intersection, would that 4-year-old girl be alive today? Every day when I look at my own two children, I can't imagine a vehicle hitting them while they are walking or cycling to school or the local playground. Right now, I find myself urging my council colleagues, the Chairman of IRPW, and the City Public Service to make better road safety initiatives a top priority. I called for another traffic study to be conducted along Isabel Street and asked again for traffic lights to be installed. The traffic control report of the public service concurred with our recommendation of IRPW and will be installing the traffic lights before school is back in session this September. While I am happy with the report and support it, we cannot continue to be reactive to situations like this anymore. Too many lives have been lost. We must instead be proactive by starting to implement better road safety strategies and policies like curb bumps, red lights at pedestrian crosses instead of amber lights, and most of all, a city-wide speed limit of 40 kilometres per hour on residential streets. I know this is a controversial issue. Everyone's time is valuable and getting to where we need to go as quickly as possible isn't something that I discount, but I believe the safety of our children, your children, and our families are invaluable. I also believe the key to this issue is road safety education. The idea behind lowering the speed limit is not about inconveniencing anyone, this is an opportunity to be proactive in keeping Winnipeggers alive and able to survive a collision. In the event that someone breaks a traffic law, I ask you this simple question; if you or someone you love is involved in a vehicle collision as a pedestrian, would you rather have a 75 or 45% chance of surviving? I can guarantee you most of you will say 75%. And those percentages are the differences in survival changes between a vehicle traveling 40 versus 50. Not only do I see the direct safety possibilities in these statistics, but I also believe lowering speed limits on residential streets will reduce drivers cutting through our neighbourhoods. Designing these streets for slower speeds will remain…will mean more drivers will be inclined to use the major collector roads which are specifically designed for 50 or 60 kilometres. Of the many ways to create safer road environment, setting appropriate speed limits can influence driving behavior. This may result in more consistent road speeds. Consistent and appropriate speeds on roads enhances safety for all road users as it makes traffic more predictable. I believe when the facts are presented as I have done here, most people will see the benefits in lowering speed limits. I receive many, many phone calls from my constituents constantly requesting speed tables, speed humps, stop signs, traffic circles, slowdown signs, traffic studies to install traffic lights and pedestrian corridors. They all have one thing in common; Winnipeggers want vehicles to slow down in their neighbourhood. While I appreciate the public service wanting to implement a procedure for

speed limit reviews and EPC making minor amendments to recommendation number three to speed up the report timeline and also include an analysis of a city wide speed limit reduction on residential streets, we as leaders had an opportunity to make the change now. And I hope that no other lives will be lost as we wait 90 days for a report to come back from public service. So at this time, I will be respectfully standing behind my vote that I had at the June 25th IRPW meeting which was not in favour. Thank you.

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

Councillor Lukes: Thank you very much, Madam Chair. Well, I am not turning 40 this coming year, but I do have 18 years of experience in the realm of active transportation that I will speak to very briefly. In 2000-2001, I was very involved and started getting very involved working in the area of active and safe routes to school. As mentioned earlier today by one of the speakers, I did a lot of work with Federal Government, the City of Winnipeg, the Province studying safety around schools, worked all throughout the city on traffic calming and improving safety measures for pedestrians and cyclists. And during that whole time, Councillor Clement was Chair of Public Works, came down to City Hall many, many times and what I have to say, in reflecting on the last 18 years to where we are today, I have never seen such as I have in the last couple years, such a desire from the masses, from the public to have traffic calming and speed reduction. It's been quite incredible to watch this to be working in this realm for many, many years trying to get to the point where there is like mass desire and mass will to have this happen. There is no better time than now that I think to go forward with this report. I want to thank Councillor Allard. I want to thank the Mayor for this because obviously it's at EPC, the Mayor had input on this, Councillor Allard for moving it to 90 days. I know the department is really busy with a lot of things going on, but I do know that they're passionate about this and they want to be very thorough because they want to come forward and to be able to have facts and data behind it. We're going to be debating the…why 30 versus 40 is I think where the debate's going to end up. But I've never seen more desire, more speakers, more public involvement and engagement on traffic calming and speed reduction. So I'm hugely supportive of this. This is, like Councillor Rollins said earlier, one of the bonus downloads, if you want to call it, from the Province. It's very positive. I'm very happy about it. So I will be supporting this wholeheartedly. Thank you.

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

Councillor Browaty: Thank you very much, Madam Speaker. I will be voting in favour of this motion here today. Obviously, being transferred the responsibility to oversee the setting of speed limits, we need to have a proper regulatory framework in place. I am however going to throw a couple cautions out there. I do think Councillor Allard who worked with AMM and Mayor Martin Harder of Winkler for pushing this item forward. Again, this is something that I do think that should fall properly under municipal responsibility. I am concerned however though that there is a possibility of politicizing some of this whole…this whole process. In fact, if you look at Item No. 3, the language was added, you know, including an analysis of city wide speed limit reduction residential streets already is sort of pointing towards where we want this to go. It's already a political piece and that's not what this process should be. We need to listen to traffic engineering. And you know what, in front of schools and stuff, we should be doing things to slow traffic down to make it, you know, automatically slower. Whether it's, you know, as Councillor Santos was mentioning, things like curb bump outs, speed bumps, rumble strips, there's all sorts of things that we could do out there. You know, a lot of the unfortunate tragic accidents we've heard of in recent times were not on local streets. They were on our collector roads. So 30 kilometre an hour speed limits doesn't help there. You know in fact, I mean…although I supported the implementation of the school zones, I kind of feel that they are kind of arbitrary and kind of unnecessarily strict in the way that they are enforced. You go to a lot of jurisdictions, you go down just to our neighbours down south in Fargo and you will see everywhere, you know, 30…you know, 15 or 20 miles per hour when children are present. So that if it's, you know, 5:30 on a Wednesday in December, there's no kids around, you know, you don't have to necessarily slow down to that, you know, very slow speed. So again, I am going to vote for this. I do want to make sure that this…I do want to see a process that comes forward that is not super politicized. I mean where there's some discretion, you know, if you go 50 or 60, if you want to look at Marion and Archibald in the area where you've got, you know, commercial activity right up to the sidewalk you know, and right now it's 60, you know what, I could maybe go with 50 there. You know, there's maybe an argument there that when there's nobody around…when there's a lot of vehicles out there, doors opening all the time, 50 may be the appropriate speed limit and you know, if there's some discretion then the public service, you know, can look at slowing things down, good. I almost want to see this motion, you know, talk about increasing speed limits in some cases. The example of parts of Pembina Highway in St. Norbert were brought up. I mean, the area that's 50 seems unnecessarily slow, even the area that was recently raised to 70, could in fact perhaps even be 80, I don't know. Again, it's not for us as politicians to randomly set these speed limits. I don't want Council arbitrarily setting speed limits. I want there to be good process and good principled engineering decisions. In fact, I have been holding up a road restoration in my area because Public Works insists on keeping this road way wider than necessary. It's a 50 kilometre an hour road on a residential street, it's a collector, but it was formerly…this is Springfield Road I'm talking about. It used to be a priority one street. It used to be used for semitrailers and that before…it was a 24 hour truck route until Chief Peguis extension opened in 2011. Today beat up as it is, I'd argue the average speed limit is well in excess of 60

kilometres an hour. You repave it up to, you know, to the nines to be even faster than that. One side of the street has no driveways to back on to it. So I mean, there is the perception that you can just go like snot down there. To be fair, I was getting…I got a ride home one time, I used to take Springfield Road all of the time. Everybody seems to speed on that street. So I was in the back seat of former Chief of Police, Devon Clunis' vehicle coming home from an event and he actually kept it to 50 kilometres an hour. Everybody else speeds on that street. So when I say everybody, I exclude Devon Clunis. But anyways, speed limits should not be arbitrarily set. Let's make sure that the public service comes up with a robust process and let's have the professionals set speed limits. Thank you.

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

Councillor Nason: So Councillor Browaty mentioned about Marion and Goulet. It's actually in Appendix C that it is being reduced to 50. The only reason why I knew about it is due to social media, the Chair tweeting about it. And I'm like, oh, where was the public consultation? And I guess that was part of the prior Marion study if I recall the conversation correctly that it was a recommendation in the first study, you know, the one that didn't go anywhere or move forward. But where I'm concerned on this is the lack of broader consultation. I know myself, I drive down that route quite regularly to deliver my kids to their educational institutes. Probably many of Councillor Mayes' constituents from Sage Creek probably drive down that route to get to their place of employment. The challenge is, you know, where is the Manitoba Trucking Association regards to this? You know, I kind of expected them to come here today to talk about it. They weren't here. I'm surprised about it. But the truck routes, the speeds, it's a very emotional, ideological, technical, there's so many factors that play into this, but we generally should be looking at the experts. The experts are our traffic engineers, right? That's what I understand. And I've heard loud and clear both sides of the equation from my constituents with regards to slow down our neighbourhood and speed up. There is a broad misunderstanding of what residential is. I continue to try to tell individuals it's residential is where, you know, in many of our neighborhoods because the streets are very narrow, because the design of maximizing the housing that's on there, it's where kids are playing basketball, leaning to ride bikes, street hockey, selling lemonade. They don't have sidewalks on many of them. You know, we're talking about this, we should make…you know, probably have a conversation PP&D about are sidewalks mandatory. Should we have sidewalks in every development? If it's about safety, why are we building streets where kids and families have to walk on the street? You know, maybe that's a…you know, for future development, you know, Waverly West, probably a great deal of those don't have sidewalks. I've got areas in my community that have random speeds and maybe that speaks to the political approach to it. I know Pandora at one time had a 70 zone to a 50 zone. Now it's got a 60 zone to a 50 zone. It's been built-up. Residents want it 50 all the way across for a consistent speed. I've got another area of…if I said Plessis I meant Pandora, Plessis Road is one that's got a 60…or a 80 that turns into a 50, crosses Dugald Road, there's no sign to continue to tell people, but that's a different discussion, and then goes back to 60. Again, you know, we're talking about traffic services, engineering, it was rebuilt to a truck you route but yet no truck route exists. So we need to have standards here and I agree, take some of the political interference, have an open and transparent process when we're changing these speeds. This spreadsheet in Appendix C is such small print on my computer I can't see it, but you know…and our streets are mixed up so you know, what might be my ward, I have to actually know the exact street and visualize it. But we need to have a clear process. This was brought in, in my perspective at the very last minute because September 1st, everything as I understand would have reset to 50 kilometres an hour in the City of Winnipeg unless it was signed otherwise. I hope, you know, the Chair can correct if I am incorrect on that, but I look forward to future conversations and clear process for changing speeds. And I think, you know, having control in our city is a good thing. Thank you, Madam Speaker.

Madam Speaker: Thank you, Councillor Nason. Councillor Allard to close on the item.

Councillor Allard: I think…were there other speakers?

Madam Speaker: Councillor Eadie, okay.

Councillor Eadie: I do want to go. But Madam Speaker, I rise to say that while I'll be voting for the existing report as is, I agree totally with Councillor Santos. Councillor Smith and I moved a motion to slow it down to 40 on residential streets. It wasn't a big deal. There were some people that didn't understand what we were talking about. But you know, if you really look at your speedometer when you are driving down a residential street, the vast majority are driving close to 40 kilometres an hour which I think is slow enough. I think if you go to 30, you are just asking for everybody to break the law. That's all you're doing. It's not going to get you anywhere. The accidents that I am aware of that happen on residential streets, it's drivers who violated what the speed limit is. I mentioned it in my questioning, but so injuries do happen on residential streets. The deaths are happening at higher speeds. But 40 gives a lot more time for people to react. And you know, I'd love to get to that vision zero. But there is always going to be some driver. It's just like, you know, the expectation is, like you do this and they are going to adjust their behavior, Madam Speaker. I don't think so. That's why I asked, are there any studies as to what is happening in…there is no way we can police every residential street if you lower it down. Like there is no way. And visually, a lot of people think people are speeding right now on our

residential streets, but they are not going that fast. It's just hard to assess how fast they are because there's not a bunch of cars and some speeding and some not because there's not quite that much traffic, Madam Speaker. But anyway, I still go with the slow it down to 40 on residential streets. The design, I never mentioned this but, you know, how you design the sidewalks and everything related to regional streets, I will give you a little…at 201 Portage I said to them I had a hard time walking around there. I was carrying my son over my shoulders as I was trying to cross Notre Dame over to Fort because Notre Dame is on the north side of Portage and Fort is on the other side. And in carrying my son, I was trying to figure out how am I going to align myself up straight to the other corner and figure it out. Well, you know what happened, Madam Speaker? I ended up standing in the middle of the median, standing there, I don't know where, somewhere along there, trying to figure out how the hell to get...how far I went down and I got my son on my shoulders trying to do that. So how you design the streets is so critical, so critical. And so we've got this thing about setting speeds, but we hope that the bigger plan and I've heard Councillor Lukes talk about it. The bigger plan is you also have to design the streets appropriately. And Madam Speaker, I will speak strongly on your behalf in that there is no new development that happens in Lord Selkirk-West Kildonan without a sidewalk, right Madam Speaker? Right. Thank you.

Madam Speaker: Thank you, Councillor Eadie. Councillor Allard to close.

Councillor Allard: Thank you, Madam Speaker. Thank you to my colleagues. Well, I think outstanding to respond to Councillor Nason's questions, yes, this report substantively confirms the street speeds as we have them today. That is a requirement based on the new legislation. In terms of Marion specifically, the recommendation has been made by our public service to reduce the speed to 50. So we talked about, you know, is it politics or is it administration or science? In this case, I think you can say it's our public service, our engineers that reviewed the speeds and made the recommendations to reduce the speed to 50 from 60. And that's before we had the power over speed limits. So I wanted to make maybe some of that history clear. Part of what motivated me personally to go to the AMM Conference actually was that the Manitoba Highway Traffic Board which was then run by NDP patronage appointees, talk about politics in transportation. That's how the board used to be run. So NDP patronage appointments had rejected twice the speed limit changes to Marion. No, they were still…there may have been a mix, but it was still…it was just after the government…it was just after they...okay well, if you look at the names of the appointments, anyway. So anyway, our traffic engineers made the recommendation. Our Standing Policy Committee on Public Works agreed with the recommendation. It was denied twice by the patronage appointments of the Manitoba Highway Traffic Board. So I wanted to make that clear. And then well, thanks to...I don't know if there's any outstanding questions, everyone was making their views known. Thanks for Councillor Santos for repeating your rationale. And Councillor Browaty, I don't know if this is germane to the discussion, but I keep thinking I want to invite you to do some extreme cycling from St. Boniface to The Forks and I'll buy you, you know, a high priced beer and cinnamon bun just so we can have the experience together but…and perhaps by then the street speeds will be changed, but that will be up to the report. Anyhow, I digress. So I think everyone has made their positions clear. I don't know if there's anything outstanding in terms…thank you Councillor Lukes for pointing out how there's a tremendous interest in this. And I think I will leave it at that. Thank you everyone for their thorough comments on this issue.

Madam Speaker: Thank you Councillor Allard. With that, I will call the question on Item 4. All in favour? Contrary? Carried. We'll now move into by-laws, Councillor Allard, under the same committee.

STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS
CONSIDERATION OF BY-LAWS

Councillor Allard: Yes, so I move that the following by-laws be read a first time; By-law No. 62/2019, By-law No. 63/2019.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 62/2019, By-law No. 63/2019.
Councillor Allard: I move that By-laws No. 62/2019 and 63/2019 be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-laws No. 62/2019 and 63/2019.

Councillor Allard: I move that the rules be suspended and By-laws No. 62/2019 and 63/2019 be read a third time and that the same be passed and ordered to be signed and sealed.

Madam Speaker: All in favour? Contrary? Carried. We have questions for the Chair. Councillor Rollins followed by Councillor Gillingham.

STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS
QUESTION PERIOD

Councillor Rollins: Thank you, Madam Speaker. Many of the delegates that spoke in favour of safe speeds this morning, seems like a long time ago now, talked about the 90 days and when further asked about the urgency and the timelines associated, you know, there was some acknowledgment that there needed to be timelines in a sense to catch the ball that the Province threw some time ago in March. I wanted to fundamentally ask the Chair though the same question about the timelines, how he feels about the timelines. In part, he did answer during the debate, but I wanted to ask that questions again with that same frame of urgency with respect to the questions he is able…in his committee is able to ask as Chair of IRPW. Clearly he has a eyeball to the admin on the timelines and has the best sense potentially of, you know, whether or not they understand the urgency of the information that Council expects back expeditiously.

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

Councillor Allard: Thanks, Madam Speaker. Through you to Councillor Rollins, I think it's (inaudible) to let the public service give…public service the time to get the job done right. And then, I'd just like to share an anecdote. Councillor…and I share this with (inaudible) when we first had this debate at Public Works. My predecessor at one point in his career had decided to have a community consultation and to look at traffic calming on Lakewood. Lakewood is a collector street in St. Boniface. It's quite busy and it's started flowing much better since the implementation of a traffic circle there. So anyway, so the story is that there was resident support. There was political support for this at a local level. And so my predecessor moved a motion, signs went up. But what happened after that is apparently the Councillor's phones lit up. And not only did they line up, but the stop signs themselves were getting torn down every day, every day. There was constantly…stop signs getting torn down. I think the issue there was…there was really not consent. There was not an understanding from people in terms why that…that traffic calming device should be there. And in the end, the policy was reversed. And I think we want to avoid those types of scenarios where making a…to taking a perhaps I don't want to say arbitrary, but taking a political direction without having the proper public discourse. Councillor Nason mentioned the Manitoba Trucking Association. We have heard from many representatives of people who are looking for safe streets. I think there would be a risk if we were to, you know, pick a number. You know, I'm not 40 yet. I'm 37. So I guess I'm…if I moved a motion on speeds in my first term I might have like…been looking for a different speed limit then. Anyway, so I digress. I think it's important to get the job done right and I think it's important to have a robust conversation with the public because there are very divergent opinions I think even on this council floor if we were asked a question today. I think we would have different answers on what their correct speed might be if we had to make a political decision. So I think it's important to have public service report back and so that we can have a through process and also give the opportunity to all the members of the public and stakeholders to also give feedback as these reports come forward. We didn't see many representations from people who may have other opinions around the table. And I know that those opinions are out there. So I think it's important to a. let the public…give the public service time to get the job done right and also have a robust public conversation with Winnipeggers because if we go and try to do something without really having the consent, I'm not sure that we'll be successful.

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

Councillor Klein: Thank you, Madam Chair. And through you to my colleague, Councillor Allard, I guess as an option, I'm not sure why h keeps coming up today. It's kind of bothering me. However, oh, yes true, yes mpj's, thank you. That's when you know it's a long day. I wanted to ask Councillor…through you, Councillor Allard about a half cross at Grant and Cathcart. I sent Councillor Allard a note back on March 21st about the timeline for this. This is an area that has been studied that requires a cross walk. It's an area that His Worship Mayor Bowman and I visited during the campaign and both of us heard from the residents in that area, the dire need for a crosswalk because of several small accidents with pedestrians and such. And I know that this was put on the budget by Councillor Gillingham, which I appreciate. I note that I got a…I have been looking into it myself and received an e-mail from a member of the staff that said that initially this was being fast tracked and then they were told to make it a lower priority. So I'm wondering why that happened and what the timeline would be to actually have this half cross put in as requested as budgeted as quickly as possible.

Madam Speaker: Thank you. Councillor Allard.

Councillor Allard: Thanks, Councillor Klein for the question. I will endeavor to get you an answer.

Madam Speaker: Thank you, Councillor Nason followed by Councillor Eadie.

Councillor Nason: I had the recent opportunity to tour a new flyer and if any council colleagues haven't had the opportunity to come visit Transcona, I definitely put that offer out to try to coordinate for you guys to tour that wonderful facility and all the great workers that are there. While there…I understand the City of Winnipeg buys about 30 buses a year through the tender process. One of the things that…as we talk about environment, sustainable future that we have, alternate fuels, the one glaring thing I saw there were hydrogen self-buses and I saw there was electric buses being manufactured but I also saw compressed natural gas. I'm wondering if, you know, I ask this question through the Chair of course. On the matter of components that make up the bus be it fuel, be it wi-fi, be it safety shields. If we've adjusted our tendering bid process to include these items at we're now piecemeal, I'll use the term "piecemeal", asking for…if we are now reviewing our bids when we're buying these buses to include these alternate options, and I hope I was clear for you, Councillor.

Madam Speaker: Thank you. Councillor Allard.

Councillor Allard: Thank you, Madam Speaker. I think the question is are we looking at all technologies in terms of clean buses? We did pass in the 2019 budget monies for a study towards what it would look like to electrify part of our fleet, hydrogen…my understanding is is still electric…it's an electric component to the technology. So that's what the public service…I'd be happy to look into more detail in terms of…I'd be happy to look into that in more detail. But currently, that was a 2019 budget allocation. My understanding from the appendix reports and their public information is that currently according to our latest information, it is still slightly more expensive to run electric buses versus diesel buses for a number of reasons. Diesel buses can stay in operations longer. Electric buses require charging. There's different types of electric buses. Some are short charge, some are long charge. There's all sorts of considerations but the bottom line is the total cost of electric buses versus diesel buses at this time according to our documents. It's slightly more expensive. So I think the reason why we want to look at getting ready for partial electric…electrification of our fleet is that there could be a day where through either government subsidy or changes in the market in terms of fuel prices. There could be a day where all the sun things shift and lo and behold electric buses are now cheaper than diesel but according to our documents, we're not there yet. We are getting ready. We have money in the budget. I'd be happy to follow up to see where that money is at in the system.

Madam Speaker: Thank you, Councillor Allard. Second question.

Councillor Nason: And I know I'm not allowed preamble. Has Transit reviewed the criteria for the buses for Transit Plus?

Madam Speaker: Councillor Allard.

Councillor Allard: I mean we're currently waiting for a report which I think is fairly comprehensive on Transit Plus and reporting back on performance. We…we…at Public Works took Councillor Nason's motion. We merged it with a motion that I have brought forward to have our public service report back on Transit Plus so we're looking forward to that motion, it's not ready yet but I'd be happy to discuss it once it is ready and if there's more specific questions, I would be happy to ask those questions to the public service as well.

Madam Speaker: Thank you. Councillor Eadie, your opportunity.

Councillor Eadie: No thanks. Councillor Nason asked it.

Madam Speaker: Okay, no further questions? That brings our council session to a close until the fall. And I know the next month is a very busy time in our respective wards and for you Mr. Mayor, but I hope you take some time to rest and recharge. So with that, Councillor Gillingham, you're moving adjournment and we'll have roll call, Mr. Clerk.

ROLL CALL

Clerk: Madam Speaker Councillor Sharma, His Worship Mayor Bowman, Councillors Allard, Browaty, Chambers, Eadie, Gillingham, Gilroy, Klein, Lukes, Mayes, Nason, Orlikow, Rollins, Santos and Schreyer.

Council adjourned at 5:05 p.m.