COUNCIL OF THE CITY OF WINNIPEG
Thursday, April 29, 2021

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 Eadie.

ROLL CALL

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

INTRODUCTION AND ANNOUNCEMENTS

Madam Speaker: Thank you. Mr. Mayor, over to you for morning announcements. Thank you.

Mayor Bowman: Thank you, Madam Speaker. And good morning to my colleagues and all those that are watching these proceedings. Councillor Eadie has me singing and humming in my mind. I won't subject you to my voice. Good song I heard this month was from Nancy Wilson called '4 Edward'. It was dedicated to Eddy Van Halen. So, I'd encourage you to check that acoustic piece out. Madam Speaker, we have had a number of holidays that many Winnipeggers have celebrated over the last month including Good Friday, Easter Monday as my family celebrated, and I know many in this council chamber celebrated. Vaisakhi, Ramadan Mubarak and Vasanta Navrati, and I apologize if I've mispronounced that last holiday. We've also commemorated numerous things over the last month including, of course, Holocaust Remembrance Day on April the 7th, The 104th anniversary of the Battle of Vimy Ridge, and Madam Speaker, also as of today; today is, of course, the one-year anniversary of a terrible occurrence with the crash of Stalker 22 where we lost 6 members of the Canadian Armed Forces. And, of course, we offer our continuing thoughts and prayers to all members of the Canadian Armed Forces including all those that serve here in the City of Winnipeg at 17 Wing and 1 Canadian Air Division. And I want to thank Councillor Gillingham's ongoing efforts to work collaboratively and support the members of the Canadian Armed Forces that are serving our country here in the City of Winnipeg. We celebrated...or recognized a number of awareness days including the Humboldt Broncos anniversary and Green Shirt Day on the 6th and 7th, respectively. Public Safety Telecommunicators Week, Animal Shelter and Rescue Awareness Day and Volunteer Appreciation Week as well as National Organ and Tissue Donor Awareness Week, World Immunization Week, and yesterday, the Worker's Day of Mourning, Madam Speaker. We also, celebrated the opening of Qaumajuq at the Winnipeg Art Gallery. The opening of the Bill and Helen Norrie Library and the Bonivital Pool Library reopening. We also announced on April 1st, the new Dogs on Bikes Program, Madam Speaker. We also, over the last number of days, I've reached out and have had dialogue with the mayors of Reykjavik, Iceland as well as well as Lviv, Ukraine. We have celebrated this last month, the 50-year anniversary of our sister city relationship with Reykjavik and we are having ongoing dialogue with numerous sister cities including the two that I've mentioned. Many members of Council attended the Winnipeg Chamber of Commerce Civic Leader's Dinner and have been supporting annual spring cleanups including the one that was initiated recently by the City of Winnipeg to clean up our streets and active transportation corridors. Lots going on in intergovernmental. We have been continuing to support the efforts of Manitoba Health by providing staff recently at the supersite, that request came in on March 26th. We have had a recent Manitoba budget federal budget and I have attended the first legislative committee to speak to Bill 37, Madam Speaker. And I'll just conclude by recognizing and noting that since our last Council meeting, we have seen 2,667 new cases of COVID being reported by provincial officials in the City of Winnipeg. We have sadly lost 25 more residents to COVID since our last Council meeting. When we held our last Council meeting, Madam Speaker, we had a test positivity rate in the City of Winnipeg of 3.6 percent. Yesterday, we are at 8.4 percent. I just urge Winnipeggers to please stick to those fundamentals. Follow the letter and spirit of the provincial public health orders. We will weather this storm by working together and I would just wish a good health and safety for members of Council, the Public Service and all Winnipeggers, Madam Speaker. Thank you, merci and megwich.

Madam Speaker: Thank you, Mr. Mayor. Councillor Chambers, your morning announcement.

Councillor Chambers: Thank you, Madam Speaker. I rise today to bring notice that Saturday, May 1st, is the kickoff to Asian Heritage Month. The Asian Heritage Society of Manitoba will be staging a series of month-long virtual events to showcase their contributions to our...of our vibrant Asian community here locally. Madam Speaker, we can all acknowledge

that this past year has been one of the most challenging in recent history. Not only have we had to deal with a global pandemic, but members of our Asian community have had to deal with a rising epidemic of racial intolerance and hateful rhetoric. The mischaracterization and false claims of COVID-19 have perpetuated intolerance and acts of violence against members of our Asian community. I was viscerally appalled to see senior members of the Asian community attacked as they go about their day-to-day business, unaware that somebody would arbitrarily leap out and attack them. It's through events that are being planned by the Asian community here in Manitoba that will help bring understanding, empathy and hope, that we can build cultural competencies and learn that we are more alike than we are different. I stand with our Asian community in calling out and putting an end to Asian hate. There can be no coalition building towards a brighter future. And there is no freedom until all of us are free. So, as we kickoff Asian Heritage Month here in Winnipeg, we do so with renewed hope and resiliency. We're moving forward with a desire and an intention to build better, to take care of each other and to heal physically, emotionally and spiritually. Madam Speaker, I encourage all of my council colleagues to promote the values of equity, diversity, inclusion now and with every word that you write, every speech that you orate and with every intention of your actions. Together we can build a Winnipeg that's unified in its interests in becoming truly inclusive. Thank you.

Madam Speaker: Thank you, Councillor Chambers. Councillor Klein

Councillor Klein: Thank you, Madam Speaker. I rise today for two points. First, I want to acknowledge the over 447,000 Manitobans and Winnipeggers that have taken the time to be vaccinated with the COVID-19 vaccine. The vaccination is one step towards an end, and it is a light at the end of the tunnel. And I would urge all Manitobans and all Winnipeggers to take that time and be vaccinated. We have seen what it is doing to our community and we have seen what it is doing to not only our province and country, but it is affecting the entire world. And I also want to take a moment to ask my colleagues to join me in sharing your thoughts and prayers with those in India. We have seen the impacts, as I stated, on our country, but we have watched the devastating impacts, the horrible images coming out of India. And they need our thoughts and prayers today. And we need to support them and the family members that live here, in our community, that are watching with fear or sorrow as those in their country suffer. So, again, I urge all my colleagues to take time today to think about those in India and have them in their prayers as they deal with the pandemic.

Reconvened meeting of
Winnipeg City Council of
April 29, 2021, at 10:08 a.m.

Mr. Deputy Speaker: I would like to call the meeting back to order. I'll be in the Chair for a moment. And I would like to call on all of us to stand, who can, and take a moment of silence, please for the people of…the people of India. Thank you. I will hand the Chair back to Madam Speaker Sharma.

Madam Speaker: Thank you, Councillor Eadie.

MINUTES

Councillor Chambers moves that the Minutes of the meeting held on March 25th, 2021, be taken as read and confirmed.

Madam Speaker: All in favour? Contrary? Carried. We will now move into delegations. We have a number of delegations today all joining us via Zoom. First up is David Grant. He wishes to address Council in regards to 7 items this morning. The report from the Executive Policy Committee, opposition to Item 1, Additional Indemnities for Members of Executive Policy Committee Expenses. He's in support of Item 3, the Emergency Management Leadership Team COVID-19 Response and Recovery Plan. He is in opposition to Item 4, Use of the Vote Information System at City Council Meetings, and in opposition to Item 18, Support of Canadian News Media. From the Public Works report he is in support of Item 3, Approval of the 2021 Edition of the Manual of Temporary Traffic Control on City Streets, and in opposition to Item 1, Winnipeg Transit Master Plan, and Item 4, Extending the Sunday Holiday Bike Route. Mr. Grant.

David Grant: Hello.

Councillor Nason: Is he only afforded 10 minutes for seven items?

Madam Speaker: We have ten minutes on the clock and there certainly can be additional time requested if needed. And I think Mr. Grant is aware of that.

David Grant: Yes, I am.

Madam Speaker: Mr. Grant you, may proceed.

DELEGATIONS

David Grant: Thank you. Good morning fellow Winnipeggers. I was going to say to Your Worship, but anyway, moving on. You should all be troubled I believe by EPC Item No. 18. Blind support should never be given to future action by a government. This motion should be shelved until Ottawa has published its new laws. There are signs this legislation could impose harsh censorship on any opinion not supporting the government of the day. I have always been respectful, but I often offer dissent. Most of you know this. I think it's important that other sides of issues be in the public domain. If Canada is to remain a free country, we should all be free to share respectful opinions and make this a better place to live. I have been a transit user since the day Toronto's first rapid transit train began service in the early 1950s. For the same dime each, my grandmother and I got on the train and rode it to the end, got out, walked down to the other end of the train with the conductor, the driver and got on again. It was great fun for a kid. Anyway, I have listened to many people speak about the Transit Master Plan. They all tell of a wonderful future for this service. Parts of the plan are great, but others are deeply flawed. None of these people have mentioned the fact that COVID will not be gone in the foreseeable future. We can hope, but we should be planning for the grim reality. It will be endemic. Like the cold and flu before it, COVID will always spread on transit. Zoom meetings will continue to grow throughout the business world. The number of people who really need to work in the core of the city may never recover. The huge bendy buses I see are 80-90 percent empty because so few people want to ride right now. Traffic congestion, which drives bus use, and bus ridership may never return to 2019 levels, but this master plan ignores the facts. Much of transit's planning is based on myths. One myth is that BRT is faster than the Pembina bus it replaced. I have used both often. The BRT is, on average, seven minutes slower than the Pembina express bus which is now gone. I still have transit schedules to prove what I found as a customer. Transit is not the answer to global warming. Some folks claim that a billion dollars tax dollars spent on bus roads will save fuel. Not true. The fuel used by transit per paying rider is more than used by an average commuter in a small car. Another myth, transit does not prevent road wear and tear. Transit vehicles break up our roads, are worse for passenger kilometre than do cars. A bus is heavy. When it hits one of our countless bumps, the loading is enough to crumble the strongest concrete. Even the new bus-only road in Lord Roberts crumbled in only a few years. Much of our road repair budget is due to the damage done by buses. Some of us are sad that transit and its fans...I'm a fan, but most of its fans seem to be ignoring all of these factors. New topic, once upon a time, folks who worked at City Hall cared about the differently abled. Too bad that all ended a year ago when the fine folks at IRPW went all newspeak on us. Orwell reference. A road closed to traffic is now called open. I can still...and still enjoy biking around this city. Many good people do not use bikes. If you enact your enhanced bike strategy as it now reads, you will prevent every elderly, frail person from enjoying the river from Churchill Drive, Lyndale and so on. By not allowing even one day per week when these folks can use these roads, you diminish their lives when many of them are stuck at home going for a scenic car ride could have added joy to their day. Please do not discriminate us like this on the basis of age and infirmity. Please introduce even a little window of opportunity for the infirm to enjoy these beautiful roads. This should not be a bike only road. At least allow a day of careful, cautious use by those who need to use the roads and those who would enjoy them. I feel sad that EPC chose to toss out the idea of equitable treatment of those councillors who are not on EPC. Let it go with that. As a cost-conscious voter, I was disappointed to see Council buy a voting system. I saw no cost saving data in the paperwork justifying it. Unlike counting general election ballots which can take an hour, we're talking about a dozen votes, maybe a bit more. It can take as long with the new system as the old way, yet some folks are distracted when the vote is called. I really like the latest version of the Public Works road guide. I hope the City will add buzz strips whenever construction demands a big reduction of the speed limit. As I related to IRPW and EPC and to the legislature years ago, these save lives and should be mandatory every where. For your information, the buzz strip is, since we don't use them much around here, it's little strips of asphalt or rubber or whatever on the pavement so that as you drive along your car, your tires make a buzzing noise and it wakes people up as they go buzz, buzz, buzz, buzz. Anyway, just months after the new construction zone law came into effect allowing DCZs, a young mom braked for a 60 zone. The truck behind her did not notice the signage and hit her. She was horribly burned and died months later. If buzz strips had been required at the entry to every reduced speed construction zone, that driver would have been aware, would have been awakened by the buzzing and would have slowed. Please ask your engineers to make buzz strips mandatory for every DCZ speed limit reduction in the city. They are saving lives every day outside of Manitoba. Please, let's catch up and not have another fatality or another serious injury from one car not realizing that the ones in front are braking. It's a sad tale, but too often the scene of…set of brake lights is not sufficient to wake some people up. And I think that's important. Obviously in heavy traffic everybody is wide awake, but sometimes it just seems that some people aren't and I think buzz strips are an incredibly important safety measure. Anyway, thank you. That's...I was not able to get this done in the required time and I can see the concern of so many topics in so few minutes. But anyway, thank you for your time and I'm really glad that we still get to express our opinions to our wonderful councillors and thank you for all the work you are doing. Thank you.

Madam Speaker: Thank you, Mr. Grant. We'll now take any questions from Council. Councillor Lukes.

Councillor Lukes: It's...I guess it's not really a question. Thank you, Mr. Grant for taking the time to present your opinion. You and I...as you and I know, don't always agree at all on some of your opinions, but I really do respect the fact that you are concerned about what goes on at City Hall and you bring forward a perspective and that you bring forward your perspective. So, thank you.

Madam Speaker: Thank you. Councillor Nason.

Councillor Nason: Thank you, Madam Speaker. I am just curious, I know Mr. Grant's very vocal on many topics. On the transit specifically, I'm wondering if he is familiar with the 2005 Rapid Transit Taskforce Report.

Madam Speaker: Mr. Grant.

David Grant: It doesn't immediately come to mind. I probably read it. That's all I can say.

Councillor Nason: With regards to sharing of the road, the east district is looking to have instead of a dedicated path, it's having a pathway that runs along Regent that would lose more traffic, car traffic, and reserve it for bus. Do you see that as a positive move with regards to the flow in the intersection of what is arguably one of the busiest intersections in the city?

David Grant: I guess as a person who was once an engineer, I think the rules of that profession prevent me from making a comment that is based on experience like that. So, I guess, you know, the people who are in that business can study whether more cars can flow with a bus-dedicated lane. But I would say to that, that the...I have spoken to Council before about TSP. Now, transit signal priority is a technology that costs about 1/1,000th as much as a bus road. And it has a proven history in many cities of reducing fuel use by buses and improving travel time by buses. It's the deal where you are driving down Pembina or Regent and the bus is a block or two away and the light stays green for that bus until it's through. So, the bus extend greens to make sure it doesn't stop as often. That technology is super cheap and available and in the days before phase 2 of BRT, the dog leg was approved, I had proposed to Council that they consider this cheaper, far better technology. And so, yes, anything that can help the bus not have to stop for traffic and not have to stop for lights is proven every where to be a wonderful thing. And that's something that is, again, it has been mentioned at least in the last year at the City…in the city engineering circle, but we don't see it as a major part of the Master Plan. Thanks.

Councillor Nason: My last question to you. I'm going to take one from Councillor Lukes' page book. Did you know that the train bridge that's on Lagimodiere, just south of Regent, has space incorporated for rapid transit in it?

David Grant: That's a wonderful thing to know. I would say that they…no, I have not been…studied its underpinnings or anything else. Although, it is fun to wander underneath some of our ancient concrete structures such as some of the perimeter…floodway bridges and rail bridges to see how strong some of them are and how crumbly some are, but it's refreshing to know that in the days when that was built, our engineers planned so nicely for a bus future. Thank you.

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

Councillor Schreyer: Thank you, Madam Speaker. And I'm always very grateful for David Grant's comments. They are insightful. They challenge us and that's exactly what we have to do here when we make the decisions we do. And it has been the case that he has given us information that's very useful. As a matter of fact, in my first year on Council, very comforted by people like David Grant who are making the points about the Pembina Highway versus the southern leg of the bus corridor, given my position on this, and the things that I have learned from Mr. Grant, and those regarding syncopation of lights for buses. I believe it's not over whether we pass the Transit Master Plan or not to incorporate ideas such as what Mr. Grant has been saying. Mr. Grant, you have mentioned the problem with having separate corridors or separate streets for buses; in this Master Plan, there is a greater consideration for using existing infrastructure and existing streets for…to include sort of the buses or the bus corridors. Do you recognize that in this Master Plan, sir?

David Grant: Yes. And it is refreshing to see the proposed bus pathway, express road, whatever, alongside or part of a major road. I believe that was one of the...at the time, I expressed to people at meetings that that was a fatal flaw in the Pembina BRT scheme, that Pembina, like many of our roads, is dotted with apartments, strip malls, other residential...anyway, with residential space and the new BRT doesn't go there. If anybody from Transit had been riding on the bus I had been during the phase 1 period, when it went from Bus Road onto Pembina at Jubilee, they would notice that just about everybody who was on the bus as it went south across Pembina…across Jubilee, just about everybody was going to be getting off before they got down to the university. Now, that's a daytime thing not a...whatever, not school kids, but that means all those people will not be customers of the new dog leg BRT route because they obviously live and

shop on Pembina. And if you follow the new BRT south route that you refer to, it goes by no apartment towers or virtually no apartment towers, and hardly any retail. So, it's only a way of getting from downtown to the university. It does not serve the bulk of actual transit riders. And that's a factor that doesn't appear in here, but it's good because I think what you have pointed out, Jason, that this is a sign of great improvement in the transit plan. That's why I'm not entirely against it. That if they recognize that if the bus is near Regent, it's going to serve shoppers a whole lot better than if it was a mile away, and anyway, thank you.

Madam Speaker: Thank you. Councillor Schreyer.

Councillor Schreyer: Years ago, Mr. Grant made us aware of how syncopated lighting with buses, as used in other cities, could be applied here. Does he believe that, given the way that a great part of this master plan incorporates existing infrastructure, existing streets, therefore, that there is still hope that we can use this used around the world, syncopated lighting for buses, syncopated intersections, that that could be applied into the Master Plan, sooner or later?

Madam Speaker: Thank you. Mr. Grant.

David Grant: Thanks, Jason. Actually, once again, I'm going to have to be very careful not to be accused of practising engineering anymore even though I did it for 50 years. So, I will say, that it is a technology that has proven very effective everywhere else and the situation seems very similar. And I'll speak as an ordinary citizen and not out of experience. But because the situation is so similar, the results of San Francisco, for example, where there is a 20 percent improvement in times…in bus transit times, like how long it takes a bus to complete a route. I think those results are analogous to what we get here. So, you're correct I think in pressing for that. And it's good that it might be used here. Thank you.

Madam Speaker: Thank you, Councillor Schreyer. Final question.

Councillor Schreyer: Thank you. One more. Mr. Grant mentioned the open streets and how that can cause a problem with elderly people or people that have physical challenges. Does Mr. Grant think that the idea of allowing for one block driving on the open street to access these residences can be useful?

David Grant: I would say that from my experience, living right beside one of these things, that if the...a person lives along one of these routes.

Madam Speaker: Mr. Grant, that really concludes our time here for questions. We have other speakers, but we thank you for your presentation today.

David Grant: Okay.

Madam Speaker: Thank you. Moving on. Next, we'll hear from Hani Ataan Al-Ubeady, he is the Director of Immigration Partnership Winnipeg, and Clayton Sandy who will appear before Council in support of Item 5 of the report of the Executive Policy Committee dated April 21st, 2021. And it's regarding the Equity Diversity and Inclusion Policy. Madam Clerk, are they with us here?

Clerk: Yes, they are both with us.

Madam Speaker: Welcome to both of you and we'll have ten minutes on the clock.

Clayton Sandy: Thank you. I guess I'll get started. It's Sandy. Can you hear me?

Madam Speaker: Madam Clerk, would we…are they via telephone or?

Clerk: Clayton, if you want to start your video, you're able to. And Hani is via telephone.

Madam Speaker: Okay, there we go. We have Clayton on the screen and Hani is via telephone. Welcome. You may proceed.

Clayton Sandy: Thank you very much. Thank you for your time. I want to first thank Mayor Bowman, Councillor Eadie, Councillor Chambers and Councillor Klein for their opening words. They are very touching words. Thank you especially to Ross. I'm here this morning to support the Immigrant Partnership Winnipeg on a document, probably in front of you, called 'Equity, Diversity and Inclusion'. It's a document that was created following-up to the City's first Diversity Week in Winnipeg that I was part of and I sat on the long-term committee. So, this is what I'm presenting this morning on. I will introduce myself first. My name is Clayton Sandy. I have called Winnipeg home since 1973. I retired from Manitoba Government in

19...in 2016 and started in government in 1976. I worked many different departments, provincially and federally, and worked on countless initiatives in regards to affirmative action and employment equity at the provincial and national level and I had too many to recount. I even sat on a committee once, I think it was maybe the late '80s and '90s with Damian Johnson and we worked for the City on the same issue of inclusion and employment equity. Anyways, I'll get to my presentation. I had an opportunity to be invited to participate in Winnipeg's first Diversity Week. It was a real honour for me to participate and to be part of the group. I met some really great people I...that I call friends today. And I was really impressed when I first heard Mayor Bowman acknowledged that racism does exist within the system. And it's something that I worked with, also, too in government with trying to…the government to try to acknowledge that racism does exist. I was taught growing up that, you know, to…when you are solving a problem you have to admit the problem first as a first step. And I'm hoping that other people around Council can, you know, can agree that racism does exist and I'm hoping that people can come forward with an honest plan, plan of action to do something about it. I had an opportunity to present the...at the National Indigenous Reconciliation Conferences across Canada. I shared my story of, you know, growing up as part of the '60s scoop with other people…with thousands of other brothers and sisters across Canada. And I think one of the things we had in common between the people that I met is that we grew up with racism, all of our lives, and we still face racism on a daily basis. After the truth and reconciliation happened, the calls to action came out. Number 57 of the calls to action from the truth and reconciliation calls upon public civil servants federally, provincially, territorially and municipal governments to take action on racism in the workplace. This includes skill based training and intercultural competency, conflict resolution, human rights and a mechanism to disrupt racism. Number 93 of the calls to action is the education of newcomers to Canada. Something that I have done...I have taken on personally since I retired in 2016, to build a healthy relationship with some of my new friends and with some of my new friends and colleagues in the newcomer community who face the same racism that I have always felt in the city. So, I ask you now if you can start…if you can start by supporting, as a first step, moving forward with an honest effort to take action from within your municipal government to support the plan of equity, diversity, inclusion that is in front of you. So, with that, I would just say thank you for your time and I look forward to any questions. Thank you very much.

Madam Speaker: Thank you, Mr. Clayton. Any questions for our delegations? Councillor Gillingham.

Councillor Gillingham: Thank you. And, through you Madam Speaker, thank you, Mr. Clayton, for your presentation. Good to see you again and thank you, certainly, for your ongoing work throughout your whole career, but personally as well over decades of working in this. I'm just wondering Mr. Clayton, if you could just maybe talk about what you see as some next steps in the coming months and years that are important for all governments to fulfil some of the calls to action.

Clayton Sandy: I'm hoping that, you know, it seems like in my time in government, whenever we faced this problem, we always had to go and ask government for money all the time and that's what's happening here. And I feel that money does conflict the problems…people cause the problem. So, but we do need money to attack it somehow. So, I'm hoping that Council can support, you know, the creation of something or somebody that can...that can take this on as an ongoing action for future…you know, for future people that are coming into this city, coming into this city as employers. So, I just need the support of, you know, councillors to support this in many different ways and to bring some action to supporting it financially and verbally and whatever other way you can...anybody can support this. Thank you.

Madam Speaker: Thank you. Councillor Schreyer.

Councillor Schreyer: Thank you. I was raised with the challenge as a society that as we move towards inclusion and diversity and equity, that the challenge is that there is people that will believe these are what's causing the direct problems of our society, the reason they are worse off or not as well off, is specifically because of equity and inclusion and respecting diversity and trying to make it better for everybody, and that continues to be the challenge. Unfortunately, I think it's worse now than it was when I was a child watching this, trying to explain that diversity and inclusion is not causing the problems, but part of the solution. But we need...well, and I'm going to ask the question, to have programs like this without creating greater distrust from other people, greater distrust, greater ill will, does it make sense, Mr. Sandy that we do have a program and a general policy that we explain how this is not the reason why people are having greater problems a generation later than they were a generation before. Why we are in the midst of the first generation that won't be as well off as their parents. How do you think we reconcile these two things? Do you think…I'm asking if maybe it's a little leading, but that to make sure that people understand what we're doing is good and positive, that we have an obligation to explain how this is not the problem, therefore, where the problem is.

Clayton Sandy: Thank you. Yes, it's quite a challenge to, you know, to fix the problem. I have been working on...I think I have been working on the problem most of my life. But what has worked and what has worked for me in my time in the workforce was education, getting non-native people to understand our history, our challenges, our barriers, and to acknowledge them and to support us in any way moving forward. And I find that, again, that you know, until we're able to actually build relationships, nothing changes. And if we don't have...if you don't have Indigenous people working in different areas there, most people won't get to know us for who we really are. So, I find that that's the biggest challenge. I find that

most non-native people are still afraid of Indigenous people because of what they see on Main Street or in the papers or on the TV. They don't get an opportunity to spend quality time with us on a regular basis and that's what's needed. If we continue standing on the outside looking in, the problem will get...will get larger and larger. We need to be coming together to solve the problem together and to acknowledge, of course, there is a problem, but by getting people like yourself to, you know, to take part in something and you know, to say something verbally, if you hear something, that's what I think needs to be changed and people need to stand in their truth and to move forward with some action. So, as long…if we don't…I always say, if you don't take action, nothing changes. Thank you.

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

Councillor Eadie: Thank you, Madam Speaker. It was good to hear your perspective, Mr. Sandy, given a lifetime of experience that you have had. And I know that you have worked with many out in the community of all colours and done great work. And I was reading through the policy recommendation for the inclusion, diversity, and Mr. Sandy, we…from the place where you were born, we have a friend in…you know of, who is totally blind who, throughout the '80s and '90s have pointed out that in the Indigenous population, the disability is a higher occurrence than many other groups, if you want to go that way. But do you…how do you...and we know that it doesn't matter...there are double, triple exclusions to being part of a system and employment including disability, including being a woman, being of colour and so on. And do you think that this policy, when it's fully developed, should reflect these various exclusionary factors that have happened within systems?

Clayton Sandy: Thank you, Councillor Eadie. Yeah, this thing that's in front you, it's not just Indigenous, it's for newcomers, it's for a number of different ethnic groups that are recognized today. So, we're asking not only just to, you know, to try something different, but we need the support of acknowledge...again, acknowledging it. But also, too, planning some kind of long-term…long-term solutions. And I'm hoping that at some point, you know, we could have it as a budget line, you know, that it's ongoing. Because if you don't...if we have to come to the mercy of, you know, of elected people, I'm not too sure if it will ever get done. But I find that it has to become part of what's happening and it has to become normal. And for us, systems aren't normal because we have never been included. So, that's the piece of it I think that we just need to be around the table when these things are created, and it affects everybody. It doesn't just affect us, it affects non-native people also, too, because it trickles down to poverty, it trickles down to crime, it trickles down to health and, of course, all those items cost dollars and taxpayer dollars. So, that's another piece of it, you know, until we get healthy, nothing changes and I think that's a good example of, you know, my journey. If I didn't get healthy, maybe my kids wouldn't be healthy, maybe my grandkids wouldn't be healthy, but I had non-native people, you know, give me a hand up and support me on my journey. And that's what we're asking for, we're asking for a hand up, not a handout. Thank you.

Madam Speaker: Thank you. Sorry, now I have a coughing fit. Any further questions? Seeing none, thank you for your presentation today, gentlemen. Next, we have Derek Koop on behalf of Functional Transit Winnipeg. He is appearing before Council in support of Item 1 of the report of the Standing Policy Committee on Infrastructure Renewal and Public Works. It's the report dated April 20th, 2021 and it's regarding the Winnipeg Transit Master Plan. Mr. Clerk…Madam Clerk, we have the delegation on the line?

Clerk: Yes, that's correct.

Madam Speaker: Thank you. Mr. Koop, welcome and you have ten minutes

Derek Koop: Thank you. Yes, my name is Derek Koop, I am the present Chair of Functional Transit Winnipeg. For those that don't…aren't aware, Functional Transit Winnipeg is a non-profit advocacy organization. Over the past seven years, we have been advocating for frequent, affordable and accessible transit in Winnipeg. And I am excited to be here. I am excited for the future of our city, and I am excited for the decisions that you have before you. I am here on behalf of Functional Transit Winnipeg to support the Winnipeg Transit Master Plan. Our organization and our members are ecstatic to see a proposal for frequent service network before you. Transit is important. Transit is important for our city, for our community. You know, transit supports our economic, our social and environmental initiatives. We see with these proposed improvements in the Winnipeg Transit Master Plan that will be able to provide greater access to citizens seeking new employment in different areas of our city, provide greater access to employers, seeking...to look for a larger talent pool, a larger workforce. We see these improvements will provide greater access to our city's amenities, helping our social capacity as a city. And we see these improvements working towards our carbon reduction strategy as a city. Critically, with the Winnipeg Transit Master Plan before you, we see that it puts priority on service. This has been one thing that Functional Transit Winnipeg has been advocating for is that the bus needs to show up at your stop first. There are many improvements that can happen to transit, but to a transit rider, the bus needs to be there and the bus needs to show up and that's the first thing that we need to focus on. You know, once we focus on good service across the city, then we need to look at how we enhance that service, how we enhance it with infrastructure. And so, we see this priority on service with the frequent service network in the Winnipeg Transit Master Plan. And I want to highlight an important stat with that

frequent service network. We'll see more than double the amount of houses have access to frequent transit. With the long-term network we will see it move from 21 percent of households to 58 percent of households that will be within 500-meters of a frequent transit stop. So, that's almost triple the number of houses that will be a short distance on a transit stop with a bus coming every 15 minutes. And I want to repeat that again, that's almost triple the number of households that will be a short distance to a transit stop with a bus coming every 15 minutes. And as stated in the Winnipeg Transit Master Plan, that's at the same operational cost. That is huge. I think that is…it's a big change. It's an exciting change. But big changes can be scary. You know, there is the unknowns when we see such a large change. And that's where, you know, we need you...we need our leaders, we need our mayor and our City Council to guide our city through this change, to guide us through this continued public consultation of how we implement this change because yes, there will be questions as we move forward. As I'm sure there will be questions after I'm done talking as I'm sure there will be questions and debate within the council chambers about this plan. But importantly, I want everyone to remember that we're simply asking for a better transit system. No one is here today saying we have enough transit capacity. We have enough buses on the road. You know, post-pandemic we know people will still need to move around our city. We'll still need to...as we grow to a million people, we'll still need a better transit system. If you watched the delegations at the Infrastructure Renewal and Public Works, you will see the passion that Winnipeggers have for making our city better and the desire for a better transit system. You know, to keep it brief, you know, in closing, I just want to reiterate, Functional Transit Winnipeg supports the Winnipeg Transit Master Plan. We're excited for the future of our city. We're excited for the decisions before you. And we're eagerly looking forward to the continued public consultation as we move forward making a better city. And thank you, and I will open it up to any questions.

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

Councillor Schreyer: Thank you, Madam Speaker. It happens to be that in my first term, especially, very notably I agreed with David Koop and the Functional Transit people more than I did the decisions that we made at City Hall. Very insightful information for which we should all be grateful. I did have a question for Mr. Koop. I, myself, am pleased that we're...this master plan moves towards a greater sense of realism in my perspective. I wanted to ask Mr. Koop, what he has to say, if anything, about the issue of convertibility to LRT with this master plan with some of the routes.

Madam Speaker: Councillor Schreyer, if we could just hold that question because we still need to hear from Mr. Klassen. And I'm going to go back to that for a moment. Mr. Klassen, we'll put five minutes on the clock for you and then we will address these questions.

Ken Klassen: Thank you for the opportunity to speak to you this morning. I have a presentation that's 21 pages and I will be referring to that presentation and if you want to follow along with page numbers they will be provided. There are three basic issues that I want to (inaudible) this morning. First is I'm sure some of you are going to (inaudible) the issue of why bus rapid transit, not light rail. So, what I'm here to do is help to inform your debate by showing you what other cities in Canada are spending on rapid transit. And lastly, I want to speak briefly about the importance of this Transportation Master Plan.

Madam Speaker: Mr. Klassen, could you speak up, please? It's difficult to hear you.

Ken Klassen: Okay, yes. And finally, I need to speak to the importance of the Transportation Master Plan and its role in achieving Winnipeg's climate goals. Unfortunately, a decade ago, previous rapid transit proposals that were debated here in the City of Winnipeg were marred by divided debate. In fact, LRT and BRT, they each have their advantages and limitations (inaudible) which mode you choose. It should be based on expert opinion, and also, (inaudible) informed opinions and disinformation that we saw before.

Madam Speaker: Mr. Klassen, could we...when you were sitting closer to the microphone it was better or if you would like to try to turn off your video.

Ken Klassen: Okay. Is this better?

Madam Speaker: Yes.

Ken Klassen: Okay. I'll continue. I would urge you to the experience of Minneapolis and to quote here from the Hennepin (inaudible). Minneapolis is…

Madam Speaker: Mr. Klassen, let's try to turn off the video perhaps. That is the issue, I think.

Ken Klassen: Is that better?

Madam Speaker: So far, it is.

Ken Klassen: Okay, I would like to refer to the experience of Minneapolis-St. Paul, which is the closest city to Winnipeg which has implemented both LRT and BRT. And their conclusion was, whether you choose one or the other, that really depends on the potential of the corridor and it depends on Winnipeg really supports BRT not LRT. I've read almost everything I can get my hand on comparing LRT and BRT; the general administration office in the United States, the Transportation Research Board, the Federal Transit Administration, they all reached the same conclusion that BRT is a very viable alternative to LRT. And in fact, the proposal for Winnipeg doesn't preclude the future of LRT. I like the fact that all the BRT routes will be designed with potential for future conversion to LRT and we have seen it elsewhere in Canada. We have seen in Ottawa where they have the BRT system that build volumes that justified massive investments in LRT system. And in the region of Waterloo, the same thing, they started with BRT and now they've got volumes that can justify LRT. The other thing that I want to do is, show you what I think is rather shocking comparison we're proposing to spend on rapid transit in Winnipeg over the next 25 years versus what's been spent elsewhere in Canada. And I would argue that if you turn to page 9 of my presentation, there is a summary and I looked at 8 cities across Canada, benchmarked what Winnipeg is spending on a per capita basis. We're spending…we're proposing to spend about a thousand dollars per capita over the next quarter century on rapid transit. And if you refer to page 9, you will find that Winnipeg is being grossly outspent. The 600 million to 1.1 billion that's in this 25-year plan is just simply peanuts compared to what, for example, Calgary is spending. Their green line, 4.9 billion; the largest capital project in the city's history will be going forward in the next few years. Edmonton 4...$5.4 billion for four extensions to their LRT system. Vancouver, $9.7 billion for extending their Skytrain system. And the one that interests me the most is Quebec City because it's very close in population to Winnipeg, similar per capita household income. They are spending $3.3 billion, and not over 25 years, councillors, over five years for a tram, a BRT and priority bus lines. And the list goes on. Montreal, $21 billion. Ottawa/Gatineau, $4.9 billion. The region of Waterloo, which has a smaller population than Winnipeg, $1.4 billion. Toronto, $65 to $70 billion. And interestingly, they're building one, two, three, four, five, six, seven, eight, nine different BRT routes particularly in the York region. Also in my presentation is a screenshot of an announcement just two weeks ago made by Toronto Transit Commission. They have just purchased…announced the purchase of 300 new all electric buses. This is on top of an order that they approved six months ago for another 300 hybrid electric buses. So, they will have a total of 600 electric buses on order. They already have 60 on their fleet. Their fleet is about three times the size. If Winnipeg was being...purchasing electric buses and hybrid electric buses the same rate, we would already have 20 in service and we would have 200 on order. We have zero. The other thing that's interesting from the Toronto is that two weeks ago they released a major study looking at the feasibility of electrification of buses and here is a quote from that report to their council, "The lessons learned to date found no show stoppers to the TTC's progress towards full electrification." Let's talk about the Climate Change Action Plan for Winnipeg. We know that the transportation is the largest source of greenhouse gas emissions in our community, it's about 40 percent. We also know that Winnipeg's 2030 greenhouse gas emission target reductions are not ambitious, 25 percent compared to 2011…

Madam Speaker: Mr. Klassen, pardon me. We just need to move on to questions now if you could just take a few seconds and wrap up.

Ken Klassen: Yeah, I'm in my last three slides. So, Canada's new reduction target announced last week is 40-45 percent.

Madam Speaker: Mr. Klassen, sorry, just really…just a few seconds otherwise we have to move on to questions.

Ken Klassen: Okay. Well anyway, to conclude, three things: please do not report…repeat history, avoid an unproductive LRT versus BRT debate as an excuse to delay the approval of the Transportation Master Plan. I would encourage you to leverage record low borrowing rates and the federal funding for transit ASAP. And the only problem I really have with the Transportation Master Plan is, it really is a ten-year plan, not a 25-year plan and if you benchmark what we're doing against other cities. Thank you.

Madam Speaker: Thank you, Mr. Klassen. Councillor Schreyer, if you could restate your question.

Councillor Schreyer: I have another one.

Madam Speaker: If you could rise. Yes, just the question you'd like to pose, please.

Councillor Schreyer: Sure. In our Climate Action Plan, we talked primarily as density being the primary factor for reducing our carbon footprint. Councillor Mayes and I did put forward a motion to include a conversion and the use of hydro rather than the natural gas for buildings. And what would you have to say about including conversion to electric cars especially in Manitoba being hydro as opposed to fossil fuels? What would you say about…to that, about including that in the Climate Action Plan?

Ken Klassen: Well, I came here this morning to speak to the Transportation Master Plan. You know, that's to me is off topic. I support electrification of vehicles, but I wasn't prepared to speak to that this morning.

Councillor Schreyer: I only raised it because he mentioned this being the largest factor in our carbon footprint. So, I was just speaking on his terms.

Madam Speaker: Okay. Thank you. Moving on, Mr. Mayor.

Mayor Bowman: Thank you, Madam Speaker. Firstly, I want to thank both speakers for coming in in support of the Transit Master Plan as well as the related ICIP application that will be forwarded with Council approval to the Province and then, of course, the Federal Government. So, thank you very much. Question for both...or Mr. Klassen, if that's in order, is provincial support...I note the reference to the green line. My understanding is the Province of Alberta confirmed $1.5 billion of support to support the municipal government in Calgary in support of the green line. Of course, our Provincial Government has unilaterally ended the 50/50 transit cost sharing. We have massively increased our transit subsidy to support transit and very appreciative of Council's support for doing so. If this is approved by Council, there will be a request that will then go to the Provincial Government for support. We will, in doing so, be asking that they provide an application to the Federal Government requesting $203 million in support of actually having the dollars to implement this plan. We know the Provincial Government has indicated a preference to reallocate those monies away from their intended...the intended organization which is Winnipeg Transit, elsewhere in the province. I guess I would ask if you could provide your thoughts on whether, you know, we're not asking for $1.5 billion as the provincial government in Alberta provided for one line in Calgary. We are asking for support or would be asking for support, to get federal dollars to the tune of simply $203 million. And I would ask for your thoughts on whether the Province should support the City of Winnipeg's efforts if in fact this is approved today.

Ken Klassen: Well, thank you for the question. One of the things I would struck is that of the $115 billion worth of projects in the eight cities across Canada, is that every single one of them had very substantial contributions by their provincial governments. Manitoba's moving in the wrong direction. In the recent provincial budget, there was another reduction of vehicle registration fee that will cost the Province $11 million per year, $110 million over the next decade. And they are going to reduce the fees and next year's budget again. So, they are actually reducing their capacity to flow through funding to support transit. So, I think the Province is moving the wrong direction. And my recommendation to you would be to point out the most recent report from the Federal Government, it shows that Manitoba is failing in its Climate Change Action Plan that we are in second last place in terms of reducing greenhouse gas emissions only Alberta is worse, we're tied for Saskatchewan for the worst performance. And if not approving this, then what's the Province's plan in meeting its climate objectives?

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

Councillor Eadie: Yes, Madam Speaker, just want to start off by thanking...I have been listening to Mr. Klassen present to Council even before I was on it, presenting at many meetings about transportation and managing elements of. And I just, with...I just want to...like, it does need to be LRT ready because once the numbers demonstrate and go up, as you pointed out in, I believe, Ottawa and other places. So, whatever we establish with our BRT, do you know of a way to actually make a transit line LRT ready if it's going under an underpass on an existing lane of traffic?

Ken Klassen: Well, in fact, I think that's exactly what is in the Transportation Master Plan as I understand it, is that, you know, the radiuses of the curves, the size of the tunnels and other related infrastructure will make it so that future conversion from a BRT to an LRT system will be significantly less costly and in fact, that's exactly what occurred in the region of Waterloo between Cambridge and Kitchener and Waterloo is they are converting a BRT system to an LRT system. So, there is precedent for this to be done and it is part of a key element of the Transportation Master Plan before you.

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

Councillor Eadie: No.

Madam Speaker: Okay, Councillor Schreyer.

Councillor Schreyer: There's a few. Well, I'll just leave it at this, I do have a question for Mr. Koop as it was. And I would like to know if he'd be willing to comment on the LRT aspect of the Master Plan in terms of convertibility. It's not completely BR…LRT ready in the sense that the weight capacity underneath the infrastructure would have to be completely redone. Other than that, in terms of size and shape, it is LRT ready and I wanted to know if Mr. Koop had any comments.

Derek Koop: You know, I always like to preface that, that the most important thing to a transit rider is the vehicle showing up first. And so, it is...showing up first and showing up often. And that doesn't matter the type of vehicle that it is, how often it shows up. Where it does matter with LRT is when you start to...when you are at capacity for what that roadway can carry. When you are at capacity for the number of buses that can go through a given road. And we are not at that capacity in Winnipeg and I think we are a ways off from my understanding. And so, really, it is about making sure first that we have the transit vehicles showing up to the stop and showing up often and we are able to achieve that with buses and definitely for the next foreseeable future. And so, it really does become an economic question of when, you know, the number of operators per bus starts to look more favourable when we look at the operation of an LRT system. But you know, again, I want to reiterate that Functional Transit is in support of this plan and moving forward with the plan that's laid out before you.

Madam Speaker: Thank you. Councillor Schreyer.

Councillor Schreyer: I have always believed that buses are more important than bus corridors. In this case, I would like to ask Mr. Koop what he has to say about the...we are told that the...by David Grant that the Pembina express is no longer there. What does Mr. Koop have to say about sustaining the transit on Pembina Highway itself?

Derek Koop: Yes. So, for those that may not be aware, Functional Transit did oppose the location of the southwest corridor. As Mr. Grant pointed out, it is not near amenities, it is not near current residents, it is, you know, a long walk for anyone to get on that system. It is really meant to shuttle people to and from downtown. But you know, we now see that this change with this current plan is that these corridors are along existing amenities and it's about servicing all of Winnipeggers to access all of Winnipeg. This is not about...it's not just about the commuting, but it is really about all Winnipeggers accessing all of Winnipeg. And you know, it's unfortunate where the southwest corridor ended up, but as we move forward we want to learn from those lessons and we see those lessons applied here with this current Winnipeg Transit Master Plan.

Madam Speaker: Thank you. Any further questions? Okay, seeing none, we appreciate your presentation today, gentlemen. Thank you.

Derek Koop: Thank you. Have a good day.

Madam Speaker: We'll now move on with Patrick Stewart. Mr. Stewart is here on behalf of the Independent Living Resource Centre. He is appearing before Council in support of Item 2 of the report of the Standing Policy Committee on Infrastructure Renewal and Public Works. The report dated April 20th, 2021 regarding the Annual Update on the Vehicle for Hire Industry and the amendments to the Vehicle for Hire By-law. Madam Clerk. Yes, I see Mr. Stewart on the line and we'll have ten minutes on the clock. Welcome.

Patrick Stewart: Hi, thank you. Can you hear me okay?

Madam Speaker: If you could speak up a little bit.

Patrick Stewart: Sure. How is this, can you hear me?

Madam Speaker: Yes.

Patrick Stewart: Okay, very good. Thanks so much for having me this morning. I wanted to just issue a few thanks off the top. This is kind of a big issue. I wanted to thank all the councillors present, of course, and those that you've had some in-depth conversations on this topic over the past couple of months. Grant Heather and his team at the Winnipeg Parking Authority for putting together a great report and really working so hard over the years to develop a more accessible industry. I would like to thank that industry, those represented here today and those working really hard to make our city more accessible. The drivers who I have the privilege of getting to know over the years doing some training with them this week and I know that they're working under some really difficult circumstances right now. I would like to thank all the community organizations that have rallied around this project, and most of all, passengers, those that have been experiencing the discrimination that we're talking about. All of the barriers and for sharing their stories and exposing their lives in a way like my friend Allen Mankewich at the last EPC put it, performing their trauma which seems to be part of this process. Today we're only allowed to have two delegates to speak on this topic, so I do feel a lot of responsibility here. I assure you, if there weren't any limits we would probably have a dozen here in support. I'm going to encourage you guys to pay really close attention to my colleague, Chelsey who will be speaking afterwards. A person with a disability, a passenger of vehicle for hire who's going to let you know how these issues have affected her personally and I really implore you to imagine what it would be like to face this type of discrimination. So, the problem that we're talking about is very clear. Passengers with disabilities and trying to access vehicle for hire typically have to wait, you know, maybe one

to two hours for a vehicle where the general public are accustomed to waiting 15, 20 minutes. Might have to call multiple companies to try to find a vehicle that's available. Often need to book, you know, well in advance and still don't get their ride. And for drivers, what we're hearing is that there is not enough fares. The industry, I know, is having a difficult time retaining full-time drivers and the City has difficulty enforcing their by-laws. So, what we really need is a solution that works for everybody. And I couldn't say, you know, more strongly that the Parking Authority has really created that here in this report. What they are proposing is a single phone number, a mobile app, a website that would co-ordinate service along with incentives for drivers and owners that if your higher operational costs that are associated with larger vehicles like accessible vans. And for the City, a data driven network that's going to be important not only for the enforcement of customer service and safety by-laws, but as the City strives to develop 21st century solutions and create an accessible transportation network, this really is going to be an invaluable tool. So, the Parking Authority's plan is well researched, is meticulous, they have been working on it for nearly two years. It's based upon the success of other cities like Calgary and Chicago. And also, learning lessons that they have learned along the way. So, Winnipeg has the advantage of, you know, learning from these experiences. They have done a tremendous amount of consultation with the community and the industry. I think this has been going on for a year and a half, this resource is going to be a benefit to travelers to the city. I sit on the community advisory group along with members of the industry and key stakeholders as part of the Vehicle for Hire Department and the representative from the Winnipeg Airport Authority, who once shared a story there about a traveler to the city having…in a wheelchair having to wait at the airport I think up to, you know, three or four hours for a van to become available and that's just really unacceptable. This plan is also paid for already. It's resourced through the accessibility surcharge that's been collected for years and hasn't been spent yet. It's intended to be entirely voluntary so those that don't want to participate on the industry side have the opportunity not to do so. And at the same time, is it going to disrupt any established business models? Carriers, you know, make themselves available on this network when they are available. It's a tool for them to pick up additional trips in addition to being a tool for passengers. And it's also a pilot project. It's an opportunity to learn, to collect data and to put together a resource that is going to benefit the public, passengers, the industry as well as the city. I firmly believe that all boats are going to rise under this project. So, despite all these positives at the same time it hasn't been a straight line. There has been, you know, some opposition from the industry, and you're going to hear some counterpoints today from I believe the General Manager from Duffy's who I've had the pleasure of speaking with and is a thoughtful individual and knows his industry, you know, fairly well. But at the same time, we are failing to understand what some of these objections are. You know, we appreciate, you know, that we're starting at the beginning…from the industry standpoint, the beginning to dialogue with the community on this issue, but to obstruct progress on it and the elimination of really decades long of discriminatory practices that are systemic in the name of trying, you know, maybe to maintain some sort of monopoly is really unacceptable. To their credit, they can be very forthright in admitting that there is a problem here to deal with, that they can do better. That passengers having to wait one to two hours for a vehicle is no longer acceptable and of course you can't make any sort of changes unless we acknowledge that a problem exists and these issues do exist. That's not something that's in dispute here today. All we need to figure out is what we intend to do about it. So, we're going to...you all had the opportunity to see the Parking Authority's plan and I hope that you have exercised the option to reach out to the Grant Heather to understand it more. It is you know thought through from beginning to end in terms of its rollout, its engagement, promotion of it, incentivizing drivers, you know, all stakeholders become a positive part of this change. And on the other side, we have a counter proposal from the industry that, to this time, including up to this meeting, is not publicly available. I don't believe it's been included as a submission to this meeting or any of the previous ones. So, it's difficult to take that proposal seriously at this time if we're not going to be able to see it. It hasn't been publicly vetted. There haven't been any community consultations on it. And the industry has had every opportunity to participate in the consultation process for nearly two years. When the Parking Authority was asked at a previous meeting if, you know, continued extensions and delays on this project, you know, would be helpful, it has been an unequivocal 'no' from the Public Service that we need to move forward. Any delays on this are going to send this proposal sometime into next year when we're finally going to get the project off the ground. And as I mentioned these problems have existed for decades. It is our responsibility to being to deal with them now. I have been walked through the alternative plan by a representative from the industry. And maybe two comments on it. In a basic way, it is an intention to begin to follow the law, to begin to follow all of the by-laws that have been in place for, you know, for a couple of years since the City took over jurisdiction of this industry. But we're well past that now. That obviously hasn't worked. What we need is an actual resource. And what I hoped one number that you would be paying attention to today is the alternative plan, is for two companies; it's for Unicity and Duffy's specifically. So, a centralize dispatch for those two excluding all the other carriers. And you know, we're very aware that Unicity and Duffy's provide the majority of the taxi cabs in this city. I think it's about 90 percent of the standard cabs, but only 32 percent of the accessible vehicles. So, an alternative plan would leave out 68 percent of drivers, 68 percent of accessible vehicles and that's not only unacceptable, it's completely illogical. We're very proud and I would (inaudible) working with drivers and with the community and the Parking Authority and I really hope that today Council is going to take the opportunity to take an enormous step forward to move the mountain and to really disrupt the negative cycle that's taken place for far too long. This is a proposal that is not only going to benefit the community, a community that deserves full access to service, but will benefit drivers in our city as well. And it's so important that we do this now, simply leaving the house you know, during this pandemic can be an issue or choice of life or death for some passengers with disabilities.

Madam Speaker: Thank you, Mr. Stewart.

Patrick Stewart: At the very least, they deserve an opportunity to get it right. Thank you so much.

Madam Speaker: Thank you, Patrick. Stay with us, we'll take questions shortly, but first I would like to call forward Chelsey Sommerfield who is also in support of the same item. And we'll have five minutes on the clock and following that we'll take questions. Welcome, Chelsey. Madam Clerk.

Chelsey Sommerfield: Hi, can you guys hear me?

Madam Speaker: Yes, we can. Thank you.

Chelsey Sommerfield: Okay. So, yeah, so, as Patrick said, I am all for the centralized dispatch for accessible taxi cabs. I do work with Patrick at ILRC. So, I am also, a wheelchair user. So, just about me, so I do live in Charleswood. I live on Dieppe Road and I also work downtown. So, my experience with accessible taxi cabs is hit and miss. So, getting a cab downtown is possible at times, but I find that cabs tend to stick around high traffic areas. So, that would be the malls or the hospital. So, trying to get one to come to me is more difficult and to be completely honest, I don't call because every time I do call, I just...I'm left with no ride, I'm in tears by the end of it and I'm just very frustrated. So, if I have the option to take the bus or Handi Transit, even just wheel ten blocks instead, I just do that instead of trying to call one because it's normally just very difficult. So, then normally I will call those companies and I will try and find a taxicab to come get me, I get told there is no one available. So, I end up just wheeling over to a hospital or to a shopping centre and I usually do end up finding a van. So, yeah, I'll be told no one is available and then once I end up wheeling there, I end up finding one. So, I wrote down some notes. So now, when I do call a cab to Charleswood, it's pretty much impossible. I'm always told there is none available and I have also taken a city bus to a wedding once where the rest of my family, they actually took a cab. So, taxicabs are actually for-profit companies and it really shows, I find. It tends to...the cabs tend to stick around those high traffic areas instead of actually driving 20 minutes to someone that actually needs the accessibility. And I also find those taxicabs, they aren't on the road that often. There is actually one time after a wedding, I went to go leave at 12:30 in the morning and I actually couldn't find a cab. I called ten different companies, everyone said there is no vans on the road right now. So, I actually booked a hotel room that night just because I couldn't get a ride home. So, honestly, if these things happen with regular taxicabs, there would be so many complaints. The thing is, people with disabilities, they are used to this. They are used to the problem. So, they tend not to bother fighting because even if they do fight, they raise their voice, usually nothing changes. So, when people do speak up, they…you guys should really listen to them. So, the way this system is now, it's really not working for people with disabilities. So, something definitely needs to change. So, what's the point in even having accessible taxicabs if the people that actually need that accessibility can't access those cabs? So, we do need that centralized dispatch. It will make things quite a bit easier. People can call the one number and they hopefully get connected to someone way easier. But there also needs to be some kind of incentive for those vans to actually take those requests because what if the request don't come in to all those vans and they then still don't take the ride because well, I might as well stay here instead of driving 20 minutes to only make a smaller fare than if I stayed here. So, there does need to be some kind of incentives or disincentives if they don't take that ride too.

Madam Speaker: Chelsey.

Chelsey Sommerfield: So, it is something that definitely needs to change.

Madam Speaker: Thank you, Chelsey. We're going to take questions now. There are some questions. Councillor Eadie, question for Chelsey or Patrick or both?

Councillor Eadie: I'm going to ask...I'm sorry, Madam Speaker, I didn't get her name. Okay. I have had many questions and back and forth discussions with Mr. Stewart, so...but, Madam Speaker, it's been my experience that actually once people speak out like this woman has today in her speech, that eventually people are convinced to change things, like putting automatic stop calling on buses and so on. So, I just wanted to thank her for speaking up. But really, I'm wondering if she knows the real problem in providing an equivalent, accessible taxi service, that it's about having geographical coverage, to be able to serve places like for example, Charleswood.

Chelsey Sommerfield: I mean, I'm aware of how difficult it is to get a cab to come out there. So, yes, there needs to be some kind of standard that certain vans need to be in certain areas or they can't all just hang around downtown. There does need to be that issue kind of addressed, too.

Madam Speaker: Okay. Thank you. Any further questions? Seeing none, we appreciate the presentation today. Thank you.

Patrick Stewart: Thank you.

Chelsey Sommerfield: Thank you.

Madam Speaker: Okay, next we have with us Mr. Ram Valluru. He is the General Manager of Duffy's Taxi and he is here on behalf of the Winnipeg Community Taxi Association. He is appearing before Council in opposition to Item 2 of the report of the Standing Policy Committee on Infrastructure Renewal and Public Works, the report dated April 20th, 2021. And it was regarding the Annual Update on the Vehicle for Hire Industry and the amendments to the Vehicle for Hire By-law. Welcome and we have ten minutes on the clock for you, sir.

Ram Valluru: Good morning, Mr. Mayor and Madam Speaker and city councillors. I am pleased to be able to present today on behalf of the Winnipeg Taxi Community Taxi Association. Our spokesperson Joe Massi is unable to present today, so (inaudible). My name is, again, Ram Valluru. I'm the General Manager for Duffy's Taxi.

Madam Speaker: Mr. Valluru, could you please speak up? Maybe get closer to your microphone. We are having some difficulty hearing.

Ram Valluru: Is it better right now?

Madam Speaker: A little bit louder voice maybe.

Ram Valluru: Is it better right now? Can you hear me, maybe?

Madam Speaker: I guess it will have to do. Proceed, thank you.

Ram Valluru: Thank you. Again, my name is Ram Valluru. I'm the General Manager of Duffy's Taxi. So, I can say today that I am speaking just not only for Duffy's Taxi, on behalf of Unicity Taxi and our taxi community. So, before talking about the association taxi strategy in Winnipeg, I want to highlight just a couple of things about our industry. First of all, we kept operating 24/7 during the pandemic time and even when others were not covering service. It has been a real challenge for us including financial challenge for our small business. But we know how important it has been providing this service…issuing this service to Winnipeggers. Sustainability is an ongoing concern for our…for us, but it has become even more concern during the pandemic time. The legislation transfer from jurisdiction to the City requests that a (inaudible) ensuring the sustainability for our industry. We agree that discussion involving our industry needs to take account of (inaudible) case. I also, want to highlight some important things, maybe you are not aware of fact. In Winnipeg, there are more than five and a half million trips a year in the vehicles for hire sector. Taxis made up 90 percent of their business. More than 90 percent of standard taxi business is made up of small business licence holders and it belongs to Unicity Taxi or Duffy's Taxi. I also want to make sure you are aware that our industry has worked hard to improve service including making major investments in the state-of-the-art dispatch system and we now have some of the best dispatch systems that are available as of now. And the best on-time performance of any taxi industry in North America. In the month of March this year, for example, despite the fact that we were in the middle of the pandemic, we reached up to 98.4 percent on-time arrival time within 15 minutes. Based on our experience, we know how to put in place and operate systems and combine some of the best technology available with the knowledge of our city. Our role is to do the same, both standard taxi and accessible taxi customers at the same time. I want to stress that our industry has been a major part of the solution over the last few years. The city has added many more accessible taxi licences. Two main dispatch taxi companies in Winnipeg, Duffy's and Unicity Taxi, at least (inaudible) 10 percent of sent by the city. So, that means 10 percent of the fleet should have a wheelchair access ramps. So, and the second one is almost related to that target. We agree that more needs to be done to provide the service to the accessible taxi community customers. And at the same time that we are trying to achieve not less than any other service for accessible taxi costumers that is comparable with the standard taxi customer service. We want to stress that this has to be a collective effort. So, we are a private sector, small business industry. We are regulated by the City. We believe that (inaudible) service is achievable. We have put together a series of proposals based on our own Winnipeg-based expertise and the best practice throughout North America. Every single accessible taxi strategy in North America has two key components: first one is, significant additional cost as a start-up cost are reconsidered. It's a capital investment, more than $30,000 than the standard taxi have to start with that. And a higher operating cost as an accessible taxi, taxes also. As Kelsey was appointing that ideally (inaudible) difficulty that is providing to that, like a, some other, as she was mentioning, that high traffic area, Charleswood is not a high traffic area. We do agree with it. Being in that area as a taxi driver, also, we have to see that, taxi is a livelihood. If he is getting like once in…one tip in one hour, two hours, he has family, too. But at the same time, we acknowledge that. We know that certain areas of the city access for taxi service needs to improve. We know that. We are working for the City and we are working for the community to get to that target. Second key point is like performance targets, exactly what we are talking. So, accessible taxis that are comparable with these standard taxi service, also, we are trying our best to achieve that. What we have here is the agenda today, accessible taxi service. We believe that a significant amendments needs to be

made to the proposal to work on this effectually because based on our…both Duffy's and Unicity Taxi, we've been in the service like, 70 years. Majority of our drivers are more than 30, 40 years of experience they have. They have a very good knowledge of the city and the service in the city and as like I said, only 32 percent of our accessible taxis we have. But with the collaboration with the other major players in the city, we can achieve…how we are reaching for the standard taxi, we can achieve that service standards are (inaudible) I'm talking about. So, there is a couple of like, amendments what we would like to see in the proposal RFP…City wants to move forward with the RFP. A statement I want to reiterate again, that we are not opposing this central dispatch system, but we are…we want to be a part of the solution. We want to provide our (inaudible) of experience to make it better suitable for this noble cause, I can say that. It's very important we have to provide a service at par with the standard taxi service. Making sure a couple of points we would like to bring to you in order to see if we can achieve these points in the upcoming RFP if the City wants to move forward. So, first one is making sure there's a target at those. Making sure that, like, this is a targeted at those that should get the priority service not like some...listen, I want to give small example here. Because of this central dispatch system, there is only where wheelchair vans will be. There's a bigger waitlist than everyone knows the standard taxi. Some customers, if they want to transport a larger item, they should not use this system or if like they can use, if they call that, then if these are all these vans that busy with this providing non-essential, who is really targeted peer, like a targeted communities are not getting the service if they are busy with other service the intended purpose is difficult. This is where some kind of mechanics, some kind of policy should be developed to address that issue. So that with our (inaudible) provide the service who need that as a targeted service that they require. So, that was not…we never heard what kind of mechanics are…will be included in this proposal. So, this is what we are strongly requesting that if they can come up with a…what kind of mechanics they are going to work into that. Second on is like, (inaudible) other than Winnipeg, there is only one jurisdiction that's Calgary, in Canada, it has a central dispatch system, still there on (inaudible) pilot project. So, they are...Calgary is paying for the central dispatch system through their tax dollars. If Winnipeg City doesn't want to go in that route, please make sure that at least let the persons who (inaudible) who doesn't provide that service. Like in this case, we are talking about some (inaudible) they don't even have a vans to provide a service. So, they can provide...they should…that means they should be able to fund this accessible (inaudible). And at the same time, like as Mr. Patrick was saying, he's a very nice gentleman and like, we had a meaningful dialogue with him a number of times, and we would like to work with him too and we approached him, we needed him to get his community expectations from the taxi industry. And based on that, we've come up with some kind of…our one proposal to send it to the Vehicles for Hire. And that is a low cost co-ordinated dispatch system. Yes, as of only Duffy's and Unicity would like to do that one and if any other departments want to join that, we most welcome for that. As we again, like, 38…32 percent of wheelchair accessible taxis are associated with Duffy's and Unicity. The other 68 percent of (inaudible) if they want to join, this is a no-cost…so, no cost to City solution. That means the City doesn't have to spend a single dime, only we will work on that, ma'am. So, it is a no cost to coordinate a dispatch and whereas city of Abbotsford has to spend $300,000 to do this kind of similar (inaudible) similar kind of wanted outcome that is providing service to inter-accessible customers. That means, let's say, at least $60 for each and every single dispatch trip based on our Calgary experience, we come up with kind of the numbers of this. For the average fare of $12 to $15 of average fare of wheelchair will take, City has to spend $60. Whereas our provided solution is a zero cost to City. At the same time, at the end, there's a couple of point we would like to mention in that. So, performance targets; when we set up this kind of, like, if we…again, if the city wants to move forward with our feed we would like to see setting the performance targets, target-based incentives, not like a participation-based incentives. Participation, as I explained before, sometimes it might be targeted audience may not get the service.

Madam Speaker: Thank you, Mr. Valluru. The time has run out, but we will go to questions now.

Ram Valluru: Thank you for the opportunity.

Madam Speaker: Thank you. Councillor Eadie.

Councillor Eadie: Yes, thank you, Madam Speaker. Appreciate the presentation from...sorry, I can't pronounce. Ram and I know each other. So, I will just use his first name for now. Madam Speaker, it's very clear my involvement with the industry. It's very clear that anybody who does have an accessible taxi and the whole taxi industry is really oriented to providing customer service. So, really, this isn't about whether or not there is a belief that one company or the other or whoever can provide the best customer service, Madam Speaker. I just...and you know, if you look at the history of Unicity with its number of taxis versus Duffy's, so my…and coverage of the city, logistical coverage to be able to provide that customer service of your taxi being there within 15 minutes or 10 minutes, Madam Speaker. My question...first question to Ram is, is that not the most difficult part to delivering good customer service, the logistical, geographical coverage of the number of taxis under your portfolio?

Ram Valluru: Thank you, Mr. Eadie, for that excellent question. Yes, that is the one of the major concern we have. So, as we were explaining before, like, covering with the…as we said, like as we have like around 400…around 500 standard taxis between these two companies. And at the same time, we have only 60...I think 46 vans only we have in the city. To cover the area of like around 50,000...50 squared kilometres, we have to...this is really difficult, as I said. The majority of

these wheelchair customers, they will be needed to hospitals. So, we try to provide the service, majority of times, as Chelsey was mentioning, that high traffic areas, absolutely we do agree with that. Majority of them, they should be needed to the hospitals and where they are easy to provide transportation. And often, we do…some of the vans that we try to distribute in different areas so we make it as a like kind of a pockets of kind of jonesing our line…you know, taxi industry call them as jones, we keep them into different jones as much as possible. They will be sent to those locations where they can access that particular address at the earliest possibility.

Councillor Eadie: Madam Speaker, I understand in order to make a living you need to have enough trips to pay for your costs. So, Ram, I'm wondering, like, how many trips a day does it take to fund the operations of the capital and operations of an accessible taxi?

Ram Valluru: It should be average of like, in Winnipeg, based on our average, I can speak about Duffy's Taxi, the average fare would be in between like $12 to $15 that ride is for standard taxi. Same case for the accessible taxis, also. That means, at least, like, $200 that they have to make to...because after that, like, they have to take all their gas or whatever their expenses (inaudible) so we should (inaudible). So, at least, like, they have to take around $150 as that's the kind of minimum wage they have to make. So, minimum around, like, I can say around 15 to 22 (inaudible) to do that. Certain times, some of the outer areas of the city like maybe Charleswood area like Chelsey was talking, and other end of the, maybe…so, depending on those kind of areas, really have to get those many trips if they are…particularly if they are staying in that particular area. Sometimes based around, as I said, like, we have…Duffy's Taxi has only 22 wheelchair vans. Those 22 vans, we have to distribute it throughout the city, and a majority of vans, they will be needed at the hospital because they pick up the customer from outside of the city, they are from their houses, they will bring to the hospitals. When they bring to the hospital, they will wait there because they have to provide…they have to send them back to...they have to drive them back. That is one of the difficulty we face. As I said, our cost effective solution will solve this problem. We request, like, other operators, if anybody wants to join, I will consult our board of directors and board of directors and the association, too, everybody can…whoever wants to join, it's a zero cost to the City, the same kind of outcome you will get it.

Councillor Eadie: Final question; it sounds like...is this correct that it sounds that...it's...for this reason that you believe there needs to be a better incentive in order for accessible vehicles to really focus in on meeting the demand for accessible taxi trips?

Ram Valluru: As you aware that you are the former, like, board member for the Taxicab Board when the jurisdiction was with the Province, but used to be like a $12.85 accessible…full service, accessible service taxis were there. Ever since, like, when the jurisdiction moved to the City, those were not…no longer continuing and there was no alternative provided to as an incentive for these drivers. That is one of the reasons, so driver has to, as everybody knows that, it's not like…it's just not (inaudible) is a common thing that it normally, like, it will take longer time to do wheelchair trip. So, in this context, like, (inaudible) if he needs to get a minimum 15 trips to make a proper living he needs...taking a long time…he may be able to do 10 trips with the particular van. So, that's one of the reasons, they tended to do like a regular trips do, so that is one of the reason and because we are not providing that metered rate. It's called…like, a meter rate is not provided adequately, that is one of the reasons. We are not saying that everyone should have same equal opportunity and they don't have to pay extra. I do agree that because we are all common, there is no difference between person to person irrespective of their...their ability to do whatever they can do. (Inaudible) like, as a Calgary model was the best example what we can…so, that's what industry's thinking. Calgary's getting…their incentives are coming from their mill rate, like, a taxi…tax dollars. But as here, taxi industry is providing that incentive to...that's one of the major concerns; a funding model is…it should be, like, a discussion, it's very important. Because a standard taxi drivers and the customers, like, for example, we expect...we ask a similar question to Vehicles for Hire, we got an answer that, like, a taxi drivers are not paying that, like, customers are paying. We do agree that, because we are collecting on behalf of the entire city this was kind of (inaudible) towards us. We do agree that, but the thing is, actually, we are a taxi customer...majority of the base of Winnipegger geography and like an economic situation, the majority taxi business is based on Duffy's Taxi – experience I can talk – 50 percent of the business is coming from the low-income group who can't afford a (inaudible) taxi as they won't make it. Let me say, like…when we are surcharging, we are charging low-income group one of the (inaudible). That's one of the concerns that we have. Second one is, the drivers. Like, actually, the majority of the...if you don't have a 10 percent of target vans, the surcharge is implemented. One taxi company, especially like one major taxi companies, they…because of...the majority of the independent taxis…City doesn't allow to start their own vehicles and they have to give the taxis...they have to attract the taxi…outsider taxis to come under their dispatch. That might be like a...it looks simple, but it is a complex situation to the other person to come under one company to dispatch. It means the person...the companies…the dispatch companies, they don't have much cover to whatever their licence they can't increase that. The City has to do that. A couple of companies, they approached the City, is it possible to get more vans? (Inaudible) that was the best solution we could have covered everything, but it went as…I know it's…they have to go for the lottery system and based on the lottery, individual people, they got that one, it's hard for them to join under one dispatch. That means it was not (inaudible) correctly the way the procedure was followed was not address what is the problems we have. Here again,

like, we would like to come back to the same situation. Like, here, based on our experience, this cannot support the number of wheelchair vans we have, this is the best solution (inaudible) with no cost to the City.

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

Ram Valluru: Thank you for the opportunity. Thank you.

Madam Speaker: Next we will be hearing from Tamara Kuly. She's on behalf of the Luxton Residents' Association. She's appearing before Council in support of Item 4 of the report of the Standing Policy Committee on Infrastructure Renewal and Public Works, the report dated April 20th, 2021, regarding Extending the Sunday Holiday Bicycle Route. Madam Clerk, she is on the line? Yes? Welcome, Ms. Kuly. And we have ten minutes on the clock for you.

Tamara Kuly: Thank you, Madam Speaker. You can hear me okay?

Madam Speaker: Yes, we can.

Tamara Kuly: Okay, thank you. My name is Tamara Kuly. I grew up in Winnipeg on Luxton Avenue in the North End. My husband and I bought our home on McCrae Avenue in 2016 and live here with our two kids who both attend Luxton School as I did. I am rooted in this neighbourhood and care deeply about my community. Today I am here speaking on behalf of the Luxton Residents' Association in support of Open Streets and changes to the by-law to limit motorized vehicle traffic on selected streets to one block, seven days a week, 7:00 a.m. to 9:00 p.m. with the exception of the removal of Scotia Street and Rover Avenue from the amendment. Scotia and Rover should be included in open streets 2021 with limits to motorized vehicles seven days a week, 7:00 a.m. to 9:00 p.m. Open Streets 2020 was a gift to our community. We were the…in the initial throws of the COVID-19 pandemic and as a community and city in need of safe, accessible leisure space. It was a creative response offered quickly and with simple implementation. It also allowed for a city-wide low-cost test for active transportation infrastructure expansion, connecting neighbourhoods and offering safe cycling, walking and wheeling options that don't yet permanently exist in the city. The 2021 program is highly anticipated. This city needs more AT infrastructure and open streets 2021 is well positioned to provide a seasonal expansion of safe routes. The benefits are clear. Seasonal adaptation of our transportation infrastructure, low cost to implement and low barrier to access. Also, Winnipeggers will have leisure options outside of the overcrowded parks during our second pandemic spring and summer. This is especially true given the new restrictions in place regarding gatherings at private residences. Our community was anticipating enjoying Scotia Street and Rover Avenue routes as we did last year in full force. We use these routes to take our children to the park, walk our dogs, safely chat with friends and experience our river city like no other summers in memory. We took our bikes to be in and live in this city and felt safe doing it. We walked and interacted with our community safely during a global pandemic. And we were anticipating doing the same this year. As the survey results from 2020 were shared and draft plans were made public, it was a relief to see we had this option again and that it was widely supported in our community. But somewhere between the draft and final recommendations, Scotia and Rover were removed from the plan. With no warning or explanation, only over social media we were quietly informed that our councillor had requested the change. Many of us sent e-mails for an explanation...asking for an explanation and explaining why we support open streets. Many more of us engaged on social media in discussion. After a few days, I received a reply all e-mail from Councillor Eadie that neither responded to my concerns, opened up the discussion or explained why he ignored the feedback received from the community. It just stated that he knew of most of the community were in support of open streets but he also knew of 20 people who hadn't completed the survey. No other data or information was provided and to note, even if these 20 people had missed the survey and even if they were not in favour of open streets, the feedback on open streets is still resoundingly positive. Councillor Eadie says he is looking for balance, but he is weighing his recommendation more heavily in favour of a small minority who want no restrictions on vehicle access. This is not balanced. It is in fact giving an outsized voice to the status quo and ignoring some easy won progress. This letter sent last night is the result of a few rushed days of engagement by and across resident groups. It's dated April 28th, 2021 and was sent out late last night. A few councillors; Ross Eadie, Mynarski, Vivian Santos, Point Douglas and Jason Schreyer, Elmwood-East Kildonan CCed to the rest of Council and the Mayor. In advance of the Council vote on April 29th, 2021, we are representing…we representing ward residents within Mynarski and adjacent wards are requesting that Scotia Street and Rover Avenue bike routes be included in the Open Streets Plan for 2021, extending restrictions on motor vehicle traffic to those streets for one block, seven days a week, from 7:00 a.m. to 9:00 p.m. from May 3rd to November 5th, 2021. Community members across our association boundaries have voiced their great disappointment in Councillor Eadie's request that Scotia Street and Rover be removed from Open Streets Plan for 2021 effectively ignoring public feedback on the Open Streets Program run in 2020. In response to the reaction to his decision, Councillor Eadie has provided no sound rational or data to explain why he made this request. Councillor Eadie did reference his plan to propose a 30 km/h speed along the route, which is a good addition to open streets, but certainly not a replacement. Therefore, we are reaching out to him again, along with councillors of adjacent wards whose residents are also negatively affected by his decision to request this decision be reversed. We want Scotia and Rover Avenue bike routes reinstated in the Open

Streets Plan for 2021 in full. Here is why: number one, feedback received from residents who live on the route itself on the streets adjacent to the route and in the wider area was that they had an overwhelmingly positive experience with open streets last year. In the absence of substantial data refuting this feedback, this should be the guidance under which Open Streets 2021 is implemented. The data is clear; along Scotia, 75 to 82 percent of respondents living on or adjacent had a positive or very positive experience in 2020. Of people not living near, but using the route, 89 percent had a positive or very positive experience. Along Rover, 69 percent of respondents living adjacent had a very positive or positive experience in 2020. Of people not living near but using the route, 90 percent had positive or very positive experience. Point two, although Open Streets 2021 was not...will not go as far as some residents would like to allow for walking on the roadways, it is clear that making roadways safer for cyclists makes sidewalks safer for pedestrians. When cyclists feel safe using the road, especially those who are new to cycling or who are with small children, they will use the road and leave the sidewalks clear for pedestrians. Low to no vehicle traffic makes cyclists feel safer using the road. Point three, a stated priority of Councillor Eadie is making improvements along the Winnipeg park way. This is an improvement along the Winnipeg park way. It's low cost for the City, and it's easy to implement. The decision to remove Scotia Street and Rover Avenue from Open Streets 2021 is depriving multiple north Winnipeg communities of an amenity offered to almost all other neighbourhoods throughout our city. North Winnipeg has historically and consistently been left out of recreational and active transportation planning. Our north Winnipeg neighbourhoods require and deserve equitable leisure and recreational options. Point five, with the new provincial public health restrictions coming into effect yesterday, public parks will become even more overcrowded. Public space to safely distance will be an even higher demand. Open Streets provides this space by creating a safe space to be active and outdoors. The communities living directly along this route are represented in this letter by the Seven Oaks Residents' Association, Luxton Residents' Association, the communities nearby who use the route are represented by William Whyte Neighbourhood Association and Glenelm Neighbourhood Association. In addition to these groups that have been able to confirm formal alignment within four days, residents from neighbouring Garden City and Point Douglas associations have been key participants in preparing this letter. Winnipeg Trails Association supports the inclusion of Scotia and Rover. We are delivering this message with a unified voice and hope that this letter makes clear the support to have Open Streets 2021 include Scotia Street and Rover Avenue seven days a week. Together we are formally requesting the by-law be amended to do just that. Sincerely, Seven Oaks, Luxton, William Whyte, Glenelm and the Winnipeg Trails Association. In closing, we support Open Streets and see it as a creative solution to some of the unique challenges we have as a northern city that also has great summers. It responses to the current need for more safe public outdoor space during a pandemic. It answers the gaping need for more active transportation when Winnipeggers are more likely to use it and allows for a real test with the desire for AT infrastructure in our city. It still allows vehicle access and represents an incredibly flexible transportation planning tool. It is low cost to implement and no cost to participate, making it accessible to all. North Winnipeg communities also want to be included. Please amend the plan to include Scotia and Rover Open Streets seven days a week from 7:00 a.m. to 9:00 p.m. Thank you.

Madam Speaker: Thank you, Ms. Kuly. We do have another delegation for this item and I am also seeing the hour. I can call forward Mr. Steve Snyder. I believe he is our last delegation, so we should proceed. Mr. Snyder is in opposition…in support of the same item and we'll have five minutes on the clock. Welcome to you.

Steve Snyder: Thank you. Can you hear me all right?

Madam Speaker: Yes, we can.

Steve Snyder: Excellent. Thank you very much. My name is Steve Snyder, I'm here representing the Seven Oaks Residents' Association. As Tamara said, we are very in support of keeping both Scotia and Rover a part of the Sunday...

Madam Speaker: I wonder if we can just pause for a moment. I will need a motion to continue past 12:00. Mr. Mayor, thank you. All in favour? Contrary? Carried. We will take a recess shortly, just not at this moment. Mr. Snyder.

Steve Snyder: Thank you, Ms. Speaker. Yes, I am here representing the Seven Oaks Residents' Association. As Tamara said, we were able to in short notice get board approval to support this motion as a board. So, I am here representing the Seven Oaks Residents' Association. I can't really speak to Open Streets from last year as I am new...returning Winnipegger. I'm recently returning from Australia where I had an opportunity to work both on active transportation projects there and the Queensland Walk Strategy where Queensland found that 78 percent of residents found that their most participated in sport was walking. And 90 percent of the time that was walking through their neighbourhood. Walking is quite possibly the best form of physical activity for 8 to 80 year-olds and I am fully in support of the 8 to 80 city where city streets are safe for people from 8 all the way to 80 to walk unassisted, unaided or anything like that. It is a little strange that I'm speaking after the opposition, so I will make a remark to one of the comments made by...I cannot recall his name but he spoke, saying that the elderly aren't able to enjoy these routes unless they can drive along it. And that, as a city, and as a resident of the city, I am sad about. It's quite damming to me that somebody of that age says that they can only enjoy our lovely streets along the river by a car. I am a little upset about that. Beyond that, I can't say it any better than

Tamara. She's brought up all the great points. She lived in the neighbourhood forever and her kids are growing up here now. I have nothing more to say.

Madam Speaker: Thank you, Mr. Snyder. Any questions for either of our delegations on this item? Councillor Mayes.

Councillor Mayes: I'll try and be brief. I just wanted to let Ms. Kuly to know, and I hate these, 'are you aware' questions. I hate them. And yet, we have no other vehicle. Councillor Eadie certainly has been going to bat. I got one of his phone calls early yesterday using almost as many f bombs as do I talking about this Rover and Scotia thing. I didn't know the details. He was certainly concerned. Certainly has tried to make some changes, so I'll await his lead on that, but I just didn't want to let that go without some comment to say, yeah, Councillor Eadie is tuned in on this. He's…it wasn't sort of last night at midnight he started expressing concerns. He certainly has been trying to weigh-in on this subject. I don't know the exact details, we'll come to that later this afternoon. And then, I guess further, you're talking about north Winnipeg, we are looking at hundreds of millions of dollars of CSO work and hopefully adding some more in Armstrong District up in north Winnipeg, up in Councillor Eadie's ward. I didn't know where this existed and I got a whole briefing about where Newton and Jefferson and Armstrong districts are. So, I'm…just wanted to let you know, Councillor Eadie is going to bat for north Winnipeg, not just on the Open Streets, but on the sewer system as well, but we're coming to that later today. So, that's the question. Or just...are you aware Councillor Eadie has been, in fact, going to bat on this?

Tamara Kuly: I am aware of Councillor Eadie's activities. I'm also aware that this is a virtually no cost solution that can be implemented now and it is something that our city, with the budget constrictions that we have and in a pandemic, needs to seriously consider extending to an area that has had challenges in getting infrastructure built. It's easy. It's fast. And it's nearly free.

Madam Speaker: Thank you. Any further questions? Councillor Gillingham, yes. Thank you.

Councillor Gillingham: Thank you, Madam Speaker. I rise...I was going to actually offer the same question format as Councillor Mayes. I was going to do that before Councillor Mayes did to Ms. Kuly. Are you aware that last year, Councillor Eadie invited me to join him on his tandem bike…bicycle and I think it was about a 3-hour ride on the tandem bike with Councillor Eadie kind of directing and navigating with the two of us. And all along, he was advocating...the whole reason for the ride was to go through the area to...for Councillor Eadie to advocate for and point out to me all the areas of AT paths that need connections made. To say, we need investment here, we need investment there, and we did a whole massive big route and he pointed all those out, all the areas that had been invested in and the areas that need to be invested in in Mynarski and other areas. So, I didn't know if you were aware that Councillor Eadie offers tours on his tandem bike to show councillors like myself where his community needs AT investment.

Tamara Kuly: No, I was not aware of your bike ride last year. But I am aware of the many bike rides that our community members take. We have this...we are happy that he is pointing those out. He is a hundred percent correct. We need more infrastructure investment in our part of the city when it comes to active transportation. And again, my point is, this is easy. This is inexpensive. And this can be done for Monday which is the date.

Steve Snyder: If I may add to that, Councillor Gillingham, as the Chair of the Finance Committee, you would know the current situation of how dire some of our financials are. And as Tamara has said, yes, this is pretty close to free. Closing a street like this just takes a couple of signs. We already do it Sunday and holidays and making it seven days a week is next to no cost.

Madam Speaker: Okay. Thank you. Any further questions? Councillor Schreyer.

Councillor Schreyer: Thank you. I haven't been able to hang out with people in the last year so much, but a year ago I was able to hang out with Ross Eadie on Scotia, talking about issues regarding Scotia. I live on the other side of the river on Glenwood Crescent which parallels the river on the Elmwood side. Happens to be that...I guess I'll put this as a, 'did you know'. When it comes to the residents on my side, trying to sort of optimize the resources for open streets, that the administration came back regarding the parallel to Scotia, that being Glenwood Crescent, that by virtue of it being a one-way street for vehicular traffic that it was unsafe for...to be an open street for at least that one reason. Thus, sort of, discontent among those that would use Scotia and Glenwood Crescent combined, which would have been an ideal open street concept. But were you aware of the reasons why they weren't allowed to use Glenwood Crescent as an open street?

Tamara Kuly: No, but we don't have that limitation on Scotia or Rover. They are both a two-way street. And I agree with you, that loop is a great loop. We use it often. But yeah, I wasn't aware why Glenwood was left out. We were aware that Glenelm residents...or neighbourhood association is in support of what we're doing because they actually use this route, the route on our side of the river because maybe because of that.

Madam Speaker: Thank you. Any further questions? Seeing none, to both of you, we appreciate your presentations today. Thank you. With that, it is time to now recess and reconvene at say, let's…1:30. How does that sound? 1:15. Thank you.

Reconvened meeting of
Winnipeg City Council of
April 29, 2021, at 1:36 p.m.

Madam Speaker: Good afternoon. I would like to reconvene our Council meeting of April 29th, 2021. We are now on the reports of the Executive Policy Committee dated April 21st, 2021. Mr. Mayor, we do have some amending motions as you know on many items.

REPORT OF THE
EXECUTIVE POLICY COMMITTEE
DATED APRIL 21, 2021

Mayor Bowman: Thank you, Madam Speaker. You're right. There are a lot of amending motions flying around right now. I'll just make sure that I'm introducing these matters appropriately. Madam Speaker, I introduce the report and move adoption of the consent agenda Items 1 through 9 inclusive. I will pull matter…

Madam Speaker: Mr. Mayor, are they 1 to 19?

Mayor Bowman: Sorry, yes. Sorry.

Madam Speaker: One to 19, yes. And we'll have…

Mayor Bowman: Sorry, I will just repeat it for the record. I introduce the report and move adoption of the consent agenda Items 1 through 19, Madam Speaker. I know there's numerous amendments for several. I would like to pull matter...Item 5 as well as 16.

Madam Speaker: Okay. So, 5 and 16 have been pulled. We'll pull 2, 3 and 4. Yes, 2, 3 and 4 have amending motions. 19, Councillor Eadie, 17, Councillor Chambers, 1, 18, 19, Councillor Lukes. That's correct. Any others? Seeing none, the Mayor calls for recorded vote. I'll call the question on 6, 7, 8, 9, 10, 11, 13, 14, 15. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

City Clerk: The vote Madam Speaker, Yeas 16, Nays 0.

Madam Speaker: Thank you. Those items pass. We will now move on to Item 1. Madam Clerk.

Item 1 – Additional Indemnities for Members of Executive Policy Committee Expenses

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

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

Madam Speaker: Thank you. Councillor Klein.

Councillor Klein: Thank you, Madam Speaker. I pulled this really because I would like to see it as a recorded vote. I felt that these positions do report directly to the Mayor and the positions have benefits from the Mayor, from reporting to the Mayor, and felt that that would be a reasonable request to see that come out of the Mayor's expenses given they are the second highest in the country. So, I will just inform you now that I will be looking for a recorded vote that...to see which of my colleagues don't feel that it should come from that expense account and that it should come from all taxpayers.

Madam Speaker: Okay, thank you. Any further speakers? Councillor Lukes.

Councillor Lukes: I'm just going to rise and say that...and put on the record, I look forward to the governance review and an update of an almost 25-year-old document. I think there is a lot of under-utilized resources in Council members around the table due to the governance model that is put forward that we follow, and I look forward to the fall of 2022.

Madam Speaker: Thank you. Councillor Mayes.

Councillor Mayes: Made mention before, I think I've got the longest run on EPC of anyone in the room and this is...I think it's just...people don't report directly to the Mayor. I mean, one can look at the Mayor's expense account, we have debated that. And frankly, I think we have much bigger things to debate. But really, this is...we don't have a cabinet here. We do have people...we do have an executive committee, there are…frankly, we should give the Chair of the Police Board the extra salary but that…the issue has been raised and it would require legislation at the provincial level to do that. It is worth noting that the top-up for EPC was reduced from roughly 20,000 to roughly 10,000 in 2014. The Mayor also reduced his own top-up by similar dollar amount. I can't remember the exact amounts. So, that the...but I think the governance review will be timely. Certainly, I have fulminated about Appeals Committee many times and will it do so again. I think that's a different issue than this though. I think we are mandated to have an EPC by legislation. And man, we differ on votes here quite a bit. I have won some, I've lost some, but you know, there is no sort of ironclad you report to this person that's in place here. So, I'm not supportive of this. The governance review, yes. I'll certainly have some comments when that comes forward.

Madam Speaker: Thank you, Councillor Mayes. Seeing no...Councillor Eadie.

Councillor Eadie: Thank you, Madam Speaker. I rise to speak on this issue. It actually comes across as being a fair, 'be it resolved', however, it has been pointed out that it is the City of Winnipeg Charter which is actually only amended by the Province of Manitoba who has control over that particular legislation. So, we do have a governance review which I think is very important, that we hope that the manner in which we select chairpersons of committees would change from the current status. And, you know, it may be true that this mayor has the biggest budget, but the structure of Winnipeg is interesting in that it's not the same structure as the mayor of Toronto, for example, Madam Speaker. That's a very different manner, Madam Speaker. The Mayor's budget...one would hope that rather than having the Mayor's secretariat, the structure is somewhat different from the way it used to be, Madam Speaker. And that was pretty well done mostly through, not a change to the Charter, but through a change on a budget basis, Madam Speaker. But one would hope that, you know, being the chair of a standing committee does involve so much more work. And it also...one would hope that they actually get supported by the policy staff for the initiatives that they are trying to take with their standing committees, Madam Speaker. It would be nice, actually, if the Mayor is the only office that has enough money for people to deal with policy. I wish we as councillors would have that. But ultimately, you know, on the surface to me, it sounds quite fair. However, it is the structure under the Charter. Governance review will have to amend what we send to the Province because much of what may change from a governance review has to be approved by the people who control the City of Winnipeg Charter. So, I'll be voting in favour of the EPC recommendation today, which was to receive it as information. But it's good that it's out in the public. You know, a lot of people don't understand the structures down at City Hall and how things work, and I think it's achieved its goal, this particular motion, as it's public. So, thanks.

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

Councillor Schreyer: Thank you. I'll say a few words. Councillor Mayes whose words I always look forward to, important to us all, mentioned whether accountability to whom is one accountable. I have been watching the dynamic of accountability through appointments my whole life that I'm…specifically in Winnipeg and in Ottawa. And just watching that dynamic rather closely, intensely over periods of years. And there tends to be a dynamic of accountability to those that appoint you. It's sort of how things go. Certain types of appointments don't work the same as others. And Councillor Mayes says yes, it's not a cabinet, that's true and it's really important to recognize that the Executive Policy Committee is not a cabinet, it's important to realize that. Because over time, what we do see is an evolution which we take it for granted, just through as slow evolution through the communication decision making mechanism within this building and through the media, that the Executive Policy Committee is a cabinet and unfortunately, it takes on certain aspects of that. In that respect, you can get the worst of both worlds, in the sense that it's not a cabinet. It's not meant to be a cabinet. And I can assure you, it's not meant to be a cabinet, but it functions as one sometimes. And that's unfortunately...of course, this is the challenge we have. This is not about any individual or any one group, this is just about human nature and these political organizations that we human beings, we political animals, create and they're just why we need checks and balances, that's all. It just happens to be that, please bare that in mind, that you know, there are certain inadequacies in human nature in our political systems why we need to have these communications, why democracy is important, why we need this discussion, and why we need to continue to challenge the system if you will, from within and from without. It's our

obligations to challenge ourselves in particular. And so, I just want to say that. I just think it's important, given what we're talking about today. Thank you.

Madam Speaker: Thank you. Councillor Gillingham.

Councillor Gillingham: Thank you, Madam Speaker. Just simply rising to say that committee chairs that serve on Executive Policy Committee ultimately work for the people of Winnipeg. And so, the funding source I don't think should be the Mayor's Office. It's ultimately work that we do and I have had the privilege of doing now for several years on behalf of all the citizens beyond, certainly, just St. James, beyond the...but every ward. I work...you know, beyond working kind of...for any individual, as I don't work for any individual. I work for the people of the city. And members of EPC, as Councillor Mayes pointed out, don't always agree. Our voting record, which you know, can be looked up by any member of the public, indicates the fact that you know, decisions are not always unanimous. We do have disagreement. But I think the point needs to be made and people need to, you know, understand once again that for everyone who serves on EPC, at least the colleagues I've talked to, and certainly, I hold this, I see my job as working for all the citizens of Winnipeg.

Madam Speaker: Thank you, Councillor Gillingham. Seeing no further speakers, Mr. Mayor to close.

Mayor Bowman: Thank you, Madam Speaker. I'll be brief. I know we've got a number of other pretty substantive matters to attend to today. I'll just echo many of the comments that have been made to date. Ultimately, there is one taxpayer and I want to thank all members of Council for their leadership skills that they bring to the table. We don't always agree on every vote, that's democracy and that's something that we exercise here on behalf of all Winnipeggers. One of the things that I have done to provide greater openness and transparency for appointments that I have made over many years now, has been to publicly and proactively release my mandate letters. Winnipeggers can read those mandate letters on my website and they can judge for themselves the effectiveness of, of course, chairs, there's some (inaudible), some are really successful at addressing and others are more challenging. And I just want to say thank you to all those that have agreed to step up in leadership roles and remind all of us, we all, ultimately, work for taxpayers in the performance of our duties and I'm appreciative of every member of Council's ongoing activities and efforts to build a stronger community for the residents that we all serve.

Madam Speaker: Thank you, Mr. Mayor. With that, I'll call the question on Item 1. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

Nays

Councillors Klein, Lukes, Nason and Schreyer

City Clerk: The vote Madam Speaker, Yeas 12, Nays 4.

Madam Speaker: Thank you. Item 1 passes. Item 2 has an amending motion that goes with it and that is moved by Councillor Nason, followed by Councillor Klein…seconded by Councillor Klein. Madam Clerk.

Item 2 – Request for Review of Contracts Awarded to Tree Pruning Service Providers

Madam Speaker: Thank you. So, we'll start with the Mayor to open, followed by Councillor Nason who then can speak to amending Motion 4. Mr. Mayor, Item 2.

Mayor Bowman: You know what, I haven't had an opportunity to read the amending motion, so I look forward to hearing from my council colleagues. Hopefully they can provide some context behind the amendment.

Madam Speaker: Thank you. Councillor Nason.

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

BE IT RESOLVED Item 2 of the Executive Policy Committee report dated April 21, 2021, be amended by deleting Recommendation 1 and replacing it with the following:

1. *That in order to reassure the local business community that the City's procurement process is fair and unbiased, that the City Auditor as part of the 2022 Annual Audit Plan be directed to review all contracts awarded to tree pruning service providers from October 2019 thru December 2021, to ensure the contracts were awarded in accordance with city regulations, and report back to Council with the results.*

Councillor Nason: The motion relatively speaks for itself, but I do appreciate the brief e-mail that I did get overnight from the City Auditor to clarify that, you know, there is an annual audit that's done. We do have conversations with the Auditor on things we would like to be looked at. This was an open and transparent motion to ask for very specific area to be looked at. It was an area that industry reached out to my office, I'm hoping that they reached out in good confidence and good trust and in good faith, to what they were presenting to me were real concerns, not conjecture, not anything other than the truth. So, I put forward a motion because I hear from several other colleagues, if you want something done, councillor, put forward a motion. It was a motion for Council because every sector of the 15 wards of this city are affected by the October storm. Many of the wards…Councillor Lukes, I'm not sure how many old growth trees you have in your ward, but many of our wards are also affected by the removal. Driving down Pandora Avenue, just this past weekend, I noticed that several trees in front of East End have been removed, like overnight. We're losing more trees. There's lots of contracts that have been awarded, and this motion was simply to make sure that those contracts since the October storm are being done so in accordance with our by-laws and procurement practices. It's a simple motion. And it's one that I hope you guys can support in an open and transparent way.

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

Councillor Klein: Thank you, Madam Speaker. Sorry, this was a motion that was just put on my desk by His Worship Mayor Bowman. I'll have to read that hopefully and have time. I don't know why this motion wouldn't have went through with we are transparent and then we are trying to get some answers for business people in our community. If we indeed work for all citizens of Winnipeg, these are concerns from different citizens throughout the entire City of Winnipeg. And I don't know why we wouldn't simply ask for that report. I think it is our responsibility, our obligation to protect taxpayer money. How it is spent and to understand how that money is spent and where. I think that's our job. And that's why I agreed to second this motion because I think what Councillor Nason put forward is fair and reasonable and deserved debate among all council colleagues. But I will note that no question ever came forward, I don't…can't speak for Councillor Nason, but there was never any discussion or dialogue with respect to this motion.

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

Councillor Eadie: Yes, thank you, Madam Speaker. I rise to speak in favour of the amending motion, which actually goes...it's asking...really, it's asking EPC who is the audit committee, to have our City Auditor have a look and investigate that as part of their normal business, Madam Speaker. And so, I believe that it's probably appropriate and I just wanted to speak to this issue because...so, this is coming from business, private enterprise. You know, in order to be an arborist in this city, who works for the City, I mean you have to have the qualifications to be that arborist. And as a matter of fact, you know, I know of circumstances where people who are...who, through experience, were teaching other people how to do asphalt patching and then wasn't offered to write a test, didn't need to take the course, let them write the test. Anyway, so there is all kinds of issues about what you are qualified to do. And the volunteers who volunteered, individual City workers, but a lot of volunteers, one would hope that they are supervised when they are doing their work by a licensed arborist, which is I think, what we're really trying to ensure is happening with any of our tree contracts. I, Madam Speaker, have also...you know, while it's probably not happening, there is this perception that the city...I heard the city said, well, they are putting orange marks on all these elm trees in my neighbourhood but they just don't want to have to prune them anymore, so there is just a weird thing. But…which, you can totally dispel because I know that our City Arborists who do their work are highly qualified and so should any private sector businesses be the same, Madam Speaker. And so, I think this is a worthwhile thing for our City Auditor to investigate and can report with their annual report when it comes along. I don't think it's any burden on the Auditor's Office to look into the matter. He has free access to any papers or anything that are there and can investigate. So, I'll be supporting the amendment and if the report does get amended, I will support that.

Madam Speaker: Thank you. Councillor Browaty.

Councillor Browaty: Thank you very much, Madam Speaker. Like many of you, I think we remember October 29...October, 2019 very well. The lead up to the Thanksgiving Day weekend we had an unprecedented snow and ice storm in the City of Winnipeg. Our tree canopy took a beating. And as a result, we woke up in the morning, there were trees across major streets. Our parks became impassable. We needed help. A declaration of emergency was called. During a declaration of emergency, the City of Winnipeg has the ability to procure services without permission. Like, we can go out and take private resources and commandeer them for municipal purposes. In the coming months, it wasn't unusual to see out of city forestry departments here helping us in the City of Winnipeg. I know I was at a Tim Hortons in Councillor Nason's ward, in fact, and the City of Toronto trucks were there congregating because they were in Winnipeg helping us. It was a wonderful thing to see. Now, if there are some questions about how these contracts were awarded, I'm fine with looking at those things. If there is something...lessons to be learned on how we work when a declaration of emergency is called in terms of how we go about procuring private services, that's a worthwhile exercise. But you have to remember, everything did cost more during that time. With all these crews that were in from out of town, they weren't just sleeping, you know, on the floor at City Hall, they were in hotel rooms. These things were not cheap. But again, to keep our city moving, to keep our economy moving, various things were done to get things going fast. I mean, I had residents, you know, wanted to get back into their park. They asked, Jeff, can we go in there with our chainsaws and you know, to clear the pathways? I said, no, I don't want to know about that. Apparently, those trees got moved over the weekend. I know nothing. So, no, we need to realize that, again, this was a special time, but if there are lessons to be learned on how we go about procuring services during a state of emergency, that's a worthwhile exercise. But again, don't expect that, you know, things are going to be, you know, are bargain basement tended price for some of these services that we commandeered during that state of emergency.

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

Councillor Schreyer: Thank you, Madam Speaker. I'm very grateful for the remarks from…previous remarks from my fellow councillors. And I think it's consistent with all of this. I have to admit that I was personally moving trees and branches off the street. I don't know if I'm going to get in trouble for that. I felt I was going to be in trouble if I didn't, so I did. I just thought it was the right thing to do at the moment otherwise we would literally have, well, traffic jams where I have never seen traffic jams before. So, this is one of those unusual circumstances. Also, I think this is just an issue of openness and accountability. I don't think it's about being overly judgemental. And it is...we are talking about an important government service paid for by the taxpayer. It was unusual circumstances, but I think it's something that we can learn from. And on that basis, I think it's a good motion.

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

Councillor Nason: Yes, thank you, Madam Speaker. And I appreciate the comments some of my colleagues have made. It's been certainly an interesting time since being elected. It feels like we have been in a perpetual state of crisis, states of emergency; October storm, COVID, money is being spent regularly and perpetually and you know, if we're not going to be checking and double-checking to make sure that it's being spent effectively, we'll continue to have a burn rate that's higher than what's expected. You know, October crisis is one thing. The City of Toronto and others that came to our support did not do so free of charge. They were remunerated. So, having the Auditor to make sure to look at those, I don't see a challenge with that. The more recent challenge is, as I stated, is the contracts that are being awarded in the last year pertaining to removal of our under attack tree canopy, is to ensure that those are being done in accordance to City policy. So, you know, as part of the annual work of the City Auditor, I see no reason for us as Council to vote together to say that yes, it's important to make sure that these are being accounted for appropriately, that the monies are being spent appropriately and that we are entrusting the city's much limited tax dollars appropriately. Thank you, Madam Speaker.

Madam Speaker: Thank you. Mr. Mayor, to close.

Mayor Bowman: Thank you, Madam Speaker. I want to echo the comments about the unprecedented weather event that we faced as a community. And I want to take the opportunity to thank all those that help us keep the city moving including members of our Public Service and, of course, personnel from other jurisdictions. It was really heart-warming to see the response of fellow Canadians, had a lot of pretty quick timely discussions with fellow mayors at the time just to make sure that our community was as well-served as possible. With this particular matter, the recommendation from committee was to receive it as information. I am going to keep my vote consistent. I don't plan to support the amendment at this time. I was hoping to hear from our council colleagues who have brought it forward, information that they may have that is helping them make this decision or bring this matter forward. I want to make sure that we are making an informed decision today and I was hoping to hear in the interests of transparency, which business brought concerns forward, what those concerns may have been. I haven't heard that today on the floor. I was hoping that we might hear from Councillor Nason or Councillor Klein what the concerns are. And should substantive concerns be raised in the future, I'm certainly open to looking into this matter and perhaps even supporting a motion like this, provided we have some information that they may be privy to

right now that we are not. But I haven't heard any reason, substantively, to look at using the resources of the Auditor at this time. I know on other matters more recently, we have been asked at committee and ultimately, Council will be asked to make decisions on the reallocation of some of the Auditor funds that relate to the independent fairness commissioner as well as other resources to protect taxpayers. When we are scrutinizing that level and then we have a motion like this, without being fully informed of what the concerns that may have been raised by a business, I want to scrutinize those dollars. But again, I remain open if maybe the councillors can share with members of Council in an open and transparent way what the concerns are, I'm certainly open to considering revisiting this matter in the future, Madam Speaker.

Councillor Schreyer: Point of information, Madam Speaker. I think his concerned are expressed in the third whereas clause. That's the way I read it, anyway.

Madam Speaker: Thank you, Councillor Schreyer. The motion was circulated. I will call the question on the amending Motion 4. All in favour? Call for a recorded vote. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

Councillors Eadie, Gillingham, Gilroy, Klein, Lukes, Nason, Santos, Schreyer and Madam Speaker Councillor Sharma

Nays

Councillors Allard, Orlikow, Rollins, His Worship Mayor Bowman, Councillors Browaty, Chambers and Mayes

City Clerk: The vote Madam Speaker, Yeas 9, Nays 7.

Madam Speaker: Okay, amending Motion 4 is carried. And the main item, Mr. Clerk, shall I call the question on that as well? Okay. So, I'll call the question on the main item. Item 2 as presented...as amended, pardon me. As amended. Okay, all in favour, please rise.

Clerk: Councillors Allard.

Madam Speaker: They are tugging their ear, they're doing their hand. All in…

Clerk: Councillor Orlikow seems to have trouble hearing us right now.

Madam Speaker: Okay, just…we'll take a moment.

Councillor Orlikow: Sorry. I lost a little bit at the end there. Can I just get clarification; did the amendment pass?

Madam Speaker: Yes, the amendment has passed and now we're calling the vote on Item 2 as amended. That's correct, Mr. Clerk? Yes. And we'll start the vote once again. All in favour, please rise or raise your hand.

A RECORDED VOTE was taken the result being as follows:

Yeas

Councillors Eadie, Gillingham, Gilroy, Klein, Lukes, Nason, Santos, Schreyer and Madam Speaker Councillor Sharma

Nays

Councillors Allard, Orlikow, Rollins, His Worship Mayor Bowman, Councillors Browaty, Chambers and Mayes

City Clerk: The vote Madam Speaker, Yeas 9, Nays 7.

Madam Speaker: Item 2, as amended, is carried. Item 3, Madam Clerk.

Item 3 – Emergency Management Leadership Team COVID-19 Response and Recovery Plan

Madam Speaker: Now, this item has two amending motions. Amending Motion No. 5, moved by Councillor Rollins, seconded by Councillor Orlikow. Amending Motion 11, moved by Councillor Klein and seconded by Councillor Nason. We will now go to you, Councillor Rollins. Councillor Rollins, to...pardon me. First, the Mayor, of course. Mr. Mayor, on the main item, Item 3.

Councillor Eadie: Sorry, Madam Speaker, a point of order. If…I haven't had time to read No. 11, so if that could be read aloud once it's introduced, I would be very appreciative.

Madam Speaker: We shall do that now. So, amending Motion 11, moved by Councillor Klein, seconded by Councillor Nason, please read it into the record.

Clerk: Be it resolved that Item 3 of the report of the Executive Policy Committee dated April 21st, 2021 be amended as follows: In Recommendation 1, delete the words “report back to the Executive Policy Committee within 90 days” and replace with "report back in 90 days to each community committee for input and recommendations to the Executive Policy Committee."

Madam Speaker: Okay. Thank you. Mr. Mayor, on Item 3.

Mayor Bowman: Thank you, Madam Speaker. I want to begin just by thanking our Deputy Mayor, Councillor John Orlikow, for his collaborative leadership skills. I know he has been canvassing members of Council working as collaboratively as possible to ensure that we are preparing for the recovery as best we can within the means and jurisdiction of our municipal government. I want to just thank all members of Council who have been in dialogue with Councillor Orlikow as well as all of the work at the committee level. The recovery to COVID is going to be something that is absolutely imperative so that we come out of the COVID storm in a way that helps build a more inclusive community and we ensure that as we recover, we recover together, making sure that we are looking at that recovery through an equity lens. And so, I want to just thank everybody. I’m looking forward to the discussion on the amendments and, of course, the main motion.

Madam Speaker: With that, we'll go to you, Councillor Rollins. Your opportunity to speak to amending Motion 5 and the main item.

Motion No. 5
Moved by Councillor Rollins,
Seconded by Councillor Orlikow,

WHEREAS Winnipeg’s downtown area is the historic, tourist and cultural heart of the City of Winnipeg;

AND WHEREAS the Downtown has the largest employment concentration and the highest density office development in the City, making it Winnipeg’s economic driver;

AND WHEREAS large cities are assessed in large part based on the strength and quality of their downtowns, including their vibrancy, amenities and residential and commercial offerings;

AND WHEREAS vibrant downtowns are destinations where people live, work and come to be entertained;

AND WHEREAS the COVID-19 pandemic has led to a high number of downtown business closures and increased building vacancies;

AND WHEREAS the City’s COVID-19 recovery plan should include a focus on the downtown

AND WHEREAS it is acknowledged that post-pandemic economic recovery must also occur beyond Winnipeg’s downtown, so as to spread the benefits of future investment, employment and growth across other areas of the City;

AND WHEREAS the 2018 Employment and Commercial Lands Study found that the City of Winnipeg is facing a significant shortfall of vacant serviced industrial lands in the next 20 years;

AND WHEREAS OurWinnipeg 2045 lists Economic Resilience as one of its six main objectives and Complete Communities 2.0 is clear that the City of Winnipeg’s competitiveness will rely in part on its ability to accommodate forecasted economic growth and this requires an adequate supply of serviced industrial lands;

AND WHEREAS an adequate supply of serviced industrial lands is critical to economic development and is especially critical as a tool to support recovery efforts from COVID-19.

THEREFORE BE IT RESOLVED that Item 3 of the Executive Policy Committee report dated April 21, 2021, be amended by adding the following new Recommendations 1.E and 1.F.:

"1. E. A focus on the City of Winnipeg's downtown area, one that reflects the current collaborative economic recovery efforts of downtown stakeholders.

F. Options to accelerate the servicing of un-serviced employed lands in Winnipeg."

Councillor Rollins: Thank you, Madam Speaker. So, the resolution...and I'm going to start where this is going to end up. The resolution is to amend…add to Item 3 of the Executive Policy Committee report to amend new recommendations 1E and 1F to have a focus on the City of Winnipeg's downtown area. One that reflects the current collaborative, economic recovery efforts of downtown stakeholders. And F part which is options to accelerate the servicing of un-serviced employment lands in Winnipeg. Madam Speaker, the Mayor did absolutely reflect some of what I was going to say in terms of comments around thanking Councillor Orlikow for his collaboration with respect to not only economic recovery of the City of Winnipeg, but social recovery focus. This amending motion downtown, to add downtown to reflect some of the partnerships that we know haven't stopped working on behalf of downtown including the Downtown Winnipeg BIZ, including partners like CentreVenture and including each and every member of Council who, to quote Marcus Chambers for instance, really expressed he wanted a bigger plan for Winnipeg's downtown. And so, with that in mind, this is an amendment. It fits in, I think, with the rest of the discussions. I want to acknowledge Councillor Santos, Councillor Gilroy, my contiguous colleagues in the downtown that I work really, really closely with, not only on the 13 blocks that Councillor Gilroy and I share, but well into the Exchange with respect to Councillor Santos. So, Madam Speaker, I'll restate what everyone knows, that Winnipeg is the cultural heart of the city and that in many respects this province is incumbent upon this council prioritizing the downtown. And so, I'm looking forward to supporting this and the next amendment that my colleagues are going to talk about next.

Madam Speaker: Okay, thank you, Councillor Rollins. Now going to Councillor Klein, your opportunity to speak to the main item and amending Motion 11.

Motion No. 11
Moved by Councillor Klein,
Seconded by Councillor Nason,

BE IT RESOLVED that Item 3 of the report of the Executive Policy Committee dated April 21, 2021, be amended as follows:

- *In Recommendation 1 delete the words "report back to the Executive Policy Committee within 90 days" and replace it with "report back in 90 days to each Community Committee for input and recommendations to the Executive Policy Committee".*

Councillor Klein: Thank you, Madam Speaker. I moved this motion because I think it is important to involve all members of Council in what is a very important discussion. And that's the impact of COVID and designing a proper platform on which to relaunch our economy, that it will affect all parts of our city. Every corner of our city was affected by COVID and every corner of our city needs to have a plan in order to return back to a semblance of normality. And especially when it comes to business. Small restaurants have been impacted. Community restaurants have been hurt. Community stores have been hurt. Little operations, dry cleaners and such, all feeling the impacts. Smaller gyms. Everyone has felt the impact of COVID and we will only know the real impact once businesses...once we're out of the pandemic and we can see how many businesses do not return. That's why I moved this motion to say, let's move it back to the…all the community committees, let's get the involvement of all councillors. I believe in every one of the councillors here, that they have something to add to this, that they have the right to be a part of this discussion and they should be included in it. I do want to note, with your approval of course Madam Speaker, that I was very pleased to see that my previous hotel motion to offer 50 percent of the value of the accommodation tax back to hotel owners was actually put into this EPC motion. It is becoming a little redundant folks, but if that's how we get motions through, fine, I'll keep putting it out there and you move them as yours. But it is about time that we do get working on a plan, but I want to see it done as a group, together and that's why I'm asking that this go back to all community committees.

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

Councillor Chambers: Thank you, Madam Chair. I rise in support of the amending motion and the motion before us. It's great to see that, you know, it is a comprehensive plan that is being considered. Originally, I had in collaboration with Councillor Lukes, had worked on a community club or a community centre motion to address economic recovery post-pandemic. The downtown being one of our biggest economic drivers in this city is also necessary for it to be in this plan. The investments that have been made just…even just recently, the opening of the new Inuit Art Centre, Qaumajuq as well as the Provincial Government's recent announcement of $25 million in sustaining the Hudson Bay at the corner of Memorial and Portage Avenue, demonstrates that we need to keep our downtown vibrant. Madam Speaker, the pandemic, while it is a health concern, it has had an economic impact. But as Councillor Rollins has indicated, it's not just an economic impact, it is a social impact as well. We're seeing not only here in our city, throughout the winter, the amount of people that have been taking up residences in bus shelters and we're preparing ourselves for the spring and summer and you know, potentially a very much larger tent city or encampment cities, here in our city, which speaks to the further marginalization of those affected with poverty that are now out in...under our bridges, in our parks, that are without brick and mortar shelter. You know, when I have the opportunity to watch a little bit of tv in the evenings and I'm seeing some of the tv shows that are dealing with social issues, that even Hollywood has written this into their scripts where they are...they are...if it's a fire-oriented show that I'm watching or a police-oriented show that I'm watching, it shows that these cities are also affected with, you know, more people living in poverty. The city of Los Angeles, the courts in Los Angeles directed the City of Los Angeles to address the housing problem in that city as well. So, we're seeing that this is a North American problem as a result of this pandemic. And certainly, the social issues require all three levels of government to address in how we're going to move more people from marginalization to becoming self-sustaining and contributing members of society. So, you know, I am supportive of this economic plan and thank you to the leadership of our Deputy Mayor, Councillor Orlikow, in reaching out to all of us as councillors and getting a plan together. And also, to the…to our Public Service. Matt Dryburgh has also provided some guidance, reached out to me personally, talked about some of these issues, and I'm happy to, you know, lend my perspective from my ward, the citizens that I represent, the businesses that are in Riverpark South, in Fort Richmond and in St. Norbert. As we work together, we had the opportunity to meet with our St. Norbert BIZ earlier this week, and talked about these very same issues of economic recovery. So, I'm glad to see that, you know, again, working within our own means and jurisdictionally what we can do to re-kick…kick start our economy and move people towards economic recovery. Thank you, Madam Speaker.

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

Councillor Mayes: I'm in favour of both amendments. Some good work done here. I think they kind of fit together. We're talking a lot about getting input from all councillors. I do like Councillor Orlikow and Rollins' move here to say it's not just about downtown, it's also about getting service for some of the employment lands. We tend to forget that there is a part of our planning that actually calls for extending transit, extending water and sewer services out…further out in the city in order to facilitate employment lands. So, that will have implications for transit, for residential planning, for a number of things, but it's also meant to spur employment. Similarly, I think, Councillor Klein's amendment does make sense saying, well, let's get some feedback from the locally elected people at all of the community committees. I think that runs together with the spirit of the first amendment, so I'll be supporting both. Thank you.

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

Councillor Eadie: Yes. Thank you, Madam Speaker. I'll speak to the two amendments and the main report. And…but to begin, Madam Speaker, I just wanted to actually thank Councillor Orlikow for I believe he must have contacted all of us and I think that's great to ask our general opinion because Councillor Orlikow himself is not coming up with the plan. The idea here is, I believe, and it can be corrected, but I do believe whatever does result from it will come back to Council for a vote to approve the way forward. And in that, it will still be, you know, debatable. But...so...and I'm kind of jealous that I don't get to talk to the policy experts out of the Mayor's Office about the ideas, too, anyway, but that's besides the point. I'm sure if I called they would probably spend some time with me, Mayor. But at any rate, although I have tried to pitch ideas to the policy people there before and they told me no way that I would get help. So, anyway. The...coming to the community committee I think is okay if the admin that brings it...like, I don't know which administrator's going to bring that forward to really talk about the parameters, but I totally agreed with Councillor Orlikow, ensuring there is jobs is number one because listen, the sectors that are hit the hardest are actually the people mostly...who actually take the bus to get to work because they can't afford the cars because they are working for a certain level of wages and there is all kinds of expenses they need to cover, Madam Speaker. So, there…I noticed the focus about the hotels and that sort of thing. So, the ideas are there and the ideas...actually, you know, I get a little concerned when we only focus on downtown. But I mean, that amendment makes total sense to me because ultimately, we have a big problem with downtown. Most of it is office and we know while some people will still work towards maintaining offices, their businesses in those offices where they are actually paying BIZ levy and they are paying business taxes. So, ultimately, downtown does need to be a serious focus because the largest number of business taxpayers are downtown and a lot of people work downtown at the hotels and different places. So, although there are hotels, I have a family member who works in, well, kind of at the boundary of St. James and the West End. But anyway, I mean...so, the hotel industry is hurting everywhere, everywhere in this city.

So, but we do need to give some special focus on downtown because we all know that a vibrant, healthy downtown is one that affects how people feel about our city. There was a lot of people leaving our city back in the '80s and '90s because they didn't like...and a lot of it had to do with downtown. They were going to more vibrant places where there was more opportunities. So, we need to make sure that Winnipeg is actually competitive. So, I'm totally supportive of all this and you know, I don't think it would take too long to just run some stuff by community committee for us to you know, express in public our ideas. So, I would support that.

Madam Speaker: Councillor Nason, followed by Councillor Orlikow. And then we'll go to Councillor Schreyer.

Councillor Nason: Well, I think it's great that, Madam Speaker, that Councillor Orlikow is following me because I'm hearing platitudes of him reaching out and calling councillors at…204-986-8087 is my number. If you want to call me, Councillor Orlikow. Hotels, Transcona, manufacturing.

Madam Speaker: Bring the comments through the Chair, please.

Councillor Nason: Yeah. Sorry, Madam Speaker, I know you know my number well because we have talked. Hotels Transcona, manufacturing Transcona, retail Transcona, dining Transcona, BIZ zone, there is a Transcona BIZ zone. We've got a brand new business that's opening today, Save On Foods in Transcona. We are constantly having activity going on even in light of COVID in Transcona. The mall reinvestment at Kildonan Place Mall. But yes, as Councillor Chambers mentioned, we have challenges. We have a lot of challenges. We have abject poverty on the streets. I'll be leaving this council meeting part way through the day to have a dialogue with the area MLAs and the MP to talk about the challenges we have in Transcona, but it's not just Transcona, it's city-wide. Likely far outside of our city that these challenges are presented. There is a bit of a vacuum. We're seeing the blithe and we're seeing the challenges. We're seeing the legacy of some poor decision and lack of supports from other levels. I do agree on that. And we need a vision but we also need to make sure that we're communicating with all of Council. As I mentioned, you know, hearing that the Deputy Mayor has reached out to some, but not all. You know, I was chastised for not coming and presenting the full bore on my…our previous motion. Well, that's because there is fear of reprisal and we have seen that in some other instances with other standing policy committees, but we've got a long ways to go before this crisis is done. The challenges I don't think have even really started to surface from that of future generations. Our community committees…or our community committees are a good spot for us to have the community come and talk to us to share their concerns. I know my community clubs in the area are trying to figure out where they go from here. You know, they open and then they were closed right back up. Registration for soccer, kids sign up for soccer and next thing we know, new restrictions are in place and the kids have no activities to do this summer. It's a constant challenge. It's a constant struggle COVID-19 has presented and I do hope that we do have an all of government approach to this, Madam Speaker.

Madam Speaker: Thank you, Councillor Nason. Councillor Orlikow, then on to Councillor Schreyer.

Councillor Orlikow: My mute was already off. Thank you very much, Madam Speaker. It's my pleasure to be here to support both the amending motion and...and the…both amending motions. It's…I think we have heard some verbiage today where a little bit of the fear comes forward by many other cities, where how do we make sure that we're focusing on what we need to focus on, rather than trying to you know, the fear that we all have and the concerns that we have, and how do we keep the politics, which is important, politics is a representation, but how do we keep that politics out of it so we're all working together collaboratively. So, I just want to explain what, you know...and again, I would hope that my council colleagues would give me a fair bit of leeway. I haven't done this before. I've taken the lead on this on purpose, but I haven't dealt with a pandemic or (inaudible) recovery plan with administration and nor has the city. So, I do ask for a little bit of forgiveness if I wasn't contacting everybody. I did do a sampling just to see where we're at. So, I do appreciate in the future that we, you know...and again, I do endeavour to work with everybody on this. I do believe it's very important that we're all together because we all represent Winnipeggers and how we're going to go forward. So, there is no problem with that amendment. The idea already, as we know, that each standing committee, and I thank my chairs on the standing committees, they are already having reports every meeting. And again, I thought that would also be a natural spot to put this. So, every COVID update is being requested from every chair to have a COVID update at every meeting. And again, the reason for that is so we can start getting our administration and our staff to start moving away from the…what they call the first wave which is just react, which we really have been doing and unfortunately, I really strongly believe we're going to have to be doing it again for a few more months but then we have the short-term model, which is recover. And that's about a two to five-year window. And again, these ideas are not brand new. Some of the ideas were the draft plan that some people have seen somehow, whatever, doesn't matter, I'm fine with that. Some other really neat ideas in there, too, they were just borrowed from other cities. That's what we look at when we go through or as some people may not understand, I do listen. I listen to the concerns about downtown and I have heard the concerns about employment lands and how they are very important. So, I am listening very intently on the COVID file. So, again...so, I think the amendment is totally fine. Again, it's my intention to go there anyways, so thank you very much. For those people who I haven't had a chance to reach out to yet, I tell you, I am dealing with some other things right now so we're going to have to pause on

that. I will get to you shortly on that, but I have to pause until I get back to you on that. But again, it really is working together. So, let's work together through the best we can. I have no hard feelings on some of the things I have heard today, but just a little bit of grace would be appreciative as we try to work our way through these next few months. Thank you.

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

Councillor Schreyer: Thank you, Madam Speaker. One in five Canadian rental households spend 50 percent of their income on rent. What does this have to do with COVID? Well it's not caused by COVID, but when you add COVID into it what does this mean for Canadians? That is just one statistic, bear in mind what that means. That means that for some Canadians, they are paying more than 50 percent of their income on rent. Three years ago, we had a variance application on Corydon Avenue because a restauranteur wanted to expand his restaurant and his reasons were because of the cost of food increase in order to maintain the…his consistent viability of his restaurant, a nice restaurant. Just to maintain the viability of the restaurant, he had to expand. He wasn't saying he was going to go broke. He was just saying he had a good successful restaurant, to maintain the same level of viability for himself as the owner/operator he had to expand because of the cost of food. I didn't mention food in this. I just said 20 percent of Canadians or one in five rental households spend 50 percent of their income on rent, but they are paying a higher proportion than ever before on food. Oh, and by the way, their taxes are going up. Are their services correspondingly increasing? No. Is this COVID? Well, it was happening anyway for years if not decades. So, you know, we have heard the expression the last straw, the straw that broke the camel's back. So, the last straw that broke the camel's back. We're seeing that now during COVID. If we are going to have a post-COVID recovery plan, bear in mind, if it's post-COVID, we won't be dealing with COVID, we'll be dealing with poverty, homelessness. We'll be dealing with commercial stagnation, economic stagnation. We will be dealing with post-COVID, and COVID will only be one factor in this, something that's…it may have exasperated it during the time of COVID, in fact, well, obviously it has, who is kidding whom. We're dealing with inequalities in the business sector that create, well, stagnation. Now, there is something I didn't mention today and it's inappropriate for me to now mention it now: construction inflation. Madam Speaker, when we consider that...I can't think of anything that has gone up at a higher rate than government construction contracts over the last 30 years. Remember, it has gone up to 10 to 20 times faster than the wages and the salaries of the majority of taxpayers who pay for these construction contracts. So, you tell me, what happens in another five years? You tell me. The graph is going on and it's a geometric progression. It's not flat like this, it goes like this, all right. So, you tell me where we're going to be in the post-COVID recovery period when it comes to our ability to pay for this infrastructure. I had no...do you realize we're talking about more and more infrastructure projects? They are coming at us. At the time when, in the lifetime of anybody...well, anybody in this room, that's for sure, we have never had this debilitating...financial debilitation on our government budgets in order to…in terms of being empowered to deal with our infrastructure problems. We've never had this debilitation before. It's never happened. I don't think it was even predicted by a leadership a generation ago or earlier. We didn't see this at any time after World War II. We are living it now and there is nothing like it. Scary to think it's...to say, oh, it's because of COVID. It's not. It's been…it's going on, but because it increases at a greater rate every single year like compound interest. We see the results more now than we did two years ago, pre-COVID. It happens to be at the rate we're going, we are going to be seeing it even at a greater rate of acceleration in a year and two years from now. So, I have got to mention this. And there's many facets to this and it's beyond any one individual and beyond anyone's speech, but you know, we all have to take part in this and acknowledge what the challenges are. But we're creating greater inequalities, greater inequity. And I want to know what the members of the Winnipeg Chamber of Commerce feel about the fact that every single year, a greater proportion of our budget, and a greater proportion of their taxes that they pay goes towards construction contracts than anything else, more than anything else, relatively speaking. How does this affect Winnipeg business? And to be realistic, how does this affect business in general? How does this affect industry when this is the case? I am bewildered why it is that these institutions of commerce do not discuss this, to have this sense of...this gross inequality in industry, how does this help industry? How does this help private enterprise? It doesn't. So, we are entering a realm...we're already in, of greater inequity...inequality economically, now and before COVID. This is our trend, than any of us have seen in our lifetimes and, well, I can't say our parents because they lived through the depression and World War II. And it's only after that we learned a few lessons in terms...of all sorts...I'm not going to get into it, but all sorts of lessons in terms of you know, what we're capable of as a society to work together, to take on our challenges, what we're capable of. And to have an idea of what those mistakes are, what those challenges are and why we don't want to repeat them. So, we are going to be coming forth with a post-COVID plan. Well that's excellent. And John Orlikow is a great person to be showing the leadership at this time. What we can't have is the political push back of not acknowledging what our economic problems and social problems are regardless of COVID or not. I'll just leave it at that. Thank you.

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

Councillor Gillingham: Thank you very much, Madam Speaker. I rise, I'll be supporting the main report and both amending motions. I want to thank those councillors who brought the amending motions forward. It looks like...you know, we don't always all agree around here, but I think in principle it seems that we're certainly all in agreement. And as we

should be. We all understand the need now to be focused on and developing a recovery plan for our community, not only for the broader City of Winnipeg, but certainly the City of Winnipeg as an entity including our departments, by extension, our community centres, the broader business community and beyond. And certainly, even though the pandemic is not over, even though we're in the, you know, kind of fighting our way through the third wave, and we see that still you know, the vaccines are rolling out, there's...we're I think still under 40 percent of Manitobans that have been vaccinated, so we have a ways to go in this pandemic is certainly the point I'm trying to make. But today, not tomorrow, but today of course is the time to be focused on economic recovery and turn our sights as a Council to how we can assist the residents, the businesses, the various communities within our city, to grow and to recover once this pandemic begins to wane. I think what's really important here is in this motion...and I want to thank, certainly, councillor...others have, but I want to thank Councillor Orlikow for his work and leadership on this file to this point, and certainly I know he will continue. But the main body of the report or motion calls for a two-year recovery plan that includes existing and new measures and strategies to promote job and economic growth, equity and resiliency. I think what has been better about this second term of office for me is we have put more of a focus on…we are putting more of a focus on Council's role or Winnipeg's...the City of Winnipeg's role in fostering economic growth and economic recovery because of course if we, you know, I've said it before, people move to communities where there are job opportunities and they move away from communities where those opportunities are not available to them. So, it's very important that we be a partner, a conduit in job creation in our community. And I think what is also very important is in the development of this plan that we be speaking to, listening to, in dialogue with other agencies and senior levels of government as per what C says, a plan to initiate the dialogue with federal, provincial, Indigenous governments as well EDW to take a wholistic approach. And there may be other agencies as well that we will be and should be speaking to as we look to develop an economic recovery plan. I want to thank, again, Councillor Rollins and Orlikow for kind of increasing the scope here to talk about the need to focus on the downtown. It sounds cliché, but you know, you can't...it's like an apple. The core has to be good for the rest of the fruit to be good. A city…the downtown has got to be strong, it's got to be vibrant. We need to continue to work on all of the aspects of the downtown. And anything that would prohibit or in any way slow economic growth and investment in our downtown, we need to focus on that. And I believe this plan will give us the opportunity to put some focus on that. And then, of course, the need for responding to the employment land survey or study, pardon me, that was out to make sure we have an adequate supply...a good supply of service industrial lands so that we can really invite investment into our community. Ultimately, you know, we need, as a Council, to always be creating the environment that promotes investment and the kind of investment that will add jobs and employment opportunities to our community. And so, this is a great opportunity that we have. I'm glad to see all of…I think all of my council colleagues, all of us seem to be pulling ultimately in the same direction saying we need this and now, not tomorrow, now is the time to be looking at economic recovery and to be pulling a plan together. So, certainly looking forward to this plan coming back and Council having the opportunity to discuss it, give input into it and then to look at the prioritization. There will be so many opportunities and so many ideas, I think it won't be...there will be an abundance, I think, of ideas. I think we're going to…the struggle will be, to where to prioritize but I think understanding that will be part of our work with our external agencies to help the City understand the opportunities that are available to us and where we should really focus. So, thank you to everyone who has worked on this and I look forward to further discussion in the coming months.

Madam Speaker: Thank you. Any further speakers? Seeing none, Councillor Klein, to close on Motion 11.

Councillor Klein: I think everything that needs to be said has been said, Madam Speaker. Thank you.

Madam Speaker: Thank you. Councillor Rollins, your opportunity to close. Motion 5.

Councillor Rollins: Madam Speaker, through you to my colleagues, Madam Speaker, I'm actually...it's with a bit of a heavy heart that I heard the debate today and the level of collaboration in the council floor. You know, I'm sitting here recovering from my AstraZeneca vaccine and not a hundred percent and we're debating something of such critical importance to Winnipeg. And I think, Madam Speaker, you know, the visceral fear we felt from our ward residents, some ward residents that stand out, in particular, the seniors that have experienced isolation, but for me, some of the new moms who have been really valiant and still getting out with their babies, like the brave, brave women they are. And I think of the resilience of the downtown because there was another baby born in the downtown. She is 41 storeys and she is at 300 Main Street. And that was Winnipeg's largest skyscraper. That was born during the pandemic. And that's the vision this Council needs to hit today. It's the vision of economic recovery for everyone. And so, thank you Madam Speaker. I will just close by saying I think we can get the momentum going today. There is 99 reasons, from the investments from the Province downtown to Portage Place to Market Lands that's right in front of us or beside us, depending on where we are situated at Council. There is 99 million reasons so far, we can leverage that a lot more if we all join together today to vote on this motion and support this motion. Thank you.

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

Mayor Bowman: Thank you, Madam Speaker. And I want to acknowledge the words of all of my council colleagues. For those that had the opportunity to attend the Winnipeg Chamber of Commerce Civic Leaders Dinner recently, I said the following, I cited former President Barack Obama who once commented that there are times in history when you don't have the luxury of dealing with just one existential crisis at a time. That's what it's like in Winnipeg today because the pandemic isn't just one crisis it's at least three. It's a public health crisis, an economic crisis, and a crisis of social inequality. We ignore any one of these crises at our peril. And the revised mandate letters, I was speaking earlier today about the mandate letters that I've provided to the leaders of our committees, our Deputy Mayor and Acting Deputy Mayor, the revised mandate letters last year tried to increasingly shift our focus as a council and those...especially in leadership roles within Council, to increasingly look at how we cannot only respond to the pandemic, but position Winnipeg for the recovery. And that's what this main motion...I believe what both of the amending motions are seeking to do just that. And so, I want to...I will be supporting both amendments. I think both are reasonable and thoughtful amendments. I'm hopeful that we can have unanimous consent to proceed. I think that would demonstrate to Winnipeggers that we're working together as a Council, that we're focused on them. I think Councillor Orlikow's words of the reality that as a community we have never been through this before and as leaders we have never been through this kind of a pandemic in such a prolonged way ever before in our history and it's taxing on everyone. It's taxing on our residents, it's taxing on those in the community on the front-lines and I know it's taxing on members of Council and members of our Public Service. And I want to thank each of my colleagues. I want to thank our civic leaders in the Public Service for their ongoing leadership and their ongoing assistance in helping us weather the storm, starting with Mr. Mike Ruta, our interim CAO, his senior leadership team including Jay Shaw, of course, who has been a steady hand during a very, very difficult year. And so, I'm looking forward to the discussion of what we're able to do as a Council. Again, I'm grateful for the leadership of our Deputy Mayor in helping us guide this aspect. It's been...it's been a definitely challenging year for all of us. I have been spending a significant vast majority of my time in dialogue with leaders throughout our community as well as leaders, in fact, around the world. Yesterday I was on a Team's call with the mayor of Lviv in Ukraine, our sister city, and in recent weeks on the phone and in Teams calls with mayors across Canada. We're all looking for ways to help our communities get through the pandemic and position for recovery. This will do that and I'm hopeful that Council, again, can unanimously support both amendments and the main motion, Madam Speaker. And then we can focus our energies on the task at hand. Thank you.

Madam Speaker: Thank you, Mr. Mayor. With that, I'll call the question on amending Motion 11. The Mayor's called for recorded vote. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

City Clerk: The vote Madam Speaker, Yeas 16, Nays 0.

Madam Speaker: Thank you. Item…amending Motion 11 passes unanimously. On to amending Motion 5. Mayor's called for recorded vote. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

City Clerk: The vote Madam Speaker, Yeas 16, Nays 0.

Madam Speaker: The amending motion has passed unanimously. On to the main item, Item 3 as amended. Mayor has called for a recorded vote. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

City Clerk: The vote Madam Speaker, Yeas 16, Nays 0.

Madam Speaker: Thank you. Item 3 passes, as amended. We'll now move on to Item 4. We have a few amending motions. I will ask the Clerk to call the item and then pass it over to you, Councillor Eadie as some of the amending motions have my name on it as well.

Item 4 – Use of the Vote Information System at City Council Meetings

Mr. Deputy Speaker: All right. There is another amend…I missed.

Councillor Sharma: Mr. Deputy Speaker, I'd just like to first of all say that I would like to withdraw Motion 6 with the consent of Council and the permission of my seconder which I do have, Councillor Chambers. We had...we had replaced with Motion 9 and that was...we did that change mid-morning, just wasn't…weren't able to circulate it until after lunch today.

Mr. Deputy Speaker: I can't pay attention to my computer.

Councillor Sharma: And with that…

City Clerk: So, we should have a vote on that, Mr. Deputy Speaker.

Motion No. 6
Moved by Councillor Sharma,
Seconded by Councillor Chambers,

WHEREAS there are currently many different ways of voting, including voice votes at Standing Committees, the VIS at Executive Policy Committee and standing votes at City Council, all of which work very effectively;

AND WHEREAS the main benefit of the VIS is the creation of a database of recorded votes that can be easily searched, rather than how voting occurs at any committee;

AND WHEREAS the Public Service has reported that the database of recorded votes has been updated to include the recorded votes of the three 2021 Council Meetings and that the process can continue in a straight-forward and efficient manner regardless of what voting methodology is used;

THEREFORE BE IT RESOLVED that Item 4 of the Report of the Executive Policy Committee dated April 21, 2021 be amended by deleting Recommendations 1 and 2 and replacing them with the following:

"1. That City Council continue to use its current practice of Standing Recorded Votes at Council Meetings when a recorded vote is called for;

2. That the Public Service be directed to ensure that the results of all recorded votes undertaken at City Council meetings going forward be entered into the Recorded Vote database."

Mr. Deputy Speaker: Yes, I'm going to call the vote. I don't think it needs to be recorded. All those in favour of stepping down amending Motion No. 6? Nobody's...anybody opposed?

Councillor Sharma: Thank you. And with that, I would like to ask the Mayor to withdraw Motion 10 because it really says the same thing.

Mr. Deputy Speaker: Okay. And...okay. So, what I'll do is the Mayor actually introduces the report first of all. Or does the Mayor want to withdraw?

Mayor Bowman: I would like to speak to the matter.

Mr. Deputy Speaker: Do you want to withdraw Motion 10?

Mayor Bowman: I would like to speak the matter.

Mr. Deputy Speaker: You'd like to keep it? Okay. Good.

Mayor Bowman: And then I can speak to that specific issue.

Mr. Deputy Speaker: Oh, speak to it? Oh, to Motion 10? Okay.

Mayor Bowman: Yeah, if I could, please.

Mr. Deputy Speaker: Alright, so you're going to…okay, can you please introduce the report and at the same time, could you introduce your amendment, please?

Mayor Bowman: Yeah, I mean, I can…I can just in the interest of time, if this is the appropriate time, I can speak to the Motion 10 that I introduced earlier today with Councillor Rollins. I can speak to the amending Motion 9 from Councillor Sharma and Councillor Chambers and the main matter. Would this be the appropriate time to do so? Okay, great. Thank you very much.

Mr. Deputy Speaker: Thank you, Mr. Clerk. I was thinking it was okay for the Mayor to do that, so anyway, go ahead.

Mayor Bowman: Thank you.

Councillor Sharma: Mr. Deputy Speaker, I have a question about Motion 10. Would that be spoken to if it's being withdrawn?

Mr. Deputy Speaker: Are you making a point of order?

Councillor Sharma: I just…yes, I just want to be clear about, would it be spoken to if it's in fact being withdrawn?

Mr. Deputy Speaker: I didn't hear the Mayor.

Mayor Bowman: I would sure love an opportunity to speak to the matter.

Mr. Deputy Speaker: Madam Speaker…or Councillor Sharma, I did not hear amending Motion No. 10 being withdrawn. So, are you making a point of order that he can't introduce both and speak to all three?

Councillor Sharma: No, of course, the Mayor is opening on the matter. I was just asking for clarification. I'm sure he'll get to the point of it as soon as we give him the opportunity to speak. Go ahead.

Mr. Deputy Speaker: All right, thank you. Go ahead, Mayor Bowman.

Motion No. 10
Moved by His Worship Mayor Bowman,
Seconded by Councillor Rollins,

BE IT RESOLVED that the motion moved by Councillor Sharma and seconded by Councillor Chambers to amend Item 4 of the Report of the Executive Policy Committee dated April 21, 2021, be amended by deleting the first instance of the word "recorded" in Recommendation 2, to read as follows:

> *"2. That the Public Service be directed to ensure that the results of all ~~recorded~~ votes undertaken at City Council meetings going forward be entered into the Recorded Vote database."*

Mayor Bowman: Sure, thank you. So, we have...for those following along, we have two amending motions to the main matter that we're looking at today. The amending motion from Councillor Sharma and Councillor Chambers is Motion 9 and the motion that I introduced earlier today with Councillor Rollins is Motion 10. In light of the now revised Motion 9 before us, and in concurrence with my seconder, Councillor Rollins, I am prepared to withdraw my amending Motion 10 as they achieve the same outcome and provided we, of course, vote on the amendment 9 later today. So, I'll speak to that as well as the main motion at the same time just in the interests of time.

Mr. Deputy Speaker: First thing I'm going to do is call the vote to...your seconder agrees to take away Motion 10? Amending Motion 10.

Councillor Rollins: I do, Mr. Chair.

Mr. Deputy Speaker: Yes, okay. I'll call the vote on that. All those in favour? Anybody opposed? Nope. That is carried unanimously. Okay, Mayor, can you please introduce the actual report?

Mayor Bowman: Thank you. And I'll speak to both, again, in the interests of time. The...both of the motions I think are trying to…have attempted to achieve the same outcome which I'll speak to. In both instances, my compromise as well as the amending motion that will be attending to, quite honestly don't go far enough. On the balance of the entire amendment, this will still keep the screens in this gallery and online in real time streaming of Council dark. They will be dark as we make our decisions in this chamber. That being said, we can make some progress today by recording all of our votes in an online system for easier access for the public. An online system that Executive Policy Committee has proven can provide more transparency and accountability. So, I think it is a reasonable path forward for all members of Council and I'm hopeful that members of Council will ultimately support the amending motion from Councillor Sharma and Councillor Chambers and we will be able to support the main motion and move forward to other business today. I do think we can do better though. We can still make progress today. With this change, we can take one more step forward for Council's efforts on ensuring that we are practicing what we preach in this chamber by providing greater openness, accessibility and accountability. A clear record of all of our votes will be recorded for all to see. The reason this is important is as follows: Winnipeg has made very positive strides in recent years on the Open City's Index. Several years ago, we were ranked 21st in the entire country, today we're ranked third in North America. And that's something I think all members of Council, in fact, members of the Public Service should be very proud of. Executive Policy Committee has been leading by example since September, and the system has worked quite well. I have to admit, the first meeting or two was a little bumpy in getting new…getting used to new changes, but it has proven through our processes to be something that's been well received. Again, the ultimate objective is making sure we are continuing to make improvements and we're open to making changes that can improve our openness, accessibility of our votes and our accountability. Something we should all continue to stand behind. Let's keep in mind there was a previous motion that was brought forward by, I believe, it was Councillor Sharma and Councillor Mayes, that was unanimously approved by members of Council and it requested a couple of things. One, that training be offered for all members of Council that our Clerks have since followed up with numerous opportunities to attend training so that all members of Council could familiarize themselves with the voting system and how it's been working at Executive Policy Committee. My understanding is all but Councillor Klein had an opportunity to attend, and I'm glad that members of Council, for the majority, have had an opportunity to attend those training sessions, to ensure that they are making an informed decision today. We also, of course, brought forward an effort in the Council motion, that has resulted in the administrative report that's before us today for consideration with, again, fulsome information so we can make an informed decision. There's...since the training and the administrative report have forwarded, I haven't heard substantive issues that our Clerks haven't had an…or have had an opportunity to resolve. I do...I have heard, certainly, some folks, what I would characterize as doing political cartwheels to find a way to stop electronic voting in this chamber and I think the amending motion today, while I don't think it's perfect, it does move us forward together in a way that is a compromise position worthy of support by all members of Council. So, I'm looking forward to the discussion today and hoping we can support not only the amending motion but the main motion after it's hopefully supported by Council. Thank you, Deputy Speaker.

Mr. Deputy Speaker: Thank you. Councillor Sharma, introduce the amendment. Although we kind of (inaudible)...but Madam Speaker, please...

Motion No. 9
Moved by Councillor Sharma,
Seconded by Councillor Chambers,

WHEREAS there are currently many different ways of voting, including voice votes at Standing Committees, the VIS at Executive Policy Committee and standing votes at City Council, all of which work very effectively;

AND WHEREAS the main benefit of the VIS is the creation of a database of recorded votes that can be easily searched, rather than how voting occurs at any committee;

AND WHEREAS the Public Service has reported that the database of recorded votes has been updated to include the recorded votes of the three 2021 Council Meetings and that the process can continue in a straight-forward and efficient manner regardless of what voting methodology is used;

THEREFORE BE IT RESOLVED that Item 4 of the Report of the Executive Policy Committee dated April 21, 2021 be amended by deleting Recommendations 1 and 2 and replacing them with the following:

> *"1. That City Council continue to use its current practice of Standing Recorded Votes at Council Meetings when a recorded vote is called for;*

2. That the Public Service be directed to ensure that the results of all votes undertaken at City Council meetings going forward be entered into the Vote database."

Councillor Sharma: Thank you, Mr. Deputy Speaker. I know it's late in the day here, but I want to put all of my remarks formally on the record today on this topic. The amending motion before you deals with the use of the Vote Information System or VIS at Council. I thank Councillor Chambers for joining me as the seconder on this amendment. The motion looks to strike a balance to ensure our important traditions and practices are maintained here in the chamber. While at the same time achieving greater openness and transparency through the use of new data bases to give citizens more access to vote information. We use several voting methods right now at standing committee, at EPC and at Council. And they all work well in their respective place. As I have stated recently in this chamber, I believe there are many benefits to standing for recorded votes, which we currently do in Council meetings. We know Council is different from committees and I truly believe that we need to safeguard Council and its processes to ensure it remains accessible to all citizens. It's not that important to me that the screens will remain dark in this chamber. The screens that...I personally didn't have any input when they arrived here. It is important though, very important to me, and I know to many of you, that the light remain on in the citizens' homes that are engaged in our processes. All citizens from all backgrounds. At Council, when one rises to speak rather than staying seated as we do at committees, this ensures that everyone is heard and focuses attention on the member speaking. The same is in the case with voting. At Council, you must rise when a recorded vote is called, standing for your convictions. This is a powerful message and one that should not be lost. Like many of you, I have thoughtfully considered our voting process here at Council, its message, its equity, its accessibility. In doing so, I have spoken with many citizens including those who understand English but may not read it. We must make sure we do not implement a system that may potentially infringe upon their right to an open, transparent, accountable and accessible Council. Now, I'm not saying the VIS system is a bad system. In fact, the main advantage is the data base of votes it creates which can be then easily searched by citizens to keep us accountable. As shown in the report from our Public Service...and that's what we voted unanimously on recently in this chamber. Not a training session. That was a part of it. To get a report that was absent when this issue was brought forward. So, as shown in the report from our Public Service, they were able to enter the results of recorded votes for the first three Council meetings of this year into the VIS database with minimal effort, we were told. I did make a point, by the way, of attending both training sessions and there was some feedback, important feedback, that we received at both sessions. You will recall when the votes were entered for the last few meetings, we did not use the voting buttons at those meetings, but rather, standed recorded votes took place. The Public Service also notes in their report that there are no extra resources required to undertake this process going forward, and that they will be able to improve it in the future through collaboration with our Innovation Department. Just as the Public Service has committed to improving their processes going forward, I am also committed to looking at the larger issues including the recorded vote process specified in our Procedure By-law. We should also explore how instances where no recorded vote is called for should be integrated into our VIS database system. I believe all votes should show up there and I'm sure we can get that done. I will endeavour to do this all in a collaborative manner through the Governance Committee because that's where the by-law directs that the Procedure By-law, any amendments need to come through that committee. To sum up, this amendment asks that we do not change the voting method at Council and continue with the practice of standard recorded…standing recorded votes that has existed in this chamber for decades. I feel this is a balanced approach and it will help Council achieve the best of both worlds and I urge you to support the motion. And I thank you for the many conversations that we have had over the last few months that we have been debating this item. We do have more important work to get on to though. Thank you.

Mr. Deputy Speaker: Thank you, Councillor Sharma…Speaker Sharma. Do I have anybody who wants to speak, Mr. Clerk?

Clerk: Councillor Klein.

Mr. Deputy Speaker: Councillor Klein, please.

Clerk: Followed by Councillor Schreyer.

Mr. Deputy Speaker: And then Schreyer. Okay, Councillor Klein, please.

Councillor Klein: Thank you very much, Mr. Deputy speaker. I rise to talk to this motion for a couple of reasons. Number one, I do acknowledge I did not attend the two…two training sessions mostly because I already know how to push a button and I know the difference between a yes and a no button. So, I felt I was trained on that already. And because I felt that there was more important things for me to do for the residents of Charleswood-Tuxedo-Westwood in Winnipeg. I'll note that we went far and above, Mr. Deputy Speaker, to make sure that there was two training sessions for that. However, we have a one billion dollar plus, plus, plus Transit Master Plan in front of us today where we had a one one-and-a-half-hour meeting with very limited time to review. So, where are our priorities? Political cartwheels, really? Let's look at this. Let's

look at the facts: 87 murders in 24 months. Seniors now reporting being harassed, scared at bus stops because they are being bothered for change and such. On TikTok just recently, a video going viral of passengers threatening to be stabbed on a city bus. Open and transparent city. Not reported anywhere. Where is the motion for that? Where is the training sessions on that? What are we doing about this? I'm going to vote in favour of this because I would like to move on to bigger and better things and think that we can get past this motion, that we can move on. If you just need to say that I didn't vote for something, I'm happy to send you an e-mail beforehand and tell you what I won't be voting for so you can prepare. You can get your stuff done the night before. Or for any other reason, I'm happy to tell you, but this is nonsense.

Mr. Deputy Speaker: Thank you. Councillor Schreyer, your turn to speak to this.

Councillor Schreyer: Sure, Madam Speaker. I mean, Mr. Deputy Speaker.

Mr. Deputy Speaker: Thank you, Councillor Schreyer.

Councillor Schreyer: Most welcome. I have been witnessed to parliamentary process my whole life as we all have been. It didn't occur to me that there was...that the mechanism by which we voted affected the outcome of our society as government voted for it in these chambers. Never occurred to me. And I come from a culture of dissent. My grandfather, when he was a member of parliament, he came from a politics of dissent. He talked about parliamentary reform back when he was elected in the 1950s for a party called the CCF. Now, these were dissenters. Remember, this was the party of Tommy Douglas. And they talk about parliamentary reform. I never...well I mean, I guess...yeah, they had the technology back then to do this, I'm sure, one way or the other. They never talked about it. They talked about parliamentary reform, accountability, dissent, challenging the system, but not this. So, you know, I'll go along with this. I'm just kind of surprised that this is where we're putting our efforts into what we call accountability. So, okay, I'll…I don't quite get it because honestly, I'll just...like, judge me. I didn't know that the process by which we voted in these chambers, in those city halls or the legislatures or the parliaments, that the...that specific thing was causing inadequacies in our system. And I'm not denying the inadequacies. Hey, you know it, ask around. I'm just saying, I've never said to people, this is the problem. And people never said that to me. I never heard about it. I hear about being kept in the dark. I've also heard in this chamber talk about more important issues. I do believe there are more important issues, but I'm not…I'm keeping an open mind. But I mean, kept in the dark? Yeah, people are kept in the dark. I hope this helps. I don't see how or whatever. I'll vote whatever way I'm supposed to vote. Never questioned that. Never heard any questions about that. In all of the aspects of real intellect being put into dissent and being responsible for real alternatives because when these parties of dissent become government, now they are accountable for their words. Eh. And the NDP is pretty good at that in this province. Actually, I would say in the sense that it is won more elections since getting elected. Won more elections than any other party since 1969. In other words, a party of dissent comes into power and is accountable for what they say. Politics is a challenge. I don't see this…how this helps our challenges and I'll tell you this, we're talking about political cartwheels, I do not know why we go through political cartwheels to keep people in the dark so that they don't know the greatest causes of why their taxes are going up. Their services are going down and our governments are going into debt even though the taxes are going up. People honestly believe...and I believe because of sort of the cartwheels that we pull here in this chamber, people actually thought…they actually did think that it was police salaries and pensions and firefighters salaries and pensions, that is why municipalities were going into bankruptcy or why we're going into...why our taxes are going up and our services are going down and we're going into debt. They actually believed that. And I believe it's because of the conversation taking place in this chamber. People actually believed that it was police and firefighters causing…the main reason why our taxes are going up, our services are going down and we're going into debt. So, talk about political cartwheels. Let us get out of the dark. Show the light. You know, I'll be open minded in terms of the process by which I stand up or press buttons for my votes, but when it comes to keeping people in the dark, when it comes to access to information, when it comes to accountability, people's taxes, which is becoming...they are more and more vital to them as they have less and less because they have to pay…we know, pay more and more in rent, pay more and more in mortgages, pay more and more in property taxes, pay more and more on food, with or without COVID. So, let's talk about political cartwheels. Let's talk about shining the light. I hope this conversation we have had on how we're going to vote, the process by which…which we have been doing pretty good, I'd say, for decades, if not generations. I'm open minded, you know, to the discussion. I hope we'll get out of this so that we can really talk about what we can do as a council, as elected people, to keep people out of the dark so that they know where their taxes are going, so that they have a sense of conversation when it comes to the budget where things are going to be in another five or ten years. I don't think we really have that conversation, but whatever. Let's get through this and have our vote on this and so we can get back on what we say we're talking about; accountability, openness. Leaving...no longer keeping people in the dark. Thank you.

Mr. Deputy Speaker: Madam Clerk.

Clerk: Councillor Browaty.

Mr. Deputy Speaker: And anybody after Councillor Browaty? Councillor Browaty, please go ahead.

Councillor Browaty: Thank you, Mr. Deputy Speaker. First of all, I want to say thank you to the Mayor. I do fully support the idea of all votes in this chamber to be searchable in an open format that anybody can go search. You can find out how often different members of Council vote together, how often they vote differently. That is an absolutely good cause and I do support that. What I think is great about municipal politics is…I think you know there is not party lines on a lot of issues and most things are 95…I'd say, 95 percent of things are motherhood and apple pie. Things we vote on together, they are part of what we call our consent agenda. They are not typically very controversial, but they are things that, you know, really count to Winnipeggers we represent and that's a wonderful thing. We vote verbally on something, I think we are all accountable to what we have just voted for, whether we take it off the consent agenda, whether we stand up to vote. Yes, we've supported some things. And I have been on Council now, I guess longer than anybody else in this chamber and I will acknowledge that with hindsight I would definitely take back some of those votes. But even though, you know, I voted by consent, I still, in my mind, responsible for those decisions that were made. And again, with hindsight, definitely would take some of them back, but it is what that is. In terms of the Voting Information System, the actual like clicking and voting, I've found that system to be a little on the cumbersome side. You are always flipping screens and that. I mean, during Council meeting, during committee meetings, we have the ability to, you know, follow along on our agendas, do additional research, communicate with staff and constituents and when you have to flip screens to, you know, vote for something by consent, it really just chops things up from what you are doing. So, I just don't find the online, the digital voting portion of it to be all that intuitive and all that friendly and helpful. So again, I think we're getting the both…the best of both worlds by what's moving forward here. We're going to have that searchability, but we're not going to have that extra complicated step of flipping screens and breaking...you know, when you're, you know in the middle of doing...reading something or communicating with a constituent and having to switch around. So, I am very much supportive of where this has landed and thank everybody for the compromise that we have with us today.

Mr. Deputy Speaker: Thank you, Councillor Browaty. Madam Clerk.

Clerk: Councillor Lukes.

Mr. Deputy Speaker: Councillor Lukes, please. To the amendment and the report.

Councillor Lukes: Thank you. So, I rise to speak in support of the amendments. Winnipeg's first Council meeting was held on January 19th, 1874. For 148 years City of Winnipeg aldermen, alderwomen and Council members voted on important issues by either raising their hand, standing to commit or speaking to indicate how they cast their vote. For 148 years these long-established practices have been upheld and passed on from one Council to the next. A tradition practised since the establishment of the City of Winnipeg. And for sure, in a world that continues to change and make upgrades to existing systems and processes, and where enhancements are implemented and progress occurs at unprecedented speed, there will always be improvements impressed upon us daily. But I think there is something to be said about tradition in an institution. Traditions are a subtle reminder of history. A practice that defines our past. They are part of an establishment that has been in place for 148 years. Clerks are quite able to record votes when we stand and this amending motion ensures Clerks will be recording all votes undertaken at City Council and it will be entered into the vote database and I'm fully support of that…supportive of that. Many times, when a vote comes up that is an interesting issue, I write about how I voted on my blog, I post it publicly. I want to acknowledge Madam Speaker and her extremely exceptional ability in keeping this chamber in order and adhering to process. Madam Speaker ensures there is respectable decorum in the chamber at all times. Not an easy task as this is a dynamic group of people to keep on track. And I respect her talents and insights greatly. I encourage my council colleagues to watch some videos of other City Council meetings. A couple were brought to light recently on Twitter and it was quite an eye opener. Madam Speaker's insight on the challenges she sees in introducing technology to the voting process for citizens should be respected. She has perspective that none of us have and I respect that and I respect her input on this matter and her desire to continue with a traditional voting method and I will be supporting the amending motion.

Mr. Deputy Speaker: Thank you, Councillor Lukes. Madam Speaker, anybody else want to speak to this issue? No?

Clerk: Oh, sorry. Councillor Rollins.

Mr. Deputy Speaker: Councillor Rollins, please, to the amendment and the report.

Councillor Rollins: Thank you, Mr. Deputy speaker. I will be supporting...I will be supportive in supporting both. I was thinking as Tom Petty and the Heartbreakers song and lyrics, "It's time to move on. Time to get going. What lies ahead, I have no way of knowing. But my sweet baby grass is growing and it's time to move on. It's time to get going." And of course, there is more lyrics about broken sky lines and views from the airport but at the end of the day, I want to...I want searchable votes. I want a voting record that's easily searchable and so I will be supporting both of the amendments and I appreciate the thoughtful debate that's happened and the compromise that's been arrived at today. And so, I want to thank the Speaker for her leadership in arriving at that. And I, as always, I would like to thank Mayor Bowman for his

tenacity in achieving and maintaining and also having the view to exceed the open data that's available to all of Winnipeggers.

Mr. Deputy Speaker: Thank you very much, Councillor Rollins. Madam Clerk, I think that's it.

Clerk: Yeah, no additional speakers.

Mr. Deputy Speaker: All right. Okay. I imagine we want a recorded vote. I'll call...oh, the Mayor gets to close. Sorry, Speaker. I'm sorry, please forgive me. It is...you know, could use a little break right after this one like five minutes but…
Councillor Sharma: Mr. Deputy Speaker, I'll close at this time.

Mr. Deputy Speaker: Yes, please do.

Councillor Sharma: Thank you. I want to thank everyone, Mr. Deputy Speaker, for their comments in this chamber and offline that we have had over the last few months. I have great respect for all the opinions and comments that have come forward. Councillor Browaty is correct, I have a lot of respect for him as a dean of Council. We both have been around for a very long time, yourself included, Mr. Deputy Speaker. And it is time...this is a good compromise. A very good compromise and I think, as Councillor Rollins said, it's time to move on. And I look forward to working with my colleagues on the Governance Committee and each of you to make sure we get to that goal of entering all votes in the searchable vote data system. And I think we will get there and I appreciate the support here today. Thank you.

Mr. Deputy Speaker: Thank you, Councillor Sharma. It's all dark to me. Mayor, to close please.

Mayor Bowman: Thank you, Deputy Speaker. I'll be brief and set aside the longer version of these closing remarks. I want to thank everybody for their input this afternoon on this. You know, nothing comes to the floor of this council that isn't important. If it...you know, things work their way through the committee process that matter to Winnipeg. Some are a bigger ticket items that get noticed more by the media or by even members of Council or myself but they matter to Winnipeg. And ensuring that we are accountable for our votes is the objective that I believe we all share and I think that the compromised motion before us is worthy of support. So, I will be supporting it. As I mentioned in my opening comments, I would like to go further, but if this is the limit at this time on this particular matter that council is willing to move on, this is still a positive step forward. And I want to thank everybody for their efforts. I think in the interests of...I heard our Speaker talk about how standing votes are one way in which to demonstrate one's vote, I would ask symbolically, hopefully, this can be something we can all support and I would ask…I would ask our Speaker, I don't think she has the Chair anyways, to stand with us and support the amendment and the main motion in due course. Thank you.

Mr. Deputy Speaker: Thank you, Mayor. We'll take a…Mr. Deputy Speaker will just take a quick privilege to point out that Councillor Smith at one point had to raise his hand because he was using a wheelchair after an accident he had out here on Main Street. Anyway, I'm going to call for a recorded vote on the amending Motion No. 9. I think probably the first time I heard a compromise on the go in this chamber since I was elected. So all those in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

City Clerk: The vote Mr. Deputy Speaker, Yeas 16, Nays 0.

Mr. Deputy Speaker: So, I don't have to call those opposed. Thank you very much, Mr. Clerk. Okay. So, the report No. 4 on this has now been amended, so I'm going to call on a recorded vote. All those in favour of the amended report.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

City Clerk: The vote Mr. Deputy Speaker, Yeas 16, Nays 0.

Mr. Deputy Speaker: Thank you very much, Mr. Clerk. And just to complete this Mr. Clerk, thank you for working with other departmental staff and coming forth with this accessible software. It was accessible. So, just to be clear about that. Madam Speaker Sharma, please would you take the Chair?

Madam Speaker: Thank you, Mr. Deputy Speaker. I was happy to rise for that vote. I will not be rising. I just want to remind the Mayor in my seat here because I would be detaching my microphone every time and moving a chair that's many, many hundreds of years old. I just want to put that on the record.

Councillor Allard: Madam Speaker, can we ask the Clerks if there is any rule against the Speaker standing for a vote?

Madam Speaker: Did you hear what I just said, Councillor Allard?

Councillor Allard: I would like to hear from the Clerks if there is any procedural rule that says that you may not stand. I would like to hear that from the Clerks, Madam Speaker, perhaps not from yourself.

Madam Speaker: Sure. Mr. Clerk.

City Clerk: Thank you, Madam Speaker. There is no rule that requires or prevents the Speaker from rising. It's an operational thing that we have implemented with all our Speakers where they do not rise.

Madam Speaker: I could do cartwheels, though, I was a former gymnast. Councillor Rollins, you had your hand up. Was that for a recess?

Councillor Rollins: Yeah, I was wondering if we can have a five-minute…for a health break.

Madam Speaker: We also…I think there was a thought just to put it out now that we were going to take maybe half an hour at 5:00 or 5:30. I don't know how folks feel about that or take a longer break now. You had requested five minutes. Okay. Okay, so we'll take five minutes right now, Councillor Rollins. Thank you.

Reconvened meeting of
Winnipeg City Council of
April 29, 2021, at 3:44 p.m.

Madam Speaker: Good afternoon. I would like to reconvene our Council meeting of April 29th, 2021. We are on the report of the Executive Policy Committee dated April 21st, 2021. And it's Item 5, Madam Clerk.

Item 5 – Equity, Diversity and Inclusion Policy

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

Mayor Bowman: Thank you, Madam Speaker. I know it's been a full day and we have got many matters to go to still today. I'll be very succinct. I'll just take this opportunity to thank every member of the Human Rights Committee of Council as well as this council for supporting the Human Rights Committee of Council. I want to acknowledge the work of Councillor Marcus Chambers. He has been putting a lot of energy into the work of the equity, diversity and inclusion policy matter before us and I'm hopeful that we can support it.

Madam Speaker: Thank you. Are there any other speakers? Councillor Eadie.

Councillor Eadie: Yes, Madam Speaker, I'll be very brief. I'll be, of course, supporting this report. Human rights are...and employment and all the issues related to what can amount to systemic racism and so on in terms of one's ability to work, Madam Speaker. And I think, you know, it is essential as the policy moves forward that...it's really about the right to be human no matter race, whatever, the whole list in the Canadian Charter of Rights. And Madam Speaker, we all are human so therefore, we all, no matter, do have disabilities and as this moves forward, I think we really have to acknowledge that there are more than one exclusionary factor that can affect someone. And many people who are coming to Winnipeg are coming from countries where you know, frankly the treatment of life can often experience in other places around the world, the experience is very disabling. Working for Disabled Peoples International for about a year and a half and participating and discussing issues of disability, no matter the colour, and so, as a policy moves forward we need to understand that it's more than just one exclusionary factor that's relevant in the system. And...but anyway, I really appreciate the work that

the Human Rights Committee is doing and I really appreciate Mr. Sandy, I have known him quite a long time and he is about humanity, too, not just about Indigenous peoples. So, anyway, thank you.

Madam Speaker: Thank you. Councillor Chambers, followed by Councillor Schreyer.

Councillor Chambers: Thank you, Madam Speaker. I rise today to support this motion brought by…brought through by the Human Rights Committee of Council. I do want to thank the Mayor for his leadership that has proposed this economic...or sorry, this equity, diversity and inclusion policy. This is a very progressive policy that will move Winnipeg in becoming proactive in delivering services to its citizens that are reflective of the diversity of its citizens. The creation of an equity, diversity division, Madam Speaker, we are still under representative in staff as we deliver services to a variety of…to a very diverse population. Through the development of a robust policy and collection of data, we can focus our efforts on…to address these inequities and move towards a more balanced workforce, representational of all of our vibrant communities. It was you, Madam Speaker who identified the need for the creation of an ED database to collect information so we can have a better reporting lens that may address the concerns that we are hearing over the last several years with respect to how diverse our city needs to become to reflect its population. With respect to the implementation of recruitment practices, Madam Speaker, I introduced a motion to have our Public Service explore the virtues of a nameless resume process. We learned that this process still needs refinement to provide the success that we desire, to focus on the qualifications and the experience of individuals that are applying for positions with the City of Winnipeg and not the names that can marginalize them through the hiring process. The development of bridging employment programs for employment equity groups, Madam Speaker, there are multiple barriers that have been in place that unconsciously work towards continual marginalization of racialized communities. As someone who has had a long experience with newcomer groups, I know the value of skills and experiences that newcomers bring to our city and to our province as well as the cultural vibrancy that they bring to our places of work. So, I applaud this recommendation. Also, Madam Speaker, the creation of a departmental specific equity strategies. Again, the creation of departmental strategies and implementation will improve the City's commitment to hiring a diverse workforce. So again, Madam Speaker, I call upon you to...I thank you for all of your input that you have had previously and that the Mayor has had in putting together this motion to create this division so that we can work proactively to bringing Winnipeg into 2021, that our workforce does represent the community that it serves, that is very diverse and now seeking inclusion. Thank you, Madam Speaker.

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

Councillor Schreyer: Thank you, Madam Speaker. When Councillor Chambers thanked the Mayor for creating this division, I assume he meant that in the most positive of ways when he said division. Now, having said that, Madam Speaker…now he gets it, okay. Now, it happens to be, Madam Speaker, that you know, watching politics and progress throughout my life, you see a push back, and you see opposition in different respects, and it's not all wrong. We always have to challenge each other when we change things, when we do things, regardless of whether we say it's in the name of progress or not. And when it's...what I have seen in my life, both here in Manitoba and what else, we're just watching tv, there is often a push back for different reasons. And part of politics is trying...to try to figure out why are people resisting? Why don't people like it? What is it about it? And there is different reasons for that and every one of us, in a sense, is a psychologist, every single one of us, you know, when we all go door to door we hear it all, we hear a lot. And what we're doing now is a good thing. It's a good department. It can accomplish a lot for very few, sort of, financial resources going into it and let's see how it goes. Happens to be, that I have seen, you know, when a lot of resources, a lot of money goes into these programs, forms…sort of forms of an affirmative action for different people. Also, especially for Indigenous programs, where a lot has been put in, a lot unlike we really see today, and there's push back from that. And...and there always has to be a questioning and a challenging for why we're doing things. So, that unto itself is not wrong. But we're in an era today that I haven't seen in my lifetime, an era in which we have such diminished resources, people have notably less and less and less in some respects for so many people. When you do something like this, you know, I'll still hear it. You know, we give too much, we do too...when is it going to end? And people actually think that's where their tax increases are going. When we do something like this for equity and diversity and inclusion policy as we continue doing these things and this one is good. It's not that expensive either. It will have on an individual basis impact on people individually, but as a society, it's part of the progress. But there will be push back. There will be misunderstanding. And the reality is that if you don't tell people the truth, what choice do people have to believe false information? If you don't tell people the truth in terms of why their lot in life isn't as much as it could be on a general level, you can't explain that for any individual. But on a mass level you certainly can. Why is it that 40 years ago 20 percent of people didn't pay…20 percent of rental households didn't pay half their income in rent. That wasn't the case. So, do you blame people that for whom they pay half their income in rent, let alone increases in food and increases in rent and they are worried how this is going to maybe affect their livelihood or that of their children, do you blame them? I don't blame them for being worried and scared. Why would I blame them? Because it is true. They are paying more in rent than ever before. They are paying more of the proportion of their income in food than ever before. They are paying more taxes. They are getting less into it…less for it, and all their governments are going into debt. These are facts. Why shouldn't they be scared? And then we bring in something that says...well, and also, by the way, there might be some limitations for your children, little limitations here and there. Well,

why shouldn't they be upset? If they think that's the reason for the problems, well, isn't the job of government to let them know why these things are happening? Because if we don't, how can we blame people for believing falsehoods? Nontruths, misinformation.

Councillor Rollins: Point of order. Is Councillor Schreyer speaking to the motion, Madam Speaker?

Councillor Schreyer: Absolutely. And I would hope Councillor Rollins takes to heart what this is about. We're talking about programs that assist in equity and diversity and inclusion policies. But these things work best...and I hope...I really don't think I have to say this, but they work best when people understand why we're doing it. But what if people don't? That's my point. What if people don't understand? What if people think this is what's causing the problems in society? That's what I'm talking about. But if people are getting poor, if their children have less prospects in general as a society, I'm not talking about any individual, but that…these are facts. I'll reiterate it again just in case there is any misunderstanding. It was not the case 40 years ago that 20 percent of Canadians…or 20 percent of rental houses that they paid half their income in rent. This is what I'm talking about. So, if we don't tell them the truth, they're going to believe lies and misinformation and untruths, illogic. So, what I'm saying is, this is a good thing. This part of the process of the progress of our country. But look at what's happening just south of us. If you don't understand what I'm talking about, look what happened just to the south of us. Because enough people believe things that aren't true and they are going to believe the people that are going...they're going to believe that the problem is the people, the recipients of these programs, and it's not true. And we need to tell people why it's not true. Just saying it's not true, it's not true, people deserve more than that, obviously. Obviously. That doesn't help. Saying, is not, is, isn't, that's not an argument. That's not debate. That's not conversation. So, when people's lot in life is diminishing, not only on an individual level, on a mass level, people deserve to understand why. And that's why I'm saying it now, while we're bringing this up, during Item No. 5 Equity, Diversity and Inclusion Policy, because if we don't tell them why it's happening, they're going to think…some people they will believe it's this that's causing the problems in their life. And that's not fair to anybody. And that's why I mention what I just said.

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

Mayor Bowman: No, thank you.

Madam Speaker: I'll call the question on Item 5. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

City Clerk: The vote Madam Speaker, Yeas 16, Nays 0.

Madam Speaker: Thank you. Item 5 passes unanimously. Item 12, Madam Clerk.

Item 12 – Subdivision and Rezoning – 2537 Pembina Highway – DASZ 32/2020

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

Mayor Bowman: I believe Councillor Lukes pulled this. I'll wait to hear from her or council colleagues first.

Madam Speaker: Thank you. Councillor Lukes.

Councillor Lukes: Thank you very much, Madam Speaker. I rise in support of this and I just more than anything wanted to draw attention to this project and to thank Councillor Eadie. This is a subdivision rezoning on a property on Pembina Highway located by the stunning new 16 storey student housing tower that is being constructed. The request for this subdivision and rezoning is to support the development of another student housing tower. This one proposed to be 18 storeys high with upwards of 400 units. Both these towers represent hundreds of millions of private investment in our city which is just brilliant. And these two projects are filling an incredible need. Safe student housing and housing also for young professionals. Many of you are aware of the horrible living conditions students were facing in and around the University of Manitoba. I want to thank Councillor Eadie for helping me over the years on various illegal rooming house issues, encouraging me in a field I never in my wildest dreams thought I would be involved in and working on. But it was...it's just been the most phenomenal experience and for also helping raise the profile. I have had the opportunity to sit with many in the development community along Pembina Highway and they have told me that they heard the cry. They

did the research on demand, they saw the international student projections rising beyond what the university had initially projected and now, we have upwards of seven towers being constructed along Pembina Highway and University Crescent all privately funded. And this is a…it's a huge accomplishment for everyone. It's a spectacular accomplishment for south Winnipeg to have this development occurring because it anchors transit, it anchors businesses and it supports growth, immigration, and our economy overall as a whole for the City of Winnipeg. So, bravo.

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

Councillor Chambers: Thank you, Madam Speaker. I rise this morning...or this afternoon, and normally I would be a little bit nervous when I say this, but the south is rising again. We have got the corner of Bison Drive and Pembina Highway that has been party to a beautiful new building. It was setback a little bit with a fire early last year and is well under way now for completion. And now we have a second building that is being built right beside it. And as Councillor Lukes has indicated, there is other development further down closer to Bairdmore that will address the critical student housing shortage in our city. And of course, that is all affected in the area around the University of Manitoba in Fort Richmond with the illegal rooming houses that have a detrimental effect on neighbourhoods, where the practice of hoarding students into one house, it's not safe. In normal circumstances where rooms are being divided, living rooms are being divided into two bedrooms, students are cooking in the basement where there is no egress windows. Multiple cars in a driveway that affect parking and now that's exacerbated in terms of COVID and the amount of students that are living in one household, in certainly unsafe conditions. So, I'm glad to see more buildings, more beautiful buildings. You know, 12, 15 storey buildings giving rise to a new landscape in the south area of the city. Beautiful buildings, great development creating density along a transit corridor, the University of Manitoba being the second most frequent or destination in Winnipeg, and having that density around it, certainly will support and welcome international students coming to study at our great institution. And thank you to Councillor Lukes for her leadership with the development community and getting this done. And I encourage all of the councillors here to support this subdivision and rezoning. Thank you.

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

Mayor Bowman: I'm good. Ready for the vote. Thank you.

Madam Speaker: Thank you. All in favour? Contrary? That's carried. Item 16.

Item 16 – Human Rights Committee of Council – Coordinator Contract

Madam Speaker: Thank you, Madam Clerk. Mr. Mayor, Item 16.

Mayor Bowman: Thank you. I want to…I'm very pleased to stand today in support of the appointment of Ms. Aly Raposo. She has been doing outstanding work as a member of the Human Rights Committee of Council. She's perhaps been one of the most active members as Councillor Chambers will know. She has really put her heart and soul into the human rights of our residents and the work of the Human Rights Committee of Council. And I'm looking forward to working with her and members of the committee to ensure, with Council's support today, that she is successful in the new role as the Committee Coordinator for the new Human Rights Committee of Council. I will take this opportunity, as I previously stated, to thank all the members of the committee and thank Council for the support of the new Human Rights Committee of Council. It's a matter that is…and our work on human rights is regularly raised nationally with me as well as with international leaders that I do speak with. And I just am really proud of the work that we have been able to do. We know that we do it so that on the ground where it matters most for the benefit of our residents, their human rights can be better protected. And I know that every member of Council shares that desire and I'm hopeful we'll be able to support Ms. Raposo's candidacy for this position today, Madam Speaker. Thank you.

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

Councillor Eadie: Thank you, Madam Speaker. I rise, of course, in support of this. I don't know that I have met Ms. Raposo personally yet. But I rose to just speak to this message because first I wanted, if she is listening, I was talking to the former coordinator, Mr. Chris Sobkowicz who I didn't realize he had retired until I noticed that she was hired. So, I just want her to know that when I let Chris know, he was so happy that she was the one who took over that position on the Human Rights Committee and he felt that she is going to be excellent for coordinating and helping the committee to see things happen in a most favourable manner. So...and I just wanted to also rise just to publicly at the Council meeting, Mr. Sobkowicz, he put in a lot of years coordinating our Access Advisory Committee and then moved on and was successfully coordinating this committee. And the work that he did was so valuable in that…and Ms. Raposo coordinating...because you often find that there is many different opinions, but you all know what the ultimate goal is. And Mr. Sobkowicz did that for years on behalf of the City of Winnipeg. He…I think he was the one who was the successor to Ms. Redmann who is

retired from the City as well. So, kudos to Mr. Sobkowicz and it will be great when I…you know, one of these days I'm going to make it to one of those human rights meetings and listen in. Thanks, Madam Speaker.

Madam Speaker: Thank you. Next speaker, Councillor Chambers.

Councillor Chambers: Thank you, Madam Speaker. I want to echo the Mayor's comments with respect to Aly Raposo. Again, being one of the most vocal and active members on the Human Rights Committee of Council, but what I really appreciate about her is her youth. She is taking a full charge and full responsibility as a young individual in recognizing how she can contribute towards making our city that much more inclusive through her efforts. So, I also want to take this opportunity to thank Chris Sobkowicz for his hard work and dedication to the Human Rights Committee of Council over the period of time that we had to work with him. Very approachable, very knowledgeable, very engaged in our community. And Aly's got big shoes to fill but I know she will do an admirable job. Thank you.
Madam Speaker: Thank you, Councillor Chambers. Any further speakers? Okay. Seeing none, with that I'll call the question. No close. And Mayor's called for recorded vote on Item 16. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

City Clerk: The vote Madam Speaker, Yeas 15, Nays 0, with Councillor Nason absent.

Madam Speaker: Thank you, Mr. Clerk. Item 16 passes and has been noted Councillor Nason is absent. Item 17.

Item 17 – 2020 Workforce Diversity Report

Madam Speaker: Thank you. Mr. Mayor to open.

Mayor Bowman: Thank you, Madam Speaker. I'll wait to hear from council colleagues.

Madam Speaker: Thank you. Councillor Chambers.

Councillor Chambers: Thank you. I'm getting my exercise this afternoon rising whether it's for vote or to speak on the issues. Again, councillor...Madam Speaker Sharma, in your role as city councillor, you were vital in having a diversity report to provide the metrics on what our city is doing with regards to its workforce and whether or not we are meeting our targets to increase diversity in our workforce and provide services that are reflective of our population. And I want to thank your leadership on this in, again, getting these reports and the metrics in place so that we can see how we're doing and work towards becoming a more inclusive community. So, again, thank you very well...very much. And again, I encourage all my council colleagues to support this report. Thank you.

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

Councillor Rollins: Thank you, Madam Speaker. I want to just add a big thank you to the Public Service. When I looked at this report, I really wanted to see not only...not only what we had seen in the past, but I wanted to see some intersectionality and they built that into the report. And so, what we have is a report that has some complexities and I wanted to stand and acknowledge that today. Within that workforce diversity report, it does serve as a baseline but then what are we going to do about these numbers because some of the numbers aren't good. In particular, when I look at the women in our workforce, it's not reflective of the City of Winnipeg and there is other figures too. But what are we going to do? Well, we just voted on it. So, I think that you know, it's been important to have reports like this and it serves as a really good baseline. I like how we've included some complexities of overlapping with other intersectionality's of particular equity deserving groups here, but it's really important that we're also taking action and ameliorating these numbers in this report. And we are today and that's a good thing. So, that's all I have for now, Madam Speaker.

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

Mayor Bowman: No. I look forward to voting for this.

Madam Speaker: Thank you. All in favour? Contrary? That's carried. Thank you. And we'll now move on to Item 18. Okay. And Mr.…yes, go ahead and introduce it.

Item 18 – Support of Canadian News Media

Madam Speaker: Mr. Deputy Speaker, I would like to give you the Chair at this time just because of a possible perceived conflict of interest for myself on Item 18. Thank you.

Mr. Deputy Speaker: Okay, thank you very much, Madam Speaker. All right then. Please introduce the report, Mr. Mayor.

Mayor Bowman: I'll be brief. I can't recall at this hour who originally pulled this and who would be speaking to this. But I do want to take this opportunity, especially during a global pandemic, to thank members of the media locally and nationally, for their ongoing work. We know this has been a difficult year. They have had to cover some very difficult stories and I think we are very well served by local media. Many of us rely upon the work of many of the city hall reporters to communicate messages to the public that we all serve. And I just want to take this opportunity to thank them for their work.

Mr. Deputy Speaker: Thank you, Mr. Mayor.

Clerk: Councillor Klein.

Mr. Deputy Speaker: Councillor Klein, please. And who is after that, sorry?

Clerk: Councillor Gillingham, followed by Councillor Mayes.

Mr. Deputy Speaker: Thank you.

Councillor Klein: Thank you, Mr. Deputy Speaker. It's no secret I spent 95 percent of my private life in the media working on several different platforms. All the media platforms, quite frankly. I took a look at this motion and it's a very…it's very watered down letter from what other jurisdictions are doing. So, it really did lead me to ask why we're even bothering to get involved with another government's agenda and why we're pushing to have money spent by a different level of government? I have a lot of friends in the media. I grew up in the media. I owe a lot to the media. I owe a lot to the people that supported the media. And they supported the media by buying the products and by advertising in the products. And I feel bad when I see what has happened to the media. And I feel bad when you…when I hear people talking about the crisis that has…is happening to the media but I was a part of it. There are reasons why and there are ways to fix it. Just writing a cheque is not always the answer. Why would we just write this letter? What is the benefit of us writing this letter? I mean, there is more to this problem. I'm very fortunate to have been one of the youngest publishers in Canada. And it takes a lot of work to be in that business and you face a lot of very interesting issues. But one of the things that we learned and I learned very quickly is that you need to be involved in the community and the community needs to be involved in you for you to be successful. What do we say to the restaurants, hotels, corner stores, the locally owned clothing stores that are suffering? What do we say to them? Are we going to write letters for everybody? And I'm not trying to make light of this. I'm sure you've got...thought I was the first one to stand up and be behind this. We have major problems facing our city. I don't need to go through the list again. I can. I don't think we need to. If you look at a lot of the media properties across Canada right now, most of them are owned by major telecom companies, none of which are having financial hardship, but they division properties out. That's how you do business. Surely, you would understand that. So, of course they can make a...a property look like it's losing money if they want to. Giving money again, this letter, it's not the answer. Maybe we should be sending a letter to actually fix the root of the problem. Fix the root of the problem which is the internet abusing licensed material on the internet illegally. Australia did it. Now other countries are following them. That is fixing the problem. That is teaching somebody to fish instead of giving a fish. If you truly want to help the media and you are not doing this just to make sure we don't look bad in front of them, and I think they have much more integrity than that, then buy ads. I don't see the City advertising on every local media. I think we're very selective and it's been that way for years. Support local. Buy ads on every local media property because they would appreciate that. Buy ads in all of the local newspapers. They would appreciate that. On all the local radio stations. They would appreciate it. Look, we talk about supporting local. We talk about one taxpayer. We talked about it today. We only have one taxpayer. Yes. And that's not our lane. That's the federal lane. And they need to deal with it. They need to address the illegal use of copywrite material. They have to. They choose not to, that's on them and voters can decide how to deal with that. That's not our place. Our place, let's help them. Book an ad. Run an ad. Show them that we're supporting them. Show them that we're not just going to put money with one or two media companies. One or two big media companies that are owned by large telecom companies. That we want to...we're going to put our ad with a locally owned Winnipeg company. That's where I would prefer to see this. I'm not going to support this letter. This letter is...I'm sorry, it's very watered down. It doesn't do what we think it's going to do. This is…to me, this is pure politics. If I was back in the media I would be writing negatively about this. I don't see how this is helping. It helps by encouraging business people to run local ads. It helps by encouraging and giving the media the information they need, not making them pay tens of thousands of dollars to FIPPA everything, making their life more difficult because that's what we have done as governments. We've made it difficult. We've made it hard to be a reporter. We've made it hard to get information. Let's make their job easier. Let's do that. Let's start focusing on the

Federal Government and the MPs that are in this city and say, you have to protect the rights of writers. You have to protect copywrite information. Just because it's on the internet doesn't mean you can't protect it. Unfortunately, we're in a time when everybody believes what they read on the internet unless it ends in 'LOL'. Information is valuable. We can respect our local reporters by supporting them. Buy an ad. Make their job easier. Subscribe to the newspaper. If we subscribe to one paper and we all share it, that's not helping. Everybody subscribe to one. That's supporting local media.

Mr. Deputy Speaker: Thank you, Councillor Klein. Councillor Gillingham, on report No. 18 related to the media.

Councillor Gillingham: Thank you, Mr. Deputy Speaker. Appreciate this. I rise, I…to be consistent with my vote at Executive Policy Committee where I did not vote to support it. I certainly appreciate, given Councillor Klein's years of experience in the media world, he, you know, speaks from a position of certainly understanding. But the main reason I'm not supporting this is really Clause No. 2 which says, it calls on Council to place on record its support for future legislation and regulation, which support or rejuvenate news outlets across Canada. I certainly am supportive of our news outlets, the men and women who do excellent jobs, the professionals. Here we meet them, we see them, interact with them at city hall all the time. We see them on provincial beats and federal beats and on local...you know, covering local stories in our communities and they are professionals and they do excellent work. So, this is not about them. But I can't support this because it asks me to support future legislation that I have never seen that has never been adopted, never been drafted. That would be like me giving a blank cheque saying, whichever prime minister is in office in five months, I support whatever legislation you bring forward. I just can't write a blank cheque of support for something that I have never seen at this point. So, I agree with what's been said, that I really do think this is certainly the purview of the Federal Government. I know this motion recognizes that, this is the purview of the Federal Government. And you know...so, it's on them to...through their due processes as the Federal Government to bring forward legislation. But to support in advance and say yes, I support legislation in advance of it even being drafted or certainly of me seeing it is not something that I can do. Thank you.

Mr. Deputy Speaker: Thank you, Councillor Gillingham. Councillor Mayes, on report No. 8...on Item 18.

Councillor Mayes: Thank you. I hadn't intended to pull this. Councillor Rollins encouraged me to do so and others pulled it as well. That's a good example of how EPC doesn't always agree on everything because I'm going to disagree with Councillor Gillingham right there. There is no cost to it. I mean the idea is yes, to support the concept of future legislation but we don't know the exact details of that but we often call for legislative action about certain items without knowing the exact content of what might be in the legislation or the regulation. I do want to thank...I mean, where did this come from? Frankly, this is based off the approved motion from Toronto's city council. I would certainly not have used the word "ecosystem", but that's what other cities have done so we copied and pasted that in there. It's been put forward...I want to thank a couple of gentlemen who have been…reached out across the country, Chuck Howitt and Mirko Petricevic. Possibly Albanian, I'm not sure, always my favourite community to deal with, but Mr. Petricevic and Mr. Howitt, both former journalists or active journalists have been putting forward this idea and getting support across the country. I think it would be appropriate for us to do that. It has been a difficult period as the...if you read the motion that came forward at EPC the preamble talks about the number of layoffs that occurred in the news media sector. A friend of mine said at the start of the pandemic, look at today's Free Press, there is not a single ad in there and it was true. I mean, it's a difficult time. So yes, we can support by buying ad space. We should do that. We probably all do that in the Canstar papers and other papers but I think we can also support by showing here. Is it largely symbolic? I suppose it is. On the other hand, this is what's been requested by people who care about the media, journalists themselves, former journalists, this group called Ink-Stained Wretches, they've been going across the country asking different jurisdictions to pass this. So, I would encourage people to pass it and send a message that we do support seeing a strong and independent media that sometimes we disagree with, sometimes calls our actions into question. You know, it's…they used to talk about the various estates and the government and the clergy and the media has always been part of that and I think that that's really what we are saying here in saying, we need to continue a support for an independent media in this country. It's a difficult period, obviously, in a pandemic but I don't think some of the fears that have been raised are really reason to vote this down. I think it would send a good message that we and other cities support the idea of a strong and independent media. Not always easy, some of us have taken issue with reports over time. Certainly, I have, but that's in a way that's a very central part of democracy that you do continue to have media that's calling into question some of what we do and sometimes supporting what we do. So, I would encourage you to not listen to Scott Gillingham on this one. And yeah, it's a good example of EPC not all being on the same page. So, encourage us to vote. We got bigger billion dollar items to come to so again, it's not a cost item to us but I think it is an important symbolic measure.

Mr. Deputy Speaker: Thank you, Councillor Mayes. Monsieur Allard, you're to speak to Item 18 about the...

Translation of French Spoken:

Councillor Allard: Yes, thank you. I would like to make my remarks in French to Council if I can. So, yes, I would like to support Councillor Mayes' motion. I think that it's very important, maybe today more than ever, to support our media…our

traditional media because (inaudible) right now with social media in our everyday lives. So, I think that we have come to a point where it's very important that the government looks for solutions to assure us that we have independent media, professionals who can guard…how can supervise and give their better opinions in regards to the news. (Inaudible) had difficulty determining what is fact and what is opinion. And I know that, for me, what's really important to verify my news, I to look for the source of the news and there are certain media offices that I have trust in and it's becoming harder and harder for this office…for this media to survive with social media. So, I think we need to find solutions because I don't think we want to live in a world…I don't know that democracy can survive in a world where we can't be certain of what is fact and what is opinion. And I believe that traditional media possesses this on behalf of everyone and doesn't put too much weight, I think, in (inaudible) of communicators, of governments and those that keep an eye on traditional media. So, we need to find solutions. I don't see any problem that we can raise as a municipal government in regards to this question. I think it's a pertinent issue that we should support the media and we should find solutions at other levels of government. So, thank you to Councillor Brian Mayes to have brought up this point to Council. I think we should all support it. We don't want to live in a world where communicators decide what is the truth and what is an opinion. Thanks for your attention today.

Mr. Deputy Speaker: Thank you, Monsieur Allard. Madam Speaker.

Clerk: Councillor Lukes is next. Followed by Councillor Schreyer and Councillor Rollins.

Mr. Deputy Speaker: Councillor Lukes, please, on Item 18.

Councillor Lukes: Thank you very much. I rise to speak to this. So, we are very fortunate for the many stars we have in our community in local journalism here in Winnipeg. We see how hard they work; the long hours, the investigative work, the strong commitment to ensuring democracy and integrity. But this motion isn't about hard-working journalists. This motion is related to the changing business models and the challenges newspaper publishers are facing and adapting their business model. This motion is about inviting government involvement in our valued independent press, something we cannot afford to lose. On April 17th, 2018, I attended a debate in Ottawa; does the state have any business in the newsrooms of the nation? It was sponsored by the Canadian chapter of World Press Freedom. Debaters were Mr. Andrew Coin, now columnist for the Globe and Mail, and Free Press publisher Mr. Bob Cox who is also Chair of News Media Canada, a lobby organization representing news publishers, though not all publishers. Then as now, my answer to the question is no, the state does not have any business in the newsrooms of the nation. On May 15th, publisher Cox appeared before the House of Commons Finance Committee to ask for newspaper subsidies. In 2019, Mr. Cox promised members of Parliament budget measures will help preserve newsrooms while we rebuild business models. These models need time to develop including subscriptions. Those who call this a bailout know little about running a newspaper, he said. It will not bail us out. We have to save ourselves. There will be newspapers that fail, and you cannot give to them forever. This is temporary. This is temporary, we have to save ourselves. In June 2019, ahead of the federal election, Bill C-97, Budget Implementation Act, cleared Parliament. In that omnibus budget bill was a $595 million media subsidy plus a tax credit for subscribers, but only for subscribers to news outlets that applied for subsidies, not unsubsidized media outlets or new start-ups. Do we believe that publishers can be dependent on government aid and independent of government interference at the same time? I ask you politicians around the room, you understand politics, influence and interference better than most. As councillor for the Waverley West Ward, I represent citizens from around the world, many who have come from dictatorships and regimes where governments control the press. Where governments fund the press to push their propaganda. Where they restrict media in the country and control every aspect of what media leads the country. China, Bangladesh, Iran to name a few. I've had many conversations with about media in these countries because it relates to politics and power. I've worked with an Iranian journalist. I've worked with journalists who covered the transfer of Hong Kong back to China and the horror stories both speak about media in these countries. I'm not saying government subsidies would move our country in this direction, but subsidies can be the start of a slippery slope. As Councillor Schreyer noted earlier, we just have to look to our neighbours to the south to see what things have occurred that we could never have imagined. Through this motion, Council is being lobbied to agree to place on record its support for future legislation and regulation with support and rejuvenate news outlets. My colleague Councillor Gillingham has said he's not comfortable giving blanket approval in advance of legislation that hasn't been drafted and hasn't been seen. And I wholeheartedly agree, and so should every one of you. I dare say councillors sitting in this chamber, probably other than Councillor Klein, know very little about this troubled industry. Canadians who are aware of what is occurring in the media industry are uneasy if not hostile with the current financial subsidy which is further eroding trust in mainstream media. We know nothing about any future legislation, yet this motion asks us to support. And recall, the Chair of News Media Canada promised only two years ago, this subsidy is temporary, and we have to save ourselves. Permanent subsidies remove the necessity for reinvention, and that is not the answer. As a Council, we cannot commit and I will not commit taxpayers to permanent and essentially government controlled and government influenced independent press. If you truly believe in freedom of the press, you won't support the motion. It's got nothing to do with hard working journalists. It's about a changing business model and challenging…challenges the industry is having to adapt to about pay walls, paid advertising, copywrites and

the evolution of a new model. Permanent government support of the independent press is not the answer, and I'd really encourage you to think about this vote and how you will be supporting it or not.

Mr. Deputy Speaker: Thank you, Councillor Lukes. Councillor Schreyer.

Councillor Schreyer: Mr. Deputy Speaker, this is a really important issue and this is a really good debate. And I ask, before I begin, I ask of the Clerks and the Speaker, if I move to refer this, is it with or without instruction by which I may speak right now?

Mr. Deputy Speaker: I can't…yeah, go ahead, Mr. Clerk.

City Clerk: That's fine, Mr. Deputy Speaker. A referral without instructions is in order before the councillor speaks. Any other type of referral must be in writing.

Councillor Schreyer: I didn't hear…I didn't get that, sorry.

Mr. Deputy Speaker: It has to be in writing.

City Clerk: A referral without instruction is in order as long as it's done before the councillor speaks. If it's with instruction, it has to be in writing.

Councillor Schreyer: In which case, may I speak? One I may not speak, one I may.

Mr. Deputy Speaker: You may…if you want to refer it, you have to move referral without instructions right now. If you want to. If you want to speak to it, then you're going to have to not refer it.

Councillor Schreyer: I thought the difference was whether it was with or without instruction by which it is decided...

Mr. Deputy Speaker: If you have instruction, it has to be in writing. Have you submitted to the Clerk in writing?

Councillor Schreyer: No, I have not, but does that determine whether I may or may not speak?

Mr. Deputy Speaker: If you're moving referral without instructions, you have to do it now without speaking to the issue, Councillor Schreyer.

Councillor Schreyer: Okay. Under which circumstances may I speak?

Mr. Deputy Speaker: Don't move referral without instructions, and you may speak to the matter.

Councillor Schreyer: So, if I don't move without instructions. So, if I move with instructions, I may speak except that they have to be done beforehand. I'll just be…

Mr. Deputy Speaker: You would have to have already a motion in writing to the Clerk.

Councillor Schreyer: I don't recall that in past practices, but nonetheless...

Mr. Deputy Speaker: I do remember…actually, I do remember that. Often a referral with instructions is prepared at break time often before the report starts to get debated. So, that's how you get it in writing on the table. You've asked to rise and speak to the report or move referral without instructions, Councillor Schreyer.

Councillor Schreyer: I wish to speak. Maybe someone else that is…comes after me...

Mr. Deputy Speaker: Okay. So, you speak to the report…Item 18.

Councillor Schreyer: Thank you. Thank…

Councillor Allard: Point of order, Mr. Speaker.

Mr. Deputy Speaker: Yes, Councillor Allard.

Councillor Allard: I'm not sure it's…I'm not sure that Councillor Schreyer understands that he may move referral without instructions, and that that is in order.

Mr. Deputy Speaker: I explained to him, but he can...

Councillor Allard: No, I heard your explanation, but I'm not sure that he understood the explanation as it was presented. I wanted Councillor Schreyer to know, if you move referral…

Mr. Deputy Speaker: Monsieur Allard, I'll just clarify with him. Thank you for bringing that point, but I do believe he does understand that if he's moving referral without instructions, he is not allowed to speak to the report or to the...or to the referral. He can't speak before…he can't speak before moving referral without instructions.

Councillor Schreyer: Right. Thank you, councillor…thank you, Mr. Deputy Speaker, and thank you to Councillor Allard for his concern over this. I'll simply just speak. If someone wants to move instructions without a…or move referral, that's up to them. This is a really important debate on a really big issue. I mean, I'm fascinated by Councillor Klein's perspective on this, I mean, and this deserves more conversation. We're talking about something gigantic. We're talking about the essence of democracy. We're talking about the independence of media, and we're talking about that which can create the best environment for a democratic communication which is government, a democratic government. So, here we've got this unusual circumstances in this day and age in which, remember, it is up to the government to maintain a proper, more than anything else, a democratic government to maintain an environment to allow for a strong independent media. That's a fact. Without a strong democracy, how can we have a strong media? The weaker the democracy, the weaker the media in terms of its effectiveness, in terms of what they say it's meant to do for a society, right? The weaker the media, the weaker the democracy is a general theory, I'd say, and therefore, where are we here? Now we're asking for government to be involved. We don't…it's not very specific and Councillor Mayes is true, it doesn't say what, just acknowledge the fact somehow, and we will support somehow future legislation, and I understand that…this ambiguity. Well, why is it in here? What are we being held to? It doesn't say what we're being held to, so should we vote for it? Well, as Brian Mayes says, well, it doesn't say what, it's just acknowledging. And then, of course, Councillor Gillingham, you know, and Councillor Klein, Councillor Lukes are saying, well, but it's specifically stating support for future legislation. What is it holding us to? Well, we're talking about something gigantic. Now, I want to start…I was going to start there. I only have six minutes, but I used to deliver the Winnipeg Free Press. I used to deliver the Winnipeg Tribune. I used to work for the Winnipeg Sun selling subscriptions when I moved back...I was in university, when I moved back to Winnipeg as a university student back in the day. And I used to have my own TV show. Did I tell you that? It was just a little…that was public access. But none the less, four years, simulcast on both sides of the river. And I know a thing or two about this. I mean, I was…it was normal for us to watch the news everyday, read the paper everyday as kids. It was just normal. I didn't think anything unusual about it, and I have to say, I'm flummoxed by this one because…now, I had the privilege a couple of years ago of having…being in a meeting with Paul Samyn, and he did explain that the…because of...well, I saw this coming 30 years ago. I remember…I ran for parliament in 1993, and I was…I certainly was watching youth in politics and how things had changed, and because already back then, there was different sort of competitions on our culture and our time and our attentiveness that people were being less and less politically oriented, less and less knowledgeable of politics. And this was back before the internet. And now, because of the internet both in terms of an alternative form of information dissemination, but also because of all those things that are competing with our time in terms of learning about each other, learning about our society in terms of traditional news way, it's creating sort of a lack of consumership with traditional media, that our society's relied for its progress over the generations to the extent that now as Paul explained it...you know, back…if you think about the 1950s, you know, the major newspapers had two editions a day, to how…to what proportions of houses on each block? Like, a third or something? And I remember back in the '70s, oh man, well, most…it seemed to me, most of my neighbours got a Tribune or a Free Press if not both. And now it's less and less and less to the extent now, it's my understanding, that even for the Winnipeg Free Press, the majority of its readership is online. And so, it changes the nature of media, of communication, and here we are. When I see, yes, a strong, independent media is really important, what do we do? And, you know, Councillor Lukes makes the point. You know, if government is going to be the one subsidizing this, how does it affect the media? What did she say? She said, can they be dependent on the government but independent of the government? Well, that's a good point. That is a good point. How good is it? Well, because we have to ask the question this way again: when it comes to private advertising, this is a fundamental question of society all over the world when it comes to private advertising, can media be dependent on private advertising but be independent of private advertising? So, either way you look at it, still that point of sort of, to whom one is accountable. And money talks. How does it play its role in the media? That's the question. Remember the CBC? Government funded. And so, you know, we've been having this debate in countries like Canada for generations, but now the traditional media is suffering, but I am scared to get rid of the traditional media. I'm scared. Now, I'm not saying oh, I like everything they do. Well, I'm going to tell you something, here I'm going to...look, I don't want to get rid of the Free Press. I'm going to tell you something: I put a $7,000 ad on the front section back page of the front section of the Winnipeg Free Press on New Years Eve giving information that I know not everybody in this room knew, not all the decision makers in this building knew, and that the editorial board of the Winnipeg Free Press, they didn't all know, but it affects every aspect of the reality on a daily basis

for what we do here, and what the media reports on at city hall and on politics, they didn't know. The only call I got was from a reporter asking me if I had left the country during the COVID era. So, what am I supposed to do? I put in my $7,000, it was taxpayer's money in this case. Oh, I still am the lowest spending city councillor when it comes to the ward allowance budget. I am. But I saved up my pamphlet time and my Herald time and I put it into that article on New Years Eve, my last budget day to do so. So, I'm flummoxed. Is it that the major media would prefer the alternative media to take on these real issues that I'm dealing with? Because they're real, right? I'm not exaggerating. No sensationalism. It's just facts that we have to deal with, right?

Mr. Deputy Speaker: Could you conclude councillor?

Councillor Schreyer: Don't pretend that it's something you can just ignore and reality's just perception. Because that's the thing about these things.

Mr. Deputy Speaker: Please conclude. Nobody's moved extension. Could you please conclude? I didn't think...

Councillor Schreyer: That's how important it is. Okay.

Clerk: Councillor Rollins is the next speaker.

Mr. Deputy Speaker: Okay, yes, yes. I just…you know what, I didn't hear if anybody called for extension, but I don't think they did. Councillor Rollins, please, on Item 18 of the report of EPC from April 21st.

Councillor Rollins: Thank you, Mr. Deputy Speaker. I did prompt the author of the motion to speak, and I...I'm grateful that he did. This weekend, the last weekend, sorry, fake news had a toll on businesses in my ward when a bunch of baloney was published in a tabloid, resulting in 500 maskless individuals shutting down businesses at The Forks. Businesses that had opened that day wanting to make an income for their staff, only to have their staff have to close. Mom and pop shop, shops that employ Winnipeggers, had to close because of 500 individuals, and fake news played a role. Fake news, a baloney publication that encouraged people to gather during a pandemic without a mask to listen to a Nazi sympathizer, a Nazi. Closed down businesses at The Forks. So, it is with that context that I will be supporting this motion. It is with that context that I think is the real issue and why, yeah, I support legislation at the federal level, and it is yet to be determined. This government had suggested that they were going to consider and promise tax credits. That may not be the case of another government, but this was...this motion was written carefully. I think the author would even call it innocuous. It was written carefully to not assume, not bind our hands, but what should be of a concern is the collapse of media that we have seen resulting in layoffs that we have seen. And because it calls on us to act, we must protect democracy in this way. We must protect democracy. I was elected to do it. I believe you were, too. And it's a pretty important vote to get behind, and I think it does leave the door open. I'm comfortable, and I'll be supporting it today.

Mr. Deputy Speaker: Thank you, Councillor Rollins. Madam Clerk, is there anybody else who wants to speak?

Clerk: No, there are no additional speakers.

Councillor Eadie: Okay. Then I am…oh, the Mayor can close on…I keep forgetting whose committee this is.

Mayor Bowman: Yep, we're still on Executive Policy Committee at ten to five. So, I'll be quick, for those following along and still with us. Mr. Deputy Speaker, I'll…I'd like to just comment briefly on what this recommendation is and what it isn't. I respect the views of members of Council including Councillor Gillingham I think articulated respectful reasons for voting against it. I don't come to the same conclusion. I do believe that this is a motion that essentially provides support to the media and their advocacy efforts. There's no...and I do...I appreciate the concern that Councillor Gillingham is raising. That's why he's the Finance Chair because he does scrutinize financial matters. The one thing I will say though is this motion does not prescribe nor does it call for financial support from either city hall or expressly, at least, from other levels of government. I know that that will be debated and discussed in Parliament in due course by parliamentarians, but as a…you know, this is a motion that was brought forward by Councillor Mayes. I supported it when it reached Executive Policy Committee, and will continue to support it here today. It's interesting to hear about everyone's experiences in the media because there's been a number of people who have contributed in various ways to news outlets. One of my first jobs was delivering the Winnipeg Free Press. And I wrote professionally for the Winnipeg Free Press as well as for the Winnipeg Sun for a number of years and respect immensely the work that our local newspapers and other electronic news outlets provide. Of course, the person with the most experience I think in this room, from what I gather, 95% of his professional career in the media was Councillor Klein. I would love to learn in detail what he did for the other 5% at some point. And I think that, you know, what I would say is concerns about elected bodies providing funds to news outlets is a pretty big claim and concern. Advertising in an open and transparent way I think is entirely inappropriate. In fact, we're prescribed under provincial legislation in some cases to make notices available in newspapers. But it's one thing to say

we shouldn't fund the media. It's another to do something about it. Shortly after taking office, we learned through, I think it was the Winnipeg Free Press if not CBC, that the former mayor had cut a cheque for $66,000 to Councillor Klein's former employer, the Winnipeg Sun.

Mr. Deputy Speaker: Thank you. Good point. It's a good point of order. Actually, Mr. Mayor…

Mayor Bowman: Sure, I can rephrase it.

Deputy Speaker: Mr. Mayor, you should...no, no, I just want to be clear here. Decorum is we don't attack people on personal items.

Mayor Bowman: I'll speak to the issue at hand. The issue is whether or not it's appropriate to fund the media, and what I will say is upon taking office, within weeks of taking office, we learned that $66,000 had been provided out of the Mayor's Office to the Winnipeg Sun. And I acted on that, requested that that money be repaid to…back to City Hall, and it was, and I thank the Winnipeg Sun for doing so. I don't think it's appropriate for members of Council or the mayor whomever that mayor is, to provide funding in that way. And so, it was reported. I'm simply responding to claims that we shouldn't be funding the media, and of course, I would agree with that, and I've acted on that. If we want to represent not just journalists, but also members of the public who want to have access to information, I would encourage all members of Council to support my ongoing advocacy at raising concerns about Bill 49 which is going to aggravate the timeliness of information that the members of the media will be able to get information from public bodies including City Hall. And so, if we do want to have that free flow of information in a timely way, I would urge all members of Council, especially those with extensive experiences in the media to support the advocacy efforts that I've been leading on here in raising concerns about Bill 49. And I would also urge members of Council to consider supporting this. Again, I'm comforted and it doesn't provide direct funding to the media. I wouldn't support it if it did, and I'll be supporting it, Mr. Deputy Speaker. Thank you.

Mr. Deputy Speaker: All right. I'm just going to call the vote. Does somebody want it recorded? Yeah, okay. All those in favour of Item 18, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

Councillors Allard, Orlikow, Rollins, His Worship Mayor Bowman, Councillors Browaty, Eadie, Gilroy, Mayes, Santos and Schreyer

Nays

Councillors Chambers, Gillingham, Klein, Lukes and Nason

City Clerk: The vote Mr. Deputy Speaker, Yeas 10, Nays 5, with Councillor Sharma absent.

Mr. Deputy Speaker: Yes, that's correct. Motion…Item 18 carries, and thanks. If we could call the Speaker back.

Clerk: Councillor Sharma's back in her chair now.

Councillor Eadie: Oh, she is, okay. It's too bad. I wanted to debate that one because I happened to know a lot about...a lot about media and actually trying to fight against the big kids, so anyway. All right.

Madam Speaker: Thank you, Mr. Deputy Speaker. Onto the next item, Item 18, Madam Clerk.

Item 19 – Business Improvement Zone Governance Review

Madam Speaker: Thank you. Mr. Mayor.

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

Madam Speaker: Thank you. This was stood down by? Okay, Councillor Eadie, you have the floor.

Councillor Eadie: Thank you. I'll be really quick. It's a really good review the Auditor and his department conducted. I'm sorry, what? Anyway, I'm in support of this. It makes a good recommendation about making information more accessible for governing and, you know, stating the purpose of what business improvement zones do. I just wanted to point out that,

and the Auditor does point that out, I believe in the foreword of it, of this report. It was generally a review. It presents information that, actually, a number of councillors around the table have been concerned about and how we can help facilitate the efficiency and effectiveness of business improvement zones in Winnipeg. And so, very difficult at this point, but I'm sure some councillors may take up a motion to actually look at various amendments to establish a business improvement zone and various things because well, COVID is actually showing how difficult it is for the small business improvement zones to actually accomplish the goals of an improvement zone and so on. And we really need to look at...some of the other cities have an easier means to establish a business improvement zone and I think we should really look at that and other issues. So I'm of course in support of this report. And just thought I'd remind councillors that I know of one colleague that would probably be very interested in moving a motion at some point to look at how business improvement zones and making things so that they can be more efficient and effective in delivering their members levee dollars to…and leverage other dollars to help their businesses survive and work well in communities, frankly, that are struggling as well. Thanks, Madam Speaker.

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

Mayor Bowman: Thank you. I'll just call for a recorded vote.

Madam Speaker: Thank you. All in favour of Item 19, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

City Clerk: The vote Madam Speaker, Yeas 16, Nays 0.

Madam Speaker: Thank you. Item 19 passes. We're now moving onto by-laws, Mr. Mayor. Oh, pardon me, we have one other item here. It's Motion No. 8. It's moved by Councillor Klein and seconded by Councillor Schreyer. It's regarding organics, and it will be an automatic referral to the Executive Policy Committee. Now we'll have by-laws, Mr. Mayor. Thank you.

EXECUTIVE POLICY COMMITTEE
MOTIONS

Motion No. 8
Moved by Councillor Klein,
Seconded by Councillor Schreyer,

WHEREAS landfills are wastelands hazardous to both the environment and human health;

AND WHEREAS even after a landfill is closed, it must be monitored indefinitely into the future for contamination of surface water, groundwater, leachate, and landfill gases;

AND WHEREAS operation and continuous expanse of landfills, as well as the post-decommission monitoring, costs the residents of Winnipeg tens of millions of dollars each year with net lifetime costs in the hundreds of millions of dollars;

AND WHEREAS City land is limited, and dedication of land to a landfill will cause large swaths of land and the surrounding areas to be useless to the residents of Winnipeg for other purposes and future city revenues;

AND WHEREAS garbage collection and disposal removes valuable citizen tax dollars which could be used on higher rate of return investments to improve the quality of life for residents;

AND WHEREAS Water and Waste Department data indicates that each year the residents of Winnipeg trash between 170,000 and 210,000 metric tonnes of garbage;

AND WHEREAS Water and Waste Department data shows that organics represent 44% (approximately 90,000 Metric Tonnes) of the weight composition of the residential garbage stream;

AND WHEREAS composting is recognized as an environmentally friendly practice considerate of current citizens and future generations;

AND WHEREAS on-site (home-based) composting is recognized as a simple and effective solution to divert unnecessary organic waste from landfills;

AND WHEREAS on-site (home-based) composting is a low-cost option available to over 190,000 residential properties in Winnipeg, with Water and Waste Department surveys indicating that 54% of residents currently or previously have used a backyard composter;

AND WHEREAS if every residential household in Winnipeg were to compost on site, it would cut total city garbage in half and reduce the city garbage collection and disposal budget by an estimated $20 million per year;
AND WHEREAS those who take efforts to compost on site (home-based) are diverting organic waste from the garbage collection system and city landfills, and in doing so are completing a societally beneficial action which directly reduces the current and future waste-management costs to the city and its tax-payers;

AND WHEREAS contributing to the City's cost-effectiveness and improving efficiency of City operations at the individual household level should not go unnoticed;

AND WHEREAS a portion of the reduction in expenses to the City, as a result of the actions of an individual household, should be returned to that household;

AND WHEREAS $20 million in potential savings to the City over 190,000 residential properties is approximately $100 per household;

AND WHEREAS current economic hardships have significantly affected individual households, necessitating households finding creative ways to minimize costs for future years;

AND WHEREAS financial incentives encourage larger uptake of on-site (home-based) composting, and further reduce garbage collection and disposal costs to the city;

THEREFORE BE IT RESOLVED that the Executive Policy Committee be requested to direct the Winnipeg Public Service to report back within 120 days on the impact of a $100 property tax rebate to each household which self-declares that they have actively engaged in on-site (home-based) composting during the previous calendar year, and include the following:

1. *The associated costs of developing an inspection program to accurately verify that households are composting in accordance with their self-declaration (based on a random sampling).*

2. *The ability to utilize funds from the Green Infrastructure Fund to offset the costs associated with the rebate program.*

3. *A fine to any household which makes a false declaration, set at a rate which sufficiently covers the costs of running the inspection program, and recovers the falsely declared reimbursements of property tax.*

EXECUTIVE POLICY COMMITTEE
CONSIDERATION OF BY-LAWS

Mayor Bowman: Thank you, Madam Speaker. I move that the By-law No. 39/2021 be read a first time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 39/2021.

Madam Speaker: Mr. Mayor.

Mayor Bowman: I move that By-law 39/2020…sorry, By-law 39/2021 be read a second time.

Madam Speaker: All in favour? Contrary? That's carried.

Clerk: By-law No. 39/2021.

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: I move that the rule be suspended and By-law No. 39/2021 be read a third time and that the same be passed and ordered to be signed and sealed, Madam Speaker.

Madam Speaker: Thank you. All in favour? Contrary? That's carried. We'll now have question period. Thirty minutes on the clock. Any questions for the Mayor? Councillor Klein.

EXECUTIVE POLICY COMMITTEE
QUESTION PERIOD

Councillor Klein: Thank you, Madam Speaker. And I'll take this opportunity to preamble to acknowledge the other 5%. I did land scaping, I was…I cut grass for a while, I was a bricklayer, I also worked as a cleaner because I didn't have wealthy parents. I actually had to live week-by-week, and I had a couple younger brothers and we were trying to make life, make it everyday. So those were pretty much the other top five. I was a business consultant for a long time and also one of Canada's Finalists in the Top 40 Under 40.

Madam Speaker: Councillor Klein, your question.

Councillor Klein: Hopefully that's a good enough resume, Madam Speaker. The question that I have for the Mayor is, I wonder if he actually was aware, and I wasn't with Sun Media at the time, but was aware that the Sun had… had a program that the City had sponsored, which the money that he referred to earlier was for…to hire an Indigenous reporter. They were the sponsor for the…all the reports that this reporter had, would do, and that reporter would be responsible for reporting on all Indigenous items within the City and Province and the City did want that money back and that was cancelled, and that reporter was lost, and I'm wondering if the Mayor was aware of that.

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: Thank you, Madam Speaker, and I thank the Councillor for the question. I'd love to learn more about the other aspects of his career as well. I'm sure there were other jobs that he's taken on over the years that perhaps he could expand more fully on. So the previous mayor, from what I understand from media reports and from dialogue with the Winnipeg Sun at the time, we first learned that the monies had been provided out of the Mayor's Office to the Sun. From what I understand, it was $66,000. We were…we were advised that it had initially been intended for a program that meets the description Councillor Klein was…was mentioning. My understanding, however, though, is after much time, it wasn't actually delivered, and certainly when I requested the monies be paid back, from what I understand at the time, the internship had not begun. And so, I do also understand from reports, as well as commentary in some of the competitors to the Sun, that the same program was not afforded to other media outlets like the Winnipeg Free Press, for example. You know, obviously those were the days back or at least that was one example where obviously a conversation between folks that knew each other benefitted that particular news outlet for… for the…to the tune of $66,000 for the program that…that we understand, they ultimately…they didn't pursue. And so, I wasn't aware that it actually happened. I did ask for it back. I don't think it's appropriate for members of Council including the Mayor to be directly funding the media for those kinds of programs. I think at a minimum, it certainly provides a perception of a conflict. And so, I didn't think it was appropriate. Perhaps Councillor Klein, I'm not sure if… if he was working there at the time or if he had moved on to the next job that he was doing. But you know, I didn't think it was appropriate and for a Member of Council to stand today and say we shouldn't be directly funding, I agree. And that's why I took those actions when I learned that those monies had been provided to the Winnipeg Sun to the tune of $66,000.

Madam Speaker: Thank you, Mr. Mayor. Second question, Councillor Klein.

Councillor Klein: Thank you Madam Speaker. For clarity, I didn't say we shouldn't be directly funding. In fact, I said that we should not be sending a letter to the government, Federal Government, suggesting that we should directly fund because I would see that as a conflict. And I'm wondering if the Mayor now sees sending a letter asking the Federal Government to possibly provide funding to the media as a potential conflict.

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: I supported the motion as it's written and pleased that the majority of members of Council did so as well. Had the motion prescribed direct funding to the media, I wouldn't have supported it.

Madam Speaker: Thank you, Mr. Mayor. Councillor Lukes or Councillor Nason. Pardon me.

Councillor Nason: I yield. Councillor Lukes.

Councillor Lukes: All right. It's just a short question seeing as we've been talking about voting records today. I'm wondering if the Mayor can tell us, Madam Speaker, how much he's spent on the electronic voting software from his office budget for the record.

Mayor Bowman: The…I believe the voting records were implemented by the Clerk's Office. Perhaps if Councillor Lukes can provide more clarity on her question, I can endeavour to get back to her.

Madam Speaker: Thank you. Councillor Lukes.

Councillor Lukes: The clarity is out of the Mayor's Office budget, the…one of the largest in the country, what funding from the Mayor's Office budget went to support the electronic voting screens, the setup, the software and all of that?

Mayor Bowman: I can endeavour to…to let her and members of Council know once I've had a chance to look into the funds that did help contribute to…to electronic voting. And very proud that we were able to move with her support today, advancing having all votes recorded. And of course, Executive Policy Committee will continue to use the electronic voting screens that we have currently up on the walls here and of course, the online system as well.

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

Councillor Nason: Thank you, Madam Speaker. I was trying to figure out who to ask this question of. I know the Mayor won't meet with myself. I know the Premier hasn't…has been refusing or hasn't been available to meet with the Mayor, but throughout our City of Winnipeg, we've got a growing crisis. You know, we've… we've seen a task force called for the Bay. That was called immediately. But we've got unsheltered individuals, and I know harm reduction is…is, you know, safe consumption will probably be the answer. But I'm hoping that the Mayor might be able to articulate who he's talked to at the Province to call for a meeting of whole of government to address the growing crisis of unsheltered Winnipeggers.

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: I thank Councillor Nason for the question. I think all members of Council are concerned about the inequities that we're seeing in our society, and the fact that the pandemic is making much more visible for Winnipeggers, the vulnerability of far too many of our residents. I have led two tri-level discussions, Madam Speaker, that was at my request. I've met with Federal as well Provincial Ministers to answer his question. I've had numerous discussions with Minister Squires, former Minister of Municipal Relations and now responsible for…for Families. And much of her portfolio really relates directly to many of the acute issues affecting far too many of our residents. Of course, unfortunately, municipal government is often that…that final safety net when the supports of other levels of government fail to deliver the outcomes that we all desire for our residents, Madam Speaker. And so, far too often, this council is…is left holding…holding the bag, and supporting our frontline services and community stakeholders who are providing invaluable supports in time of need. Of course, the acute issues that we're seeing in our community relate to a number of issues including often, but not always, mental health and addictions, but certainly housing needs on the entire spectrum of housing. I've learned from many members of Council including Councillor Gilroy and Councillor Rollins, Councillor Santos, and many others who have been very attentive to housing needs in our community. And so, the meetings that I've had and I've facilitated, again not our area of jurisdiction, but when we need to, we take the lead and try and facilitate dialogue with the levels of government who are responsible. And so, Minister Squires, and Federal Minister Hussen, I've also had discussions with other Ministers and MPs and MLAs from time to time. But to answer his question, at the provincial level, it's…it's been discussions with Minister Squires. And I'll take this opportunity to thank her and her government for some of their investments, a lot more work has to happen to affect the outcomes that we all desire. Spending announcements are…are good, and they're nice, but we want to see results, and we want to see outcomes for the residents that we…we serve.

Madam Speaker: Thank you, Mr. Mayor. Second question, Councillor Nason.

Councillor Nason: I thank the Mayor for his, you know, eloquent points on this. Residents are demanding action cause they're being harassed, unfortunately, by individuals that are under the influence of various substances. There is no place for the individuals that are occupying transit shelters to go during the day. The transit service is sitting at 40% occupation

or utilization, sorry. So, if we're, you know, I know this falls under the next agenda item, but if we're going to restore confidence in our transit system, what is the Mayor prepared to do today to create action? What is the Mayor going to do today to create positive action on this crisis?

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: I'm sorry, perhaps my understanding is we weren't to have preambles for the follow-up questions. But I…I'm asking, maybe the Councillor can clarify which crisis specifically, he's like me to respond to.

Madam Speaker: Councillor Nason, if you could restate your question, please?

Councillor Nason: Harm reduction of the individuals are consuming substances in the transit shelters are troubling. What are you going to do to fix the problem?

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: Again, the Illicit Drug Strategy recommendations and the Illicit Drug Strategy itself was something that I led on with the support of Council. And again healthcare, addictions, these are provincial issues that don't, strictly speaking, fall in the jurisdiction of municipal government. But these are our residents, and I know all Members of Council, including Councillor Nason care deeply about their well-being. And so, I was very proud to lead the Illicit Drug Strategy, which brought all three levels of government together in order to better focus our energies in a more collaborative way to affect the outcomes that we all desire. Some of the direct results on…from a municipal perspective that we have acted on as a result of that collaborative work include the 24 hour…the 24/7 Safe Spaces that most members of Council, fortunately, have supported and advocated for. Those monies are being deployed right now. Some of the other things that we have been doing include supporting the Downtown Community Safety Partnership. This is a way in which we're better connecting residents to the services that they need, of course, this is simply downtown and doesn't directly speak to the concerns that he's raising about transit shelters in his ward, but the Illicit Drug Strategy is certainly city-wide. We've also supported previous council, the provincial government's request to transfer the Vimy site to the provincial government in support of the Bruce Oak Recovery Centre, something that was a very difficult debate on this floor. And I was very proud of the work. I toured recently with Councillor Gillingham, and I'm really looking forward to when that new facility can be opened. I think it will stand as a lasting legacy and affecting positive change in our community, and I want to take this opportunity to thank… thank Scott and Ann Oak and Darcy for all of their work in advocating in the name of…of Bruce for that facility and, of course, I'll just wrap up with, of course, the Bloomberg Harvard Initiative, which is intended to ensure that we work collaboratively with multiple stakeholders across multiple levels of government to reduce the demands on calls for services. Right now, if you call 911, we really have three dispatchable options: Fire, Police and Paramedics. And we all know that far too often, those are not necessarily the services that are required for the residents in need. Many of the residents that Councillor Nason is…is referring to. And so, what we're hoping is to have a…that fourth dispatchable option, so that we can better get the right services to people at the right time. And those are…those are some of the things that we're doing off the top of my head. I would caution, also, we need to be careful, while I…I remained concerned about what we're seeing in many of our transit shelters, it's important that we are…are not stigmatizing individuals and we're doing our best to balance the needs of those individuals as well as the needs of our transit riders and our residents, and the council is doing that.

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

Councillor Nason: Hearing about Harvard Bloomberg, the Downtown Safety Initiatives…

Madam Speaker: Your question.

Councillor Nason: I'm curious if the Mayor can articulate if these initiatives are not simply moving the problem elsewhere?

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: On the contrary, we're really trying to do what we can to deal with the root causes of some of the acute and complex issues affecting our residents, Madam Speaker. You know, simply saying you don't like something, you don't like how it looks, isn't going to fix the problem either. What is, is actually doing the heavy lifting, working collaboratively with other people, and other levels of government and other stakeholders who are on the ground in the community, trying to act in a way that's going to achieve the outcomes that we all desire for some of our most vulnerable residents. And we have more work to do. And I'll take this opportunity to urge our provincial and federal government partners to continue to do more. We want to see the outcomes that we all desire. And again, this is an area of provincial jurisdiction when you're talking about housing, health care, addictions. But we have a role to play, and I would welcome the Councillor or any…any

member of Council or the public's ideas on how we can get better outcomes. That's something we all need to remain open to with open minds and open hearts, and I'll continue to do so going forward on these difficult and complex issues, Madam Speaker.

Madam Speaker: Thank you, Mr. Mayor. Any further questions? Okay. Seeing none, let's move forward to the Standing Policy Committee on Infrastructure Renewal and Public Works. Item 1, Madam Clerk. Pardon me? Or first of all, sorry, let's go to our chair remote, Councillor Allard, to move the report.

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DATED APRIL 20, 2021

Councillor Allard: I would move consent agenda, but I think that's probably optimistic. I think we've got some amending motions on the Transit Master Plan. I would move two. I think there's amending motions on 3.

Madam Speaker: So, you move 1 and 4?

Councillor Allard: Motions on 4. So, yeah, just move two at this point, and we'll probably debate 1, 3 and 4.

Madam Speaker: Sure. One's been stood down. Four is…it has amending motions. Item 2 is the Vehicle for Hire. And Item 3 is the Manual of Temporary Traffic Controls. Councillor Schreyer. Okay. Okay, so we just…we're going to move with the vote on Item 3, the Manual of Temporary Traffic Control of City Streets. All in favour, please rise, yes. I was just getting to that. Thank you.

Clerk: Councillor…I'll assume Councillor Allard.

Madam Speaker: Councillor Allard, do you have your hand up? Item 3.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

City Clerk: The vote Madam Speaker, Yeas 16, Nays 0.

Madam Speaker: Thank you. That is carried. Madam Clerk, Item 1.

Item 1 – Winnipeg Transit Master Plan and Transit's Investing in Canada's Infrastructure Program (ICIP) Plan

Madam Speaker: Thank you. And we have amending Motion 1 going with this. Moved by Councillor Gillingham, seconded by Councillor Mayes. Motion 2 is moved by Councillor Eadie and seconded by our chair, Councillor Allard. Councillor Allard, over to you for the introduction of the item. And you may speak to the amending motions as well if you'd like or I guess they haven't been introduced yet. But go ahead. The item…Item 1.

Councillor Allard: Sure. So, I would urge my colleagues to support the main motion as well as the two amending motions, whether I'm allowed to speak to them or not, I'm not sure. This is a truly transformative master plan for transit, and I really hope that we can come together to support the main report along with the amendments. I know there's been many amendments moving up the chain from Public Works to EPC to now Council, and I hope that with those amendments will come Council's support. In particular, I think there's a huge opportunity for us to put in application for funding with the ICIP program. We've heard from the provincial and federal governments that they are interested in investing in zero emission buses of which this report and appendices supports and supports through the amendments as well. So, I mean, generally as you probably know at this point, we have had this report out, we tabled it to allow people more time to ask questions, propose amendments. We have many amendments and I thank my colleagues who brought amendments forward to work collaboratively and constructively to get them to a place where they can support the reports. So, thank you to those colleagues for doing that. So, I mean, the substantive or one of the substantive changes is moving from our hub and spoke system in Winnipeg, where basically buses go to Portage and Main and from Portage and Main, they go out to their destinations to a spine and feeder system, which is main lines and feeder lines, which has been I think touted by groups

such as Functional Transit Winnipeg as really a more efficient way of using our transit system, and I as well believe that there are efficiencies to be gained in moving to a hub…in moving to a line and feeder system from a hub and spoke system. You need to look no further than the bottle neck at Portage and Main of buses to really understand that there are efficiencies to be made in the network. And with those comments, I would like to move the main motion and also pledge my support for the two amending motions. I hope that we can be unanimous in this council vote. We've certainly had the time to debate, to move amendments, to ask questions of Public Service, and I really do hope we can all vote for transit. And at this point, if you're going to be voting against the report with the amendments, I would suggest that you are voting against transit, and you're voting against investment in Winnipeg. That's what we're trying to do with this report and with these amending motions. Thank you.

Madam Speaker: I just want to remind everyone. We can't impugn motive as to why a member is voting one way or another, and I see the Clerk nodding while I say this. And it should have been said at last Council meeting as well if you all remember at the end of the meeting. Councillor Gilling...I think everyone has heard what I've just stated, Councillor Klein.

Councillor Allard: Point of order, Madam Speaker. What do you mean by implying motive?

Madam Speaker: Impugning motive. And I'll let the Clerk…

Councillor Allard: Can we have a definition of that? I would love to know exactly what we're talking about especially if the Clerk is nodding.

Madam Speaker: Yes. So, following this, we're going to Councillor Gillingham...

Councillor Allard: Point of order...

Madam Speaker: Who will open on Motion 1. And follow…

Councillor Allard: Madam Speaker, you made reference to an organizational definition. You did not rule me out of order.

Madam Speaker: Councillor Allard, it was just said a few minutes ago. Perhaps you didn't hear, the Clerk is going to answer momentarily. Okay, you can't hear? No one can hear? Virtually?

Councillor Allard: I did not hear anything.

Councillor Rollins: Point of order, Madam Speaker. If you're asking if we can hear when the Clerk was speaking or whoever was speaking off-camera, all we could hear was you.

Madam Speaker: Councillor Lukes had the floor and she had stated that we'll get back to the point of order in a moment. Councillor Lukes had a question about the motions. Following, in a few moments, we'll hear from Councillor Gillingham who is going to open on Motion 1. Following that is Councillor Eadie on Motion 2. Mr. Clerk, back to the question Councillor Allard posed on impugning motive, which we've stated many times in this chamber since…for the last ten years since I've been here.

City Clerk: Section 917 of the Procedure By-law deals with disrespect. Section 917(c) reads as follows: when a member is addressing Council, the member shall not indulge in personalities in the course of debate nor reflect on the motives of members who may have voted for a particular motion.

Madam Speaker: Does that suffice, Councillor Allard?

Councillor Allard: I'm not sure how I'm questioning anybody's...

Madam Speaker: We'll have the rest of the conversation offline. I'd like to…

Councillor Allard: I mean, I don't hear political speech being in that definition. I'm framing the issue the way I understand that.

Madam Speaker: Councillor Eadie.

Councillor Eadie: Madam Speaker, I'm just going to quickly explain. May I just quickly explain. Councillor Allard, you referred to if you vote to get the amendments and then you still vote against the report, you're…you made it sound like that was a bad motive.

Madam Speaker: That you're against transit.

Councillor Eadie: You made it sound like that was a bad motive. So therefore, you were out of order.

Madam Speaker: Thank you. Councillor Gillingham.

Councillor Allard: I wasn't speaking to anybody's motive. I was saying if you vote against…you're voting against transit. That's not talking about anybody's motive.

Madam Speaker: Councillor Gillingham, you have the floor.

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

WHEREAS the Winnipeg Transit Master Plan (WTMP) presents a vision for transit service and transit infrastructure investments for the next 25 years.

AND WHEREAS Council approval of a plan is required under the federal/provincial bilateral agreement for the Investing in Canada Infrastructure Program (ICIP) to support the City's current request for six transit projects under ICIP that involve an investment of approximately $539 million over the next several years.

AND WHEREAS Rapid Transit capital infrastructure construction, although not included in the current transit ICIP request is a core element of the WTMP.

AND WHEREAS the WTMP identifies four priority levels for rapid transit infrastructure expansion across the City, which are described on pages 62 -65 of Section 7 of the WTMP.

AND WHEREAS the four proposed priority levels for rapid transit infrastructure have a class 5 cost estimate of between $588 million and $1.1 billion measured in 2020 dollars.

AND WHEREAS the rapid transit investments are a significant future cost element of the WTMP, but they do not currently have a funding source or a timeline for construction.

AND WHEREAS the City should not consider approving Transit Oriented Development plans that are based on future development of any of these rapid transit projects until such time as Council has determined the priorities for these projects and funding is in place.

AND WHEREAS it is critical that Council be provided an opportunity to review, prioritize and approve all future rapid transit capital infrastructure projects in the WTMP prior to awarding any construction tenders for this purpose.

THEREFORE BE IT RESOLVED that Item 1 of the Report of the Standing Policy Committee on Infrastructure Renewal and Public Works dated April 20, 2021, be amended by adding the following new Recommendations and renumbering the remaining recommendations accordingly:

"15 That the Public Service update the Winnipeg Transit Master Plan, including the rapid transit capital investment priorities, approximately every five years (aligned with updates to OurWinnipeg), and submit the updated plans to Council to review, consider, debate and ultimately prioritize the rapid transit corridors in the plan;

16. That consistent with current City practice, the Public Service finalize designs and class 3 cost estimates for the rapid transit corridors to the satisfaction of Council prior to awarding any construction tenders for this purpose;

17. That should any additional funding become available for preliminary design of Rapid Transit infrastructure beyond the City's current ICIP application and before a 5-year update of the Winnipeg Transit Master Plan is presented to Council, the Public Service provide an update to Council on the prioritization analysis prior to the submission of any funding applications for any further preliminary rapid transit design."

Councillor Gillingham: Madam Speaker, frankly, through you to my colleague from St. Boniface, you have issued a call to order. So, I think we should all respect that. So, thank you very much for recognizing me to rise on this report. This is a 25-year plan. It is a very massive undertaking, and it represents as the report indicates, a significant shift. It's a whole new transit network plan. It's a different way of doing things. And in a moment, I'll introduce...because I'm speaking right to the report and to my motion as well right, Madam Clerk, to do both at once, the motion? Okay, so.

Madam Speaker: Yes.

Councillor Gillingham: The city's future transit needs cannot be met by the current transit system. And so, as requested, the Transit Department has gone out, consulted, analyzed, looked at the current system, imagined a future system as we, as Council, called for. It is a...as I said, it's a 25-year plan, so there is a lot of debate by many councils in future years yet to come. There's a lot of approvals, adjustment, changes that inevitably will need to be made. Class 5 estimates will need to move to Class 3 estimates. Most likely projects will be…will be reworked in that 25-year span. So, we're by no means near the end of the transit master plan. This is really just early days. But this plan certainly calls for an investment to build a Transit Master Plan and to build a transit system that will serve the needs of the future of Winnipeg, a future city. And so, I'm supporting this plan today. It's a good plan. There's a lot of 'subject tos' in it; subject to Class 3 estimates, subject to written confirmation of federal/provincial funding. The projects within it, many of them are scalable, many of them yet details to come in future years. I thank Councillor Mayes for his help and participation. He asked a lot of good questions. A lot of us, you know, saw the e-mails that go back and forth, heard the discussion. He asked a lot of good questions of our department and brought some clarity. And I thank him for supporting this...the motion to second this motion. And really, the goal of the amending motion today is really to reinforce Council oversight of the Transit Master Plan throughout the next 25 years. And further, to reinforce the need for Class 3 estimates to be developed to the satisfaction of Council before planned infrastructure projects proceed. You'll see that it's...in one of the whereas', it talks about it's critical that Council be provided an opportunity to review, prioritize and approve all future rapid transit capital infrastructure projects. And so, today, the projects that we are contemplating are here within the report. There are six of them. It's obviously not all the projects are being approved or even being contemplated for approval over a 25-year plan. There are six projects to be approved here. And again, some...the ones that don't have a Class 3 estimate, it's subject to a Class 3 estimate coming back to Council. So, just read into the record maybe highlights of the resolution, "That the Public Service update the Winnipeg Transit Master Plan including the rapid transit capital investment priorities approximately every five years, align with updates to OurWinnipeg, and submit the updated plans to Council to review, consider, debate, and ultimately prioritize the rapid transit corridors in the plan." Next, "That the…consistent with current City practice, the Public Service finalize designs and Class 3 cost estimates for the rapid transit corridors to the satisfaction of Council prior to awarding any construction tenders for this purpose." And then finally, "That should any additional funding become available for preliminary design of rapid transit infrastructure beyond the City's current ICIP application and before a five-year updated Transit Master Plan is presented to Council, the Public Service provide an update to Council on prioritization analysis prior to the submission of any funding applications for any further preliminary rapid transit design." So, that is the amending motion. Madam Speaker, I think it's important to point out as well to remind everybody that approval of a plan is required under the terms of the federal-provincial bilateral agreement for investing in Canada infrastructure programming to support the current…the City's current request for the six capital projects. And so, that is certainly another reason that I'm supporting this plan at this point. I also want to thank Councillors Eadie and Allard for their amending motion. I will be supporting it. Certainly appreciate the reference in strengthening that aspect of the plan as well. Thank you.

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

Councillor Eadie: Yes, just for a point of order about…am I able to just introduce this aspect of...

Madam Speaker: This is your opportunity to introduce Motion 2 and speak to the main item.

Motion No. 2
Moved by Councillor Eadie,
Seconded by Councillor Allard,

WHEREAS a universally accessible transit system in Winnipeg needs to consider winter aspects in transporting as many users as possible across all components of the transit system's assets;

AND WHEREAS educating potential users on the logistics of using the new universally accessible transit system will be essential in massing enough users to support the mass transportation system;

AND WHEREAS the "on request/on demand" service will operate in the very same fashion as Transit Plus's service with its new mandate under provincial legislation and other demanded policy changes (family of services);

AND WHEREAS P3 roads, bridges and transit corridors incorporate maintenance payments through department/utility payments from tax payer dollars to the private sector entities for many items such as snow and ice removal, and P3s like the Disraeli Freeway and bridges actually then pay the City of Winnipeg to remove the snow and ice conditions;

AND WHEREAS departments and utilities internally pay SOA's and other utilities for many services, equipment and facility charges under the city's financial structure;

THEREFORE BE IT RESOLVED that Item 1 of the Report of the Standing Policy Committee on Infrastructure Renewal and Public Works dated April 20, 2021, be amended by adding the following new Recommendation 15 and renumbering the remaining recommendations accordingly

"15. That when implementation plans are created for Appendix 1 Section 8.2 Transit Accessibility, Appendix 2 Short Term Network Plan and Appendix 3 Long Term Network Plan, the Public Service be directed to include the following:

A. Higher standards for clearing snow and ice around all route junction bus stops and pedestrian pathways from one route to another, including a funding source for associated costs to meet those standards;

B. A communication plan for educating riders on how to use the new components of the system independently, developed in consultation with stakeholders from the disability community.

Councillor Eadie: I have to speak to the main item? I won't have a chance to speak to the whole thing? Okay. It's a large report, Madam Speaker. Anyway, well I do close…yeah. All right, because I hate to do it. Or anyway…okay Madam Speaker, the amending motion that Councillor Allard and I are moving forward is, you know, it is a master plan. Overall, I have to say, from my perspective, it was good from an overall perspective, but Madam Speaker, there's a lot of talk about making an accessible system. And yeah, the detail guidelines and different things that make the system accessible, yeah, that doesn't belong in a master plan. But Madam Speaker, a master plan has to acknowledge that we are implementing a similar kind of frequent network system here that has been successful in non-winter cities. This thing had to…and I understand about the debate about safety as well because safety is a factor for persons with disabilities as well or people with just mobility limitations. But so Madam Speaker, in the report it does refer to examining over a thousand bus stops and apparently on the new...one of the new lines connected to the...one of the feeders or whatever you want to call it, it connects to the blue line, apparently out in Lindenwoods, there's like…there's a whole bunch of bus stops that aren't even…bus shelters that aren't even accessible in the summertime. Now I know that Transit is supposedly working on that, but these are things that, you know, you don't really hear the details or you don't see that in the master plan. But anyway, so what is really good about this is that Councillor Allard actually seeing the importance of acknowledging that we have a winter city and that the assets of where the junctions are, Madam Speaker...because this thing is all based on making connections to other routes to get to where you need to go. And if you can't get across the intersection to the other bus shelter or whatever, that's part of Transit's asset. It's not Public Works' asset, okay? There needs to be a higher standard because Public Works, for generally going on streets and for a number of bus stops, I have to say that the standard needs to be risen in order for this system to be accessible. Because Madam Speaker, there's a whole bunch of people who get denied their ability to use Transit Plus. Aggravation as I call it, but supposedly we're going to improve that, and that's good, that's in the plan, a family of services. But really, to make this all work, really the paths to take you to the different bus stop that you're transferring to...if we're going to deny, say, seniors with mobility limitations that still don't qualify them to ride or use Transit Plus well, we better make it accessible. So, it's...and, you know what, it's actually going to make it a lot easier for everybody to get to their junction bus stop. Because these ones are...you know, you might be connecting to a frequent one or you might be connecting to one that's not as frequent. You want to be able to get there because who knows how the bus timings work, right? In the winter, it's hard to move fast and our intersections now are accessible for people who are blind. It's great, you know, that's good. We have audible signals. We know when we can cross. And most of these junctions are where we have regional roads and lighted intersections. So, it's very important to have that higher standard. The communication...you know, there needs to be a plan to help people who...to understand how they can better use the new system. For example, with the on-reserve...or on-reserve, what is it? On request. On request service. There's no reason why somebody with a mobility limitation can't use it and there's...in this thing, it talks about looking to see if on request can be feasible for transporting people with mobility limitations, Madam Speaker. It's not feasible. The provincial law that's coming down is going to say, all your vehicles need to be accessible, Madam Speaker. So, if I have a disability and this is happening right now with the Dart service, there are people with mobility limitations and they're calling the on request line and they're using that, which is good because, you know, the more people you put on the on request vehicle, taking them to usually what is a hub stop or whatever you want to call it so that they can get on to another place you know what, the better. It's a mass transportation system, Madam Speaker. So, this is a good motion. And I have to…I'm going to just quickly say, you know, the rapid transit lines and everything, they're all great except I want to point out. I'm not going to vote against the Transit Master Plan because of it, but I want everybody to know that the Federal Government

has more in mind than just, you know, funding transit, they've got the climate change aspects to it, using electric, but they also expect…and they have control over the railways. They have great influence over the railways in this city. And so, to discriminate against the needs of the people of the North End to get under that underpass, the gateway to downtown, to discriminate and not actually...you know, you're providing for a pedestrian bridge, AT bridge over Pembina Highway, actually, that's part of this route, this is all in that plan. There's plans to gateway from the south coming over the Norwood Bridge, the Queen Elizabeth Bridge, they're not taking away the accessibility for pedestrians and cyclists. You know, that's a gateway we're spending a big chunk of money to connect in to downtown, that's part of the downtown project. This thing discriminates…discriminates against the north gateway into downtown. The west gateway from Portage seems to be pretty good. It has no challenges in terms of bridges, underpasses and so on. But you know, when you're looking at this plan...so, make no mistake, my legacy, I will leave because I won't be here when that project comes along, but I'm leaving a legacy with the people of the North End, of West Kildonan, of Old Kildonan that when the City applies to the Federal Government for the money…

Madam Speaker: Councillor Schreyer moves extension. All in favour? Contrary? That is carried.

Councillor Eadie: When the federal government…when we apply to the provincial and federal government in due time for that Main Street underpass, make no mistake that the public will know to go to the Federal Government and deny funding…deny until you meet the needs of the North End like you do on Pembina Highway, like you do on Waverley underpass. We have to do it. We have to do it. And I'm sorry to get so emotional, but I have to say, it's discrimination. It's all about money. Oh, the liability, we're going to have to take on the money to maintain the underpass now, CPR won't have to anymore if we do this. Well, you know what, are we not responsible for the underpass under Waverley? Are we not responsible for the underpass under Pembina Highway? Well, we put it to a P3, Madam Speaker. But you know, we provide for motor vehicles, transit, pedestrians and cyclists. Remember that. And that's how City administration...it will get denied for funding with the federal and provincial government because there will be a fight. We have no control internally from what I read and what I'm told, a little more control is being given by the motion from Councillor Gillingham and Councillor Mayes, I will support that. But…and I will be voting for this plan. But make no mistake. There will be an accountability in the future. We all may not be on Council when that comes, but there will be a people there ready to stand up and shut down your funding requests until you meet the needs of the people that are of the North End, West Kildonan, Old Kildonan.

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

Mayor Bowman: Thank you, Madam Speaker. I appreciate the passion and the advocacy of Councillor Eadie. This Transit Master Plan is intended to provide a modernized transit service in every singly corner of our city and that's because every transit rider in every corner of our city deserves a modernized public transportation system. And so, I am hopeful that we can support the plan as well as the ICIP funding request today. I want to begin by thanking our chair. Councillor Matt Allard has put his leadership skills. He's exercised them diligently over the last number of years to see this plan to fruition to have it here for Council's deliberation and I want to thank him for his efforts as well as all the efforts of members of IRPW and all of their work in deliberations at the committee level. The…I was grateful for the fact that Councillor Allard laid the matter over for an extra month, not something that's typically done in order to provide all members of Council and the public with greater time to scrutinize an incredibly important master plan. I also despite what we have heard earlier today, I appreciated the Public Services' two Council briefings that were offered and as well as the offer for a third which I understand one member of Council, I think Councillor Eadie had expressed an interest in, but I don't think that anyone else had. So, that level of ability for all members of Council to obviously get their questions answered so they can have…make an informed decision today was afforded in addition to all of the publicly available opportunities at the committee level to scrutinize and to provide amendments. I think both amendments are worthy of supporting. I want to thank all of the members of…councillor...Councillor Gillingham and Mayes as well as Councillor Eadie and Allard for their amendments. I do plan to support them and I would urge my council colleagues to support them as well. Winnipeg Transit has been in need of a modernization and an upgrade for decades, Madam Speaker. And right now, despite the best efforts of our Transit staff and our Public Service, when I...when I think about the transit system, I think it really...it really was designed for our grandparents. You know, I have been taking the 66 most of my life in Charleswood to downtown. I remember taking the bus to the Metropolitan Movie Theater when it was a movie theater. And, of course, it's been updated in the meantime, but transit really hasn't. And so, it's time. It's time for to us move forward. And it's time for other levels of government to support our efforts to modernize public transit. Fortunately, we currently have $203 million that the Federal Government has specifically earmarked for Winnipeg Transit. And so, having a plan is one thing, but having the funds to implement it are another. And, fortunately, we have federal partners who want to get $203 million to help support this plan and to deliver zero emission buses among other benefits to the residents and the riders of transit. What we need now, of course, subject to Council's approval today is a provincial partner that can quickly forward that application to the Federal Government in days of Council's positive vote today for Winnipeg Transit. And so, we've heard our Finance Minister, Minister Scott Fielding, fortunately, speak about electric buses during his budget remarks. That was a very positive signal. And I think there's an opportunity right now with the considerable investments in this plan for zero emission buses for both provincial

and federal governments to be aligned in support of Winnipeg Transit and transit riders. And so, again, I would urge my council colleagues to support what I think that are very thoughtful amendments. I think they've made improvements through the legislative and committee process. I plan to support them. And I'm hopeful that Winnipeg will support the transit plan as well as the investing in Canada infrastructure program plan so that we can really put our foot on the gas and modernize Winnipeg Transit in a timely way, Madam Speaker. Thank you.

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

Councillor Mayes: Thank you. You should listen to Gillingham on this one. And I think he's with me on the sewer thing there so you should probably listen to him on that one as well. Just trying to be as straightforward and honest as we can here. The City of Winnipeg…there's something that's not being mentioned here, the City of Winnipeg runs a balanced budget on the operating side. I remember Councillor Morantz saying to me once, $5 million left to close, if only we could borrow it, but we can't. We've got to find it. That's on the operating side. That's on the operating side that we run a balanced budget. On the capital side, we run…we have accumulated a debt of $1.5 billion. You could say, well, it's all Mayor Bowman's fault because he's put up $500 million since he got in. You could say that. On the other hand, you could say, it went up $500 million between 2010 and 2014, maybe it's all of my fault, I have been here roughly for all of that period. But we are at a deficit of over $1.5 billion, closing fast on our ceiling of $1.8 billion. With the approval of this item, and I do intend to vote for it, we will have $113 million left in room for our utilities. That includes the water and waste utility. We'll be coming back to that later today, talking some more about water and waste utility. But I do think it's important to put this in a context. We have people saying that you shouldn't do this over 20 years, you should do it over five, you should accelerate the work. Well, there are limits. There are limits to what we can borrow, there are limits to what we can do. Thanks to...we've had some good work on this. The route piece of this, I support. Some good work by Mr. Sturgeon, Mr. Radstrom on that. I support the business with the garages. I support the business with the electric buses. Also, I agree, Minister Fielding...and when I've talked to him, has also indicated some interest in those projects. I'm glad to have Councillor Gillingham thank me for my questions today. I was stopped during EPC and after asking about 20 minutes worth of questions and the intervention was, well, we didn't need to hear any of that because it's going to be a Class 3. No, we do need to ask these questions. No, I'm not going to apologize for asking questions and questions and questions when we're dealing with items worth hundreds of millions of dollars. The garage is a Class 5 estimate. Every piece of paper before you indicates the garage is a Class 5 estimate. What's the rule on Class 5 estimates? Look in your budget. Class 5 estimates carry with them an upside risk of 100%. So, is it a $200 million garage or a $400 million garage? We could have listed it that way. We had a good debate after I asked questions about the garage. The garage, I keep being told is scalable, if it's coming in high, we can always build a smaller garage. It's worth pointing out, we do not own the land on which that garage is going to be located. So, we cannot know the exact dimensions or the exact cost of it but we have indicated it will come back with a Class 3 estimate before shovel hits ground. After several do-si-dos of questions and round the mulberry bush, we did get established that if the project goes over the estimated $200 million, the City – the City of Winnipeg is on the hook for that additional risk. But this is a good discussion, this is a good debate. We are not waving a piece of paper saying guaranteed maximum price, we are being open, we are saying to the public, that could go over $200 million, it could, and we'd be on the hook for it. Nevertheless, it's a project worth pursuing. I take some pride in asking those questions, in fact. In fact, I have heard a lot of criticisms of previous councils for not asking questions about projects like the police headquarters. I'm not going to apologize for asking a series of questions about the garage and about the electric buses. That then turns to the more problematic Transit Master Plan, which as you see before you is listed at $1.08 billion. I asked for weeks and weeks and weeks to get clarification, what makes that up? There's a half page chart here on page 65. We know this; our CSO plan: $1.13...$1.15 billion supported by a 1,322 page report. We doubled that because we said that it's Class 5. 1,300 pages of detail, we still doubled it. Half a page of detail, we're not doubling it. This should trouble all of us. So, I started asking questions. I got the answer: a chart, a one-page chart. Thank you to Catherine Kloepfer, by the way, who has been a terrific hire, who actually pursued this, I think, knowing that I was going to demand this information. So, we got the chart. We got the chart April 19th, two days before EPC. It's at least a page long. Turns out it isn't a $1.08 billion proposal at all. It's an $841 million Class 5 and the consultant, for reasons unclear, went 30% up and 30% down. So, that is where you get the $1.08 billion. Why did they do that? I don't know. That's not the rule of thumb on Class 5 estimates, but that's what we've got. We've $1.08. So, I'm not going to be told, hey, you're against transit if you vote for this or you shouldn't ask questions. I'm asking questions. I will continue to ask questions. The trouble is...the trouble is, according to the Mayor's Office and some reliable people there, you can't do what you tried to do at ECP, Councillor Mayes. You cannot sever off Recommendation 1 and go forward with the buses and the garage. It will get bounced. The ICIP proposal needs to have a plan. So, what do you do? You go forward with the plan, laden with some of the caveats that Councillor Gillingham has put on there, and I thank him for that. I would note to our Planning Department, please, do not keep coming back to me and saying, well, there's going to be this line with this bridge and it's going to be mass transit. There is no bridge. There is no budget for the bridge. There is no plan for bridges. We do need to have a fulsome debate. Eadie is right. Eadie is right. We should have that debate about the north. Maybe that should go sooner than the ones to my ward. I think that is a good debate. I don't think we're having that debate. We're told today, you've had time to ask your questions and have your debate. It took four weeks to get a one-page chart breaking down some of these costs. No person on earth can discern for me what we're saying the Louise Bridge could cost. Maybe

Bjorn Radstrom could. That one person on earth, it's probably Bjorn because we are, we're funding a quarter of the Louise Bridge through here, but that would mean the City of Winnipeg would be on the hook for hundreds of millions more. So, and it would be a Class 5, so we should double that. What is the real cost of this package? Somewhere around $2 billion, I think. Why aren't we doubling it? Never did get the answer to that. Don't need to have that answer today though, but we do need to have the amendments that say, look, we have a ton of questions yet to ask about this. Why was a 30% range used? That's not what we do with Class 5s. Why are we going...what is the position on Louise Bridge? Why is that lower in priority? How much is really being funded here? What is the balance of the cost? Why on earth are we saying there's a pedestrian bridge that can be built to Lyndale Drive for $15 million less, in fact, than pedestrian bridges were built 10 years ago across narrower stretches of river. Where are these numbers coming from? I think these are all very fair questions to raise. So, from what you have seen in front of you, you can't tell that it's $841, not $1.08 billion. So, I do think we have many more questions yet to ask. You know, I see people saying, well, it's only a billion dollars, we could do that with $45 million in 20 years. Well, mathematically they're about right, the trouble is, it's not a billion, it's some other number, and we should be debating it in the context of our other billion dollar responsibilities such as the North End Sewage Treatment Plant, such as the CSO master plan. We need to have that debate about where we're going to go instead of just saying, well, if you don't like this, you're against transit. So, I do support...in fact, I'm almost obligated I think to support going forward in that if you don't vote for the plan, then we can't go forward with the ICIP request and that would be unfortunate.

Madam Speaker: Councillor Gillingham moves extension. All in favour? Contrary? That's carried. Just prior to continuing, Councillor Eadie, could you take the Chair momentarily? We have Councillor Mayes, followed by Councillor Rollins.

Councillor Eadie: By Rollins? Okay. Pardon me?

Councillor Mayes: I'll be done.

Madam Speaker: Yes.

Mr. Deputy Speaker: I'm in the Chair.

Councillor Klein: Sorry, do we need to move extension to go past 6:00 p.m.?

Mr. Deputy Speaker: We will need a motion for that. What time is it? It's…actually, so Councillor Klein, you're moving that we suspend the rules and have our Council meeting go past 6:00 p.m.?

Councillor Klein: I didn't say that.

Mr. Deputy Speaker: I thought you moved that.

Councillor Mayes: He said we'll need a motion.

Councillor Klein: So moved.

Mr. Deputy Speaker: All right, thank you. So, I'm going to call the question. All those in favour? Is there anybody opposed to that? No? Okay, fine. That means we've got the two-thirds vote to suspend the rules. Thank you. Councillor…Councillor Mayes has got an extension of time.

Councillor Mayes: Two-minute drill. All right, here's what I got from Transit, and I think some of the staff really did try to answer some of my questions. But I've got to say, in the course of this month and a half long journey, we heard all of these ICIP items were in the 2020 Infrastructure Plan. That is not accurate. We said, there's a certain number of items in this seven-year capital budget. That is not accurate. We're told it's $1.08 billion. Actually, it's not, it's less than that, it's $841 million. So, we really do need to get better specification of what is in a plan that has this big a scope. Transit staff said to me at one point, costs provided in the Winnipeg Transit Master Plan are at a Class 5 level (not yet suited for funding approval, let alone construction). Okay, we're not looking to construct. Good, but keep that in mind on the garage, right? That's a Class 5 as well and we're moving forward. So, we do need to get the Class 3 estimate on the garage and frankly, we do need to go forward with that project, but at least we're being open. There is risk here. And if we do kick in another $100 million, that's $5 million a year to service that debt. That's a big hit on the operating side. So, final comment then is, I do think…I'm not going to apologize for asking questions, thanks to Councillor Gillingham for also asking some questions and Councillor Eadie. I do think we've gotten some more understanding of this plan. The key thing here, to me, is the garage and the buses and the Mayor, I think, has spoken about that in the past. But in honour of Councillor Rollins musical quote from Eric Church, "Would you believe my story about what I'm selling if I told you the tale I'm in the middle of telling. It's as true as the blue in the grass or the green in the sky." It's a whimsical comment, blue in the grass, green in the sky. That is Eric Church, my good man. So, we need to understand these numbers better otherwise they're going to have a

tale that some people are going to say, this doesn't really add up, it's like the green in the sky. So, we do need…in honour of your musical quote earlier today, Councillor Eadie. We do need to keep asking questions, but for today, I'm…given the amendment proposed by Gillingham, I'm supportive.

Mr. Deputy Speaker: Sorry. Anyway, thanks for your discussion and debate. Councillor Rollins, it is your turn to speak to the overall plan and the two amending motions.

Councillor Rollins: Thank you, Mr. Deputy Speaker. And through you to my colleague with the romantic heart for his quote, and I will jump off with the blue line that he quotes, I think that it's apropos because, of course, we have a blue line, we have a pink line and we have an orange line. Winnipeggers asked for a bold, transformative change in their transit system, and boy, did they ever get it. I've called this a romantic plan, and I've called it because it's so very much rooted in the history of the transit system. It harks and acknowledges the history of that system and pages in this document, including the Jubilee in Osborne...first station in carts and history…women's history after World War II in this plan. I believe that it will improve bus service, their frequency and better connect to our whole city. But right in the pages, and specifically I want to talk about page 24, because page 24 acknowledges what some of what we have talked about here and what many of us on Council know that our transit system during this COVID crisis, during this housing crisis for Winnipeg, has come to support. Page 24 has a graph, and within that graph is the access to shelter systems that acknowledges the access to shelters. And I'm so grateful that equity has been considered in this plan and accessibility for all. But I want to really acknowledge partners, partners like Jess from U of W, who is also pictured in the book taking Transit Plus. I want to acknowledge the ATU. I meet with them about quarterly, our Transit union. In particular, during the pandemic they've had a story to tell about protection for Winnipeggers, sheltering people on their bus to keep warm. And so, this...that this plan reflects us in such a true way and the partners that have built it is why I'm so eager to support it today, and why I hope you, all of Council, it will be a unanimous vote too. When we say we want to augment economic development and be a friend to business, well, this is a really key vote. This is a really key vote. This will make it easier to attract businesses and draw tourists and get the city to where they need to go to work, but not only that, to their football games, to the Jets games, work, school, play, this plan sees what Winnipeggers need to do with their transit. It will be up to future councils, Mr. Speaker, to points that have already been made. It will be up to future councils and certainly, this council to get the job done when it comes to funding this plan. And that is serious business too. It builds the case for Transit but we have to, ultimately, as political actors, continue to build that case for Transit, continue to support other levels of government, and we know…we know it's been a challenge to protect the Transit budget for all of Winnipeg. We have to continue to do that. And we have a plan, we have to fund the plan now. And that will be up…that will be up to councillors going forward. I'm very grateful to all the partners. I'm very grateful and I hold as an ambition to see that blue, rose and orange line. And so, I...with that, I...Mr. Speaker, I'm an enthusiastic supporter of this plan. I'm an enthusiastic supporter of transit and the leaders in this city, the bus operators, and all of Winnipeggers that will enjoy this transformative, future and bold plan for Winnipeg. I'm excited to get the vote done today. Thank you, Mr. Speaker.

Mr. Deputy Speaker: Thank you, Councillor Rollins for your good words. Who do…Madam Clerk or Mr. Clerk?

Clerk: Councillor Gilroy.

Mr. Deputy Speaker: Councillor Gilroy would like to speak next, okay.

Clerk: Followed by Councillor Santos and Councillor Chambers.

Mr. Deputy Speaker: Gilroy, Santos and Chambers. Councillor Gilroy.

Councillor Gilroy: Thank you, Mr. Deputy Speaker. I rise in support of the main motion and the amending motions. And I'm very, very excited to be part of this pivotal transformation that we're having in the city. Our transportation, our transit transportation has not been very good. We are lacking in a lot of ways and many cities are way ahead of us in terms of transit and the ability to move people around. And as our city grows, it's going to be even more important for us to have a very transformative transit system that can move people in and around our city. So, I'm very excited to be part of this moment in history because I think right now this council is doing just that, by transforming our system and making it more functional for users. So, when I say that, I say that we're going to have lines that are now colour coded, that's really important for new Winnipeggers that are coming here to really understand their transit system, to have it colour coordinated, to have the lines syncing up to one another. And for the first time to be able to just walk down to your main corridor and be able to catch a bus every five to 10 minutes. That is huge. Not to have to look at a schedule, but know if you're living close to a main corridor, you just have to walk down and catch on the…catch the bus. Just like you do in Toronto. That's very, very exciting. I also wanted to note that under the current network that we have, only 21% of the dwellings are within a 500-metre walk of frequent services. And only 32% of dwellings are within an 800-metre walk. Now, with the proposal we're going to have 58% of the dwellings are within a 500-metre walk, and 73% of dwellings will be within a 500-metre walk. That means that more…there will be way more access for residents to access transit. And I think

that that is really, really vital if we are looking at how we're going to mode shift and encourage people to use transit. I mean, some of us, we're car drivers. You know, we might not shift, but what we need a generation to shift and the only way we're going to do that is to have a frequent service that is easy and functional for people to use to make them want to really get on. So, it's very exciting that we're doing that. And I do want to talk about some of the concerns that were raised by some of the challenges that we're going to have coming forward with funding. And we will have those debates. And those numbers are going to change. It's going to change quite differently than what we're going to see now to what we're going to see 20 years from now. So, and you know, some of us may or may not be here, but I think that right now this is our job and our role is to plan as a city and we're doing just that. And I also just really want to talk about, today we had that Economic Recovery Plan and transit is going to be key to that especially within our downtown. For the first time, we're going to have transit in a long time...the first time in a long time, we're going to have transit going down Erin and Wall Street. Those are key areas for education, three school districts are right along there. And not only there's lots of industry and now lots of businesses that are along that corridor that will allow people to access, you know, getting to work and going to those businesses. So, I think that when we look at our economic recovery this is a very pivotal time in that because our Transportation Master Plan will be making sure that we recover, because we need a good transit system for people to get to work, to be able to commute and live where they choose to want to live. And as for the downtown, in order to have, I believe, and I have heard Councillor Browaty say this in the chamber too, is that if we want to have a vibrant city it really does start with a vibrant downtown. And connectivity to the downtown has to be key. And that will be needing transit, especially as we grow. Right now, we may not…you know, you might be going down Pembina Highway, Councillor Lukes or Councillor Chambers might be able to know the numbers better than I, but maybe it takes about a half an hour. Well, it will take longer. Eventually, it's going to take longer as our city grows and as the communities outside our city grows. So, we have to be prepared for that and this Transit Master Plan is doing that. So, I just want to also take the time to really thank the administration, they've been really, really great during this, answering a lot of my questions. And so, I really want to thank them. A lot of work went on…into this. And I also want to thank Councillor Allard because he's also been there answering my questions. And I just wanted to thank him as well. Thank you.

Mr. Deputy Speaker: Thank you, Councillor Gilroy. Councillor Santos, you are next, please.

Councillor Santos: Thank you, Deputy Speaker. I would like to start by thanking the Mayor for his leadership on the Transit Master Plan and his continued advocacy with government partners to improve our transit system. Our provincial and federal partners are waiting for our approval of this plan, and we need to get these dollars flowing to our city by supporting more major capital projects like this Transit Master Plan. Estimates will never be exact. We have to trust data-driven economics to make informed decisions to support these projects to trigger the investing in Canada infrastructure program funding and start taking action now to invest in Winnipeg. We cannot be the council that misses this opportunity, coming through a global pandemic, all eyes are on us to make the tough choices to build an equitable city for the future. Just want to do a quick note regarding the two amendments that were brought forward today, I support the Councillor Gillingham and Mayes' amendment. It's very well thought out and scrutinizes our spending and that's very important. Unfortunately, Councillor Eadie's amending motion, while it has good intentions, I'm still having some issues supporting his amendment at this moment. I believe this motion could be referred to the City Snow-Clearing By-law that deals with snow clearing and ice control priorities. So with that in mind, maybe in his closing remarks he can provide some more feedback in respect to that in order for me to support his amending motion. Deputy Speaker, I will now focus the rest of my time on my motion that considers our current fair structure and policies. More people moving throughout a city is a key factor in economic growth. Our city continues to struggle to increase ridership on our transit buses. The Point Douglas Ward is home to the hardest hit neighbourhood in Winnipeg by the COVID-19 pandemic as evidenced by the recent prioritization of almost my entire ward for vaccines. Deputy Speaker, I need the support of this council to tear down the many barriers my constituents face…continue to face. Data indicates that when government removes the economic barrier to increase ridership and support mobility, the entire city will see social and economic return on investment. This is why I recommend we implement a gradual fare reduction of our current rates by 25 cents a year to meet the affordable rate target of $1. Affordable transit works within this Transit Master Plan to address the daily challenges our constituents face. An affordable public transit system plays a key role in the economic recovery of our city. The amending motion also requests the Public Service to include the additional development of a simplified fare structure system report as set out in section 8.3, page 74 of the TMP. So, how do affordable and free fares support our Transit Master Plan? Quite simply, they remove the economic barriers and provide equity in our public transit system for all to move around our city. We could provide affordable and easy access fares for Winnipeggers who are currently experiencing poverty, have lost their jobs or even been laid off due to the pandemic. I believe equitable mobility should be a priority in our Transit Master Plan. Affordable public transit provides economic relief by removing the burden of transit costs to get to work, school or even grocery shopping. As of right now, mobility is an economic privilege in our society. Not everyone is able to afford a one-way $3.05 bus fare. We need to stop seeing that the $3.05 as revenue for a public transit system. The TMP on page 74 states that our complicated structure also creates significant administrative burden. Our complicated fare structure costs us money. I would like to know how much of the $3.05 do we spend on managing, printing, disbursing over a dozen different kinds of tickets and passes, collecting a myriad of different payments, sorting cash and tickets, accounting, as well as all the other pieces of administrative costs that come with having such a complex structure. This is why we need

this report to answer these questions. We will not know if we don't ask. We should know the true costs of our current fare structure. Data indicates there are economic benefits to affordable transit instead of programs, particularly for the low-income population and families who are experiencing poverty. They're not putting that fare money. They're saved towards stocks or savings. It is spent right here in Winnipeg within the local economy. At small businesses and often towards better housing. When we support affordable public transit, our entire city benefits. People who struggle to even look for work will have the ability now to get across the city for a job interview or a volunteer shift. While social assistance, education and job programs are often the responsibility of other levels of government, affordable public transit is within our jurisdiction to make a bold and progressive data-driven policy. The further subsidization of fares essentially places public transit in the same category as any other public service investment. This is a public good, and I believe our civic responsibility. We don't expect people to pay a service fee for police, firefighters or community parks and playgrounds. But further to that, Winnipeg does not charge residents to use our sidewalks or our active transportation paths or to use our elevators. These are all examples of public methods of transportation. Think of it this way; cyclists don't pay a fee to cycle on our bike lanes. Vehicle owners don't pay a fee to the City to drive on our roads. And as of right now, we're offering a free one-hour parking in our downtown for vehicles. Our current policies reinforce systemic mobility inequities in our city. Drivers remain the most privileged in Winnipeg when it comes to mobility. Our policies clearly indicate as much. Right now, it's cheaper and more convenient to drive and park downtown for free, I must add, than take a bus. Whereas people in my ward don't often have mobility choices. They don't own vehicles. They must walk, cycle or take public transit. Governments provide services that are funded collectively by taxpayers and collectively we all reap the benefits. Public services are the essential elements of what a community deems important and why it is worth living in. Affordable transit reduces a major barrier for people we serve. We must include affordable transit to support mobility equity in our Transit Master Plan, especially with our aging population who rely heavily on our public transit system. Deputy Speaker, I'm going to need about two more minutes, please.

Mr. Deputy Speaker: Moving extension. Councillor Chambers moves extension. All those in favour? Nobody is opposed? Continue, Councillor Santos.

Councillor Santos: Thank you. We have a responsibility to develop progressive policies to support all Winnipeggers to get to where they need to go. It is within our own municipal jurisdiction and services to move the needle of economic recovery with an affordable, reliable, and safe public transit system. Which brings me to my next point; this Transit Master Plan relies on an increase in ridership. Lowering and simplifying fares for people who need it will increase ridership. Research has found out that frequency, low fares, safety and reliability have the largest impact on ridership. With the hard work and dedication by the public administration, the Transit Master Plan has successfully addressed the issues of frequency and reliability. But affordable fares are not included in this Transit Master Plan and I'm here to strongly advocate for its inclusion. A low fare system is a strategy we could research right now as we continue to plan for the future. Research shows that if buses were free or at least affordable, people would ride as much as 50% more in the first year. Dramatically reducing car use, traffic congestion, and pollution while redistributing wealth and increasing social inclusion for low-income and working people. While the increased ridership can come with increased overhead costs, affordable and fare-free transit has also shown significant administrative cost savings. Many jurisdictions in Canada have implemented fare-free transit as a temporary response to COVID-19 to address ridership and safety on transit. Comparably, Winnipeg has seen a decline in transit ridership and we need to take significant steps to get us back on track. Sorry, if I could just ask for one more minute. I'm almost done. I got a couple more...two more paragraphs.

Councillor Eadie: Mr. Clerk, is that…do we do double extensions?

City Clerk: It does require a suspension of the rules, councillor…Mr. Deputy Speaker.

Mr. Deputy Speaker: It does? Okay. That was moved by Mayor, okay. All those in favour of extending? Is anybody opposed? No, that's carried. Councillor Santos.

Councillor Santos: Appreciate it, thank you. I'll try to speak…an effective, economic pandemic recovery strategy is vital for the future success of our city. And we need to address the declining ridership within this Master Plan. it would be irresponsible to spend over $1 billion in transit infrastructure with no incentivization plan for the Winnipeggers to shift to a mass transit public…mass public transit system. This is one of the many opportunities for innovation in our city. If the Transit Master Plan is about thinking big for the future mobility of our city, we must integrate fare-free transit or at the very least, a $1 affordable fare into this plan. In closing, I am asking for your support to meet the needs of Winnipeggers who are in need of a reliable, accessible and affordable public transit system. I want to be clear here, we're not voting to reduce fares, this is a vote to request a report as a first step to investigate an affordable transit system in Winnipeg. Thank you.

Mr. Deputy Speaker: Thank you, Councillor Santos. Mr. Clerk. I forgot who's next.

Clerk: The next speaker is Councillor Chambers, followed by Councillor Lukes.

Mr. Deputy Speaker: Councillor Chambers, oh. Followed by Councillor Lukes. Okay, Councillor Chambers.

Councillor Chambers: I'm your wingman. Thank you, Mr. Deputy Speaker. As Councillor Santos was talking, I was…going through my mind was that movie 'Field of Dreams' starring Kevin Costner. If you build it, they will come. This is our transit field of dreams. If you build it, we will get that ridership. In Winnipeg, bus frequency is one of our main four priorities in terms of transit made by citizens. You know, they've said often enough to increase frequency, and that's what this Transit Master Plan is talking about. My community, residents have told me to make transit more frequent, more accessible, and more affordable. And that speaks to what Councillor Santos was talking about. Our youth and student riders have said that the City should work to improve transit services from our community to the University of Manitoba. After downtown, the second destination most frequented by transit users is the University of Manitoba. And it should be noted that over one-third of commuters on the Fort Garry Campus use public transit. They have said reduced transfer times, increased transit convenience, and improved reliability, safety and affordability. And I have heard other councillors in this chamber talk about safety of transit users as well as our transit operators. So, these are my priorities in the Transit Master Plan has identified them as their priorities in terms of the short-term objectives. I want to thank Bjorn Radstrom who has taken a lot of time during our Standing Policy Committee on Public Works to go through the Transit Master Plan and each of the questions that were raised, whether it was in delegation or by my councillor colleague, Councillor Mayes, and Councillor Mayes has been almost a dog with a bone in terms of some of these questions that he's been asking and seeking clarification with respect to the financial aspects of the Transit Master Plan and the long-term vision for 25-year plan and the projects associated with infrastructure. They've enlightened me in terms of the responses that we have received back from our Public Service, and the amendments made by Councillor Gillingham and Councillor Mayes, I'm in full support of as the basis of the information that has come back and has clarified some of the questions that Councillor Mayes was raising. I also want to thank Derek Koop, Patrick Stewart and the University of Manitoba fourth year engineering student named Matthew Pollock who also took time out of their busy days to call in, to send e-mails, to provide information to my office with respect to their interests in the Transit Master Plan. And the impacts that it will have in moving away from that spoke and hub system into the network that is currently before us reaching further into communities that are underserved here in our city. It is about that paradigm shift change that we're looking for in our transit system that will bring riders back. I also want to thank Kevin Sturgeon who took time to provide information to not only my office but one of my residents named Lorelei who was concerned with the changes to...the immediate changes that would take place and what those impacts would be on her commute back and forth to work downtown. It goes without saying that this change of plan here to increase frequency will come at a cost with the inclusion of more buses and it makes sense that we move towards electrifying...making our fleet electric because I can't say the other word...electrified our fleet. You know, because we don't want to increase our greenhouse gas emissions by having more diesel buses on the roads even though public transportation is a key in reducing greenhouse gases. It makes sense that we make our fleet electric, and that comes at a cost in terms of the north garage. So, these are all part and parcels, plans, strategies, that will help move our transit system into the future. And like I said, it's our transit field of dreams; if we build it, they will come. I'm fully supportive of the amending motions as well as the Transit Master Plan that sits before us today. And again, I want to really thank all of those that reached out to my office and provided information and their support of this...this plan. Thank you.

Mr. Deputy Speaker: Thank you, Councillor Chambers. Councillor Lukes, you are up next, please.

Councillor Lukes: Thank you. Thank you. All right, so I'd just like to put this on the record. To secure federal funding we need to have a Transit Master Plan in place. No master plan, no federal ICIP funding. That's really what is at stake here. There are two aspect business of this plan I want to speak to: the spine and feeder model and the funding. This is interesting. This is time as time goes on. In 2017, I requested a meeting with Mr. Wardrop who oversaw Transit at the time and I brought in Curt Hull from the Climate Change Connection, and in 2017, we actually zoomed in, I don't think it was called zooming, but we zoomed in Jared Walker to discuss high frequency transit, the spine and feeder model. It was a great discussion and I thought it held such great potential, but it didn't go anywhere internally and I think politically at that time in 2017, it was too much for people to fathom. I think that we were ahead of our time. But fortunately, times change. So, I'm thrilled to finally see a plan that proposes high frequency transit, the spine and feeder model throughout the city. Last year, every transit route in the Waverley West Ward was re-aligned to the spine and feeder model and it coincided with the opening of the southwest transit corridor. And also, coincided with the official shutdown due to the pandemic. So, it's somewhat hard to directly comment on the success of the spine and feeder model as ridership was down 60% and the U of M is closed. But of the calls I have received they've been very positive. And I want to say, in working with the Transit officials, we had to make a few tweaks to the feeder routes. Tweaking a feeder route has been an absolute breeze. The spine and feeder model is a proven concept that is working in many North American and Canadian cities. And directly on roads that aren't a dedicated corridor which I know some people have concerns about. We have very sharp people in Transit and under Mr. Radstrom's guidance, who will work hard to implement this plan and deal with issues. I am extremely supportive of supporting this plan so staff can get to work on this. I want to thank Councillor Eadie and Councillor Allard for their amending motion related to snow and ice clearing and the communication plan that holds great potential. Now, the second point: the funding. I want to thank Councillor Mayes for the time he has put into this. His questioning, his deep dive into the funding estimates, the funding aspects and projections. He's made some incredibly valid points. He's

highlighted countless, I guess I would say inaccuracies, and just plain odd financial situations. And through everyone's discussions, I think we all recognize the true price right now is an unknown. I worked in fund development for 15-years and through the 2008 financial crisis when the Federal Government was supporting massive shovel ready projects, funding and projects needed to be shovel ready. Like I said in my opening remarks, no master plan, no federal ICIP funding. The window to secure the funding is closing fast and requires a transit plan. I think we need to hold our noses on the pricing model and proceed to land the funding…the ICIP funding. The amending motion brought forward by Councillor Gillingham and Councillor Mayes is enabling me to support the report and amendments and ensures that the pricing will ultimately be worked out. I don't think…without a doubt…I think without a doubt, we realize it's not where we would like it to be. But we also realize we want to get the federal ICIP funding. I want to thank them for the time they extended for the phone calls and discussions with me. I want to thank the Public Works Department for supplying answers to questions that I had. I will be supporting the report and the amending motions and look forward to the ICIP funding announcement.

Mr. Deputy Speaker: Thank you, Councillor Lukes.

Clerk: Councillor Schreyer is up next.

Mr. Deputy Speaker: Councillor Schreyer, all right. Please, Councillor Schreyer.

Councillor Schreyer: Thank you, Mr. Deputy Speaker. I'm voting for the plan. I'm not voting for any costs because there are no costs at this time. And how unfortunate it is that we implied that it was a billion dollars. That's so unfortunate. People now think it's a billion dollars. Oh, can we afford that billion dollars? Well, that's really unfortunate and I think it's the obligation of City Hall to explain publicly that it's not a billion dollars, that this cost was a relative cost. These costs we used were relative to each other in terms of the now. And that's all the costs were, to give relative estimate in terms of what one was compared to the other one. So, I'm voting for the plan, not the costs. When it comes to those things, that's another issue. The issue of…like, oh, and I want to thank Councillor Mayes, because really, it's important. If you want to know the future of true budgeting and questioning, look no further. If we don't look at it the way Councillor Mayes has, we're just irresponsible. In terms of this being…making things more equitable, considering the issue of equity, diversity, inclusion that we just passed earlier today. I'm voting in solidarity with this because Councillor Eadie is. Because to me, it's really...it's sort of untenable, and to me, I'm on an ambiguous ground right now as Councillor Eadie has made the point in terms of how it is that we do not show north Winnipeg through the north Main route the same level of equity and inclusion that we do for other parts of the city. I'm only voting for this because…well, because Councillor Eadie is, and I'm…he's taking the leadership on this for actually dealing with this and for making a decision of leadership, and it's not an easy one. But I'm going along with Councillor Eadie on this. But he made the point, you know, this isn't over. As we've said before, it's one of those living, breathing documents. We don't even have the costs on these things, So, you know, let's not pretend we're...this is the whole plan. But when Councillor Eadie says there's going to be a day for some true consideration in terms of how we justify not having the same level of equity and inclusion for something that's meant to be about equity and inclusion, public transit. When it comes to what we're supposed to say is 21st century, well, Councillor Eadie hit in on the head. And my hope, Councillor Eadie, is there and I will be with him…I will be there with him. I don't know if we'll be elected at that time. I don't know where we'll be, but when that day comes, I'm going to be giving Ross a call, saying, what do we do? Because these issues aren't just issues which you vote on in Council, put out PR statement, rah, rah, we've got equity. Well, for whom? The empowered? The elites of any colour? Call me on this one. I don't care that much about that, not as nearly as much as those people that could really use the most out of an inclusive transit system, an inclusive type of economy in which those that are not included, those that are discriminated against, not just for their race, but when you layer that through other aspects of disempowerment and discrimination, what kind of society are you sustaining? So, I'm going to leave that one at that and thank Councillor Eadie for his remarks on this because they're really important. Otherwise, what's the point in saying this is about equity and inclusion and empowerment for the people that need the transit system most? It's been said our transit system cannot be met with our current transit system, our transit needs. All right, but what I do know, as well, even more so, is that our need for a sustainable economy of construction cannot be met with our current system of construction financing. It's not sustainable. So, I'll put the challenge out to you. What's more sustainable: our current form of public transit or the way in which the financing of our construction contracts, it continues to evolve into an oblivion that we have not even bothered to project? This government, this city government, not even bothered to make a five-year projection…ten-year projection of affordability of construction contracts. It's not sustainable. Our current form of transit…you can call it sustainable. I just want more buses. I really want more buses than anything else because that's when it's -30, -40, you get on a bus earlier. Oh, the bus might take two to three minutes longer, but you got on the bus maybe two or three minutes earlier. Well, that's what's most important in a Winnipeg system. But we're going to go about and create this icing on our infrastructure cake. More bus corridors. Well, all right, I'll go along with the icing, but bear in mind, I mean, we're saying we're moving into a 21st century form of transit out of the 20th century, but…you're right, but they would never have financed it this way in the 20th century. They would never have gone into debt. We built this city on what kind of debt? Over the generations...yeah, I know what you're going to say there. You know your lyrics, Councillor Mayes. So, I'm going to say we've built it on rocks and gravel, put it that way. We built this city on rocks and stones. I'm not going to sing it. Councillor Gillingham wants me to sing it. Next time. I'm not prepared. My voice

is a little hoarse. But bear in mind something: do you know in 30 years, the cost of a cubic metre of gravel has gone up 20 times? Bear that in mind. So, we're talking about affordability, we're talking about sustainability, we're talking about equity. If our transit system becomes too expensive to build it, how are we going to be able to afford lower transit fares? What's equitable about that? So, I want…we need to bear these things in mind. And when it comes to aspects like connectivity to downtown, and when it comes to aspects like including things like the Louise Bridge, and bear in mind…I mean, far be it for me to be considered…

Mr. Deputy Speaker: Move extension. Oh, I can. Is Speaker back? Sorry.

Councillor Sharma: I am, Councillor Eadie. I was letting you continue, though.

Mr. Deputy Speaker: Okay, that's fine.

Councillor Sharma: I can take it back if you'd like.

Mr. Deputy Speaker: No, it's okay. I just…I heard something over there and I thought…anyway. So, it's moved. All those in favour of extension? Nobody's opposed? That's carried. Thank you.

Councillor Schreyer: Thank you very much. When it coms to the Louise Bridge, you know, we're told sometimes, you know, don't worry about the big, big issue things, the high level issues. Don't worry about that. You know, just worry about your own ward stuff and don't concern yourself with the high level stuff. But then when it comes…if I mention the Louise Bridge, yes, I've been called ward-centric. And hey, look, I'll take the hit. I'll lose some votes on this, and I'll do this every single year. Excuse me for not being ward-centric. I'm not ward-centric. But you know, the Louise Bridge, which is, what, the second oldest bridge in the city, it's over 100 years old, it's there for a reason. It was built 100 years ago for a reason. I think it's important to northeast Winnipeg. And I see people going around the Stadacona Louise Bridge intersection, I literally have done it different times, stopped people and talked to them in the summertime as they're sitting there at this red light and talked to them out the window, where are you coming from? It's amazing how many people are coming from Garden City past the Louise Bridge to Archibald or going down Nairn/Regent, going over the Louise. It's fascinating where all these people…let alone North Kildonan and Transcona. So, you know, I don't think it's going to be ward-centric of me to say, hey, that's right, we've got to replace this bridge. Let's make this bridge bigger, better because guess what? Even if it's just not a dedicated bus corridor, guess what? Buses use bridges, and that's why I'm in favour of making sure the Louise Bridge isn't lost. So, anyway, it's not. It's in there somewhere. As Councillor Mayes says, we don't know exactly how we're going to pay for it, but let's not trivialize that. That's really important. So, I'll leave it at this. I'm supporting the plan in principle. I want to see what good can come out of this. I'm not supporting the costs as there are none and it's disingenuous to imply that this is a billion dollars. But nonetheless, let's go forward and let's take construction costs really seriously. This depends…this decides what equity is in our society.

Mr. Deputy Speaker: Okay. Thank you, Councillor Schreyer. Who do I have up next?

Clerk: You have Councillor Klein, Nason and then Browaty.

Mr. Deputy Speaker: Councillor Klein, okay.

Councillor Klein: Thank you, Mr. Speaker. And for those at home and playing along, Mickey Thomas and Grace Slick shared the vocals on 'Starship' or 'We Built this City on Rock and Roll.' This is an interesting discussion and I want to start by saying that there are many good pieces within this document, but there are some significant concerns and fears. Executive Policy Committee voted in their multi-year budget to eliminate $60 million in funding to replace 68 buses as well the elimination of many previously existing routes, one of which is in Charleswood-Tuxedo-Westwood. And then EPC fought fairly hard to eliminate the U-Pass program. The transit plan that I looked at is mostly investing in upgrading infrastructure, bridges or not, the transit garage, road work and radios. Nothing about operational expenses, the cost to service the debt and so on. One issue that stands out to me that I think Councillor Mayes alluded to with the debt ceiling, what does this mean to the North Treatment Plant work? Both of these are under utilities. When we are at a debt ceiling of less than $150 million, we have a lot of balls in the air. Does this mean the North End Treatment Plant work is in jeopardy? One of the balls could drop, so I'm perplexed by this because I support the concept of an effective and efficient transit plan, but I have to step back for a minute and go, wait a second. What does this mean at the end of the day? Sure, it looks great politically to sit here and say, we're going to invest $1 billion in transit. What happens if we hit that wall? What happens if we have a disaster, and we only have $150 million on our debt ceiling? I'm concerned about that. I looked at all the amendments today, and I thought, these all kind of came in today last minute. Many of you even saw last night, we saw some this morning. That says to me that we…yeah, we had some debate afterwards, but there's still questions not asked. Maybe we need to take a little more time for engagement and talk about this. I'm not sure that there's a deadline in applying for this. I haven't heard that yet. I did ask for the e-mail that was sent by the Province and I got snippets of it,

but I haven't seen a hard deadline. This is a 25-year plan that doesn't end with full electrification in a city where we have New Flyer that employs over 3,000 Winnipeg taxpayers, and they weren't at the table from what I understand. That would have been my first call. We need to be looking ahead if it's a 25-year plan. Better service to industrial lands, and I appreciate the motion that Councillor Mayes and Councillor Gillingham have brought forward, and Councillor Gillingham and Councillor Lukes and I were on a call with OurWinnipeg just the other day where we brought up the discussion of lands and I particularly brought up that it didn't seem to me that the Transit Master Plan and OurWinnipeg sat down and had a conversation. They did, but it doesn't look like they connected. Silos are a problem. This concerns me. It's great, again, to get behind it and say, we are the politicians that are going to put through…we love transit. But what does it mean? What are the risks? And have we considered that? We're going to close two lanes of Portage Avenue from Polo Park West, no traffic studies. Do you know the number of transportation…or transports that use Portage Avenue, especially from there? What will that do? How can you do that without transportation study? What does that mean? it's great to say it. What does it mean? What is the risk associated with that? And what if we have a major disaster? We sat here today and said, we've had all these major disasters, the trees, the storm, our debt ceiling will be near its max. Yes, it goes…we always say, well, it goes down every year. Well, that's because we pay some of it off, and then, you know, it's only a little bit. And Councillor Mayes is right, if we have to pay $100 million to service the debt, that comes off operations. So, how do you pay for all the drivers you're going to need for all the transit service when you have less money because you're servicing your debt. Risks, these are all risks associated with the plan. I'm not saying it's a bad plan, I'm saying we need more fruitful discussion. We need access to quantitative data. We need to sit down as a group, as individuals, egos aside and just have a conversation and understand, ultimately, what this means in the next 25 years for the city. We're not just putting it on the next council and the council after that. We're putting it on the taxpayers and the next taxpayers, our kids and grandkids and their kids. So, I'm…it is very confusing for me because I believe without the shadow of a doubt you have to have an effective and efficient transit system if you're going to have a successful city. I also believe that to be a great city, you have to have great services. So, if we hurt the operational budget, does that effect services? Risk, risk, risk, risk. And then I have to think about safety. We've talked about safety. We've talked…I talked earlier about the stabbing on a Winnipeg bus that is making the rounds on social media. We've seen reports now of the shield that got broken when somebody threw a bottle at a driver. We're hearing report of people refusing to wear masks on buses. People are afraid to ride the bus. We don't talk about it once in the plan. How we can fix safety, how we can address safety, how we can make it safer for the people that we want to use it. We're going to spend $20 million or more though on more heated bus shelters. We can't manage the ones we have now, and we want to build more? Risk, that's all I'm saying. I thought it was our job to understand and evaluate the risk on taxpayers. That's what I thought we were coming here to do. I think the plan's got a lot of great pieces to it. I think there's some merit to it, and I think it's a good step in the right direction, but I'm afraid of the risks that we haven't spoken about, and I'm afraid we haven't had all the questions fully answered.

Mr. Deputy Speaker: Thank you, Councillor Klein. Councillor Sharma, would you be able to take the Chair? My head is swimming. I did not sleep well last night.

Madam Speaker: Thank you. I shall take the Chair back. Thank you. We are now on Councillor Nason, followed by Councillor Browaty.

Councillor Nason: Thank you, Madam Speaker. You know, legacies are something, and this...sorry. Legacies are something that's very important and you know, in these master plans, we've got many of them coming up in the time of COVID and it's challenging. I remember being at the airport, I think it was around 2015 and the 20 Watt bus, there was a big photo op and the Mayor was there along with Kevin Chief and Lawrence Toews. Celebrated…celebratory time of a multi-partnered investigation. We got a few electric buses running a route. Well, this master plan's going to have a few more buses, so maybe that will be the swan song of a legacy of another electric bus riding on a route. The challenge, you know, and Councillor Mayes articulated, and yes, those e-mails were flying around with a lot of detail that came at the 23rd hour. You know, is it a billion? $800 million? $2 billion? I really don't understand why math is such a problem, though the Province, you know, my wife will get upset, but time and time again, we rank last in math in this province, so maybe that's why. Budget 2020, you know, when it came out, it had math errors. And if it wasn't for some smart students at U of M that really crunched the numbers, we may have disputed the numbers, whether it was 4 million or 5 million, I don't know. I don't know if we ever got a final number of how bad that math was, but what it's done is it's eroded confidence. We have a U Pass program that's in limbo right now, and if the students aren't going to be using it, that's a huge hole in this plan. COVID-19 added to that complexity by not going to school or partially going to school. They've made changes to routes in Transcona that are less than desirable. It takes longer to get anywhere as the switching downtown is problematic. As Councillor Klein alluded, there's significant safety concerns at some of our transit switch points. The affordability perspective is challenging. It's over $3 for a fare, so if somebody wants to come downtown, it's $6. You know, you've got a free hour of parking. You know, it doesn't take long to add up, though, the gas prices are getting such that it's getting more and more challenging. But we run diesel buses, so that's also going to be a significant problem. You know, when we look at low-income and marginalized residents, cutting of routes or cutting of service by a simple hour has negatively impacted residents in my ward that depend on transit that need to get home after their shift, shifts at places like Superstore or Tim Horton's. When their shifts end at 10:00 o'clock, unfortunately. Transit cut their service at 9:00 o'clock or it doesn't

start on certain days. This plan might eventually restore confidence in our transit system, but I've been looking closely at our buses right now, seeing a 60-footer...I think it's a 60-foot articulating bus with three or four people on it, running on the blue line. You know, one of our councillors, in trying to solicit support for this motion, didn't quite put it that way, but it's almost like hold your nose and vote for it. You know, it's kind of funny that one of these routes is a rose line, so it's kind of like hold your nose because this is a rose of a plan. I will likely support it, I'm still…I'm struggling with it because I'm worried because, y'all, did we right…ask the right question? Right? Oh, we could have put amendments in. Yes, we had two meetings. Yes, one meeting was two hours in length. That was back on March 4th, and another meeting on March 12th, but that was more focused on the ICIP funding, right. Because there was that big worry. There's that chunk of money out there, federal money, but we can't get it without a plan. You know, I bought…brought a bit of a prop, but it's the September 20, 2005, Rapid Transit Task Force report. It's probably three times the size of our master plan. A lot of points in there, it's a bigger font, that's for sure, but we've been kicking the tires on a lot of these concepts for a lot of years. Is the bill coming due? Possibly, but so is the Louise Bridge. So is the Arlington Bridge. Hearing Councillor Eadie talk about the underpass on Main Street, it is in deplorable state. It's so close to downtown. There's a lot of investment needed. Our community clubs, you know we've had a $50 million infusion, but none of the community clubs in Transcona are going to be positively supported by that. We've got so much aging infrastructure and we've got…we're running up against a cap. We're running out of money. So, it's great to have all of these great plans, but it's how are we going to pay for it reasonably without jacking taxes up that will negatively impact those individuals that are marginalized, perhaps forcing them out of private home ownership, forcing them into rental situations that are less than desirable. So, how do we find that balance? Because right now, we're being asked to go on faith with regards to this master plan so that we can access federal dollars. If I was the Province looking at this, I don't know. I know there's lots of talk about why they're not at the table, the 50/50 funding, the 50/50 funding, the 50/50 funding. They chose a different course. Do we have to wait for a new government? Who knows. Maybe that will be the promise. Then maybe that will be the key point that the next election will bid on, but in the meantime, we've got to serve our residents the best we can. I hope and I pray that we have an open and honest conversation that, as we move forward with this, because I know with the way this works, the votes are in the bank long before we come to the Council floor. Even though...you know, it's strange that at EPC, you know, there's three or four persons on these two motions are EPC members that these motions didn't go at EPC, they came here in the 23rd hour, and the one from Councillor Gillingham is very detailed. There's a lot in there. A lot of whereas'. So, I'll close...I'll close, Madam Speaker with, I hope that we're doing the right thing here by our taxpayers.

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

Councillor Browaty: Thank you very much, Madam Speaker. It's my pleasure today to rise in support of the Transit Master Plan before us today. Some thoughts of it: transformational, generational, aspirational, and very much made in Winnipeg. One of the best things about the City of Winnipeg compared to the rest of the capital region is the fact we have a transit system. One of the reasons that we strive and our economic development advantage is workers can get to and from a business; a factory, a restaurant, whatever on a transit bus. It is a huge advantage. You know, you talk about, yeah, it's $3, you know, each way to get there, and you know what, for some people, that is a big chunk, I get that. But compared to the cost of purchasing a vehicle, insuring a vehicle, maintaining a vehicle, putting gas in the vehicle, plus parking, the cost of owning a vehicle is very substantial. If you have a family with two workers that don't work close to each other, two vehicles is massive. Transit is still a bargain. The people I talk to want a good transit system, not a cheap transit system. A system that works for them to get them where they want to go when they need to go. It has to be affordable, yes, but not a cheap transit system. If you look across the country, I think Winnipeg Transit is very much on par or on the low end of major cities with transit systems. We're not that far out of whack. I am sensitive to it. You know, I'm not saying we double our transit fares tomorrow, but we do need to be sensitive and we do need to make sure that we have a quality system. This is the type of thing that really excited me about municipal government. I'm not, you know, excited about Food Councils and equity, diversity and inclusion. They're important. They're important. But you know…you know what…not that I'm against any of those things to be fair. It's those are meat and potato issues, like, you know, getting the, you know, the trains to run on time. You know, when I was a kid, I loved playing Sim City, designing cities, you know, figuring out where you put industrial areas, how you get people to move around in your city. This is what we're doing here today. This is that meat and potatoes municipal stuff that, really, I get worked up about. This is why I'm here. And this is exactly what we're, you know, this is the type of planning we need today again, generational. Our transit system, up till now, has been a huge hub and spoke system with everything leading in and out of our downtown. We're now moving towards a frequent grid system that's going to change things a lot. As I've said at previous…at EPC and at Public Works, you know what, this probably for 80% of people who want to use transit or are using transit today, a better transit system. But you know what, there's probably going to be 20% of people that, you know, use some rather, you know, even frequent, but obscure routings that are going to be inconvenienced by this. If you're, you know, somebody who always goes on north Main and goes out to Corydon, you're probably going to have to change your buses going forward with this new system. You know, the Henderson Highway route with the frequency that goes to Polo Park, that might not be, you know, as frequent as it is today, but it will still get you from A to B in the same type of time, but you may have to transfer. So, this is a different transit system. But I think when we're all done, this is going to be a better transit system. That's some of the short-term network changes that don't necessarily involve huge increases in operating. So, let's talk about dollars for a moment. You know,

we have to be cognizant of the fact that right now we have a national government that seems quite...I'm going to just…I want to say hell-bent, but that's not the right word. It's too strong of a word for this council chamber. Determined. Thank you, Councillor Chambers. A national government that seems very determined to curb greenhouse gas emissions and push us towards a green economy, and they are prepared to throw buckets and buckets and buckets of money at transit. It's good for city building. I don't question that. And you know what, we need to be ready. And this Transit Master Plan will put us in a good position to be ready when those buckets of money come from Ottawa. If we don't take them, they're going to go to Ottawa. They're going to go to Calgary. They're going to go to Hamilton, to London, Ontario, Quebec City, Halifax. If we're not ready with a plan, we're going to lose out. That hurts our city's future, that hurts our ability to attract new businesses to Winnipeg, and it hurts our ability to keep Winnipeggers in Winnipeg if the opportunities are elsewhere. A quality transit system matters. I voted for phase one of rapid transit. Why? Because it dealt with those bottle necks, you know, near our downtown, you know, through Confusion Corner and you know, getting, you know, past up to Jubilee. I voted against phase two because I didn't see the operational benefits of adding that second phase. What I love about this Transit Master Plan is the way that they're going to have…use the high line and such to get around some of those bottle necks in downtown Winnipeg but primarily, improve service on those key downtown routes…or key routes throughout our city. It's mostly on-street, but it's a good network that's being proposed that, in my mind, takes that, you know, we'll call it cheap Main Winnipeg solution, but actually provide a really good bang for your buck going forward. At some point, will we, you know, take advantage of building new off street means? Sure. Maybe we'll do rail one day. As we go to million people plus, that's still a possibility in the future. But what we have here is a good, reasonable and I think financially prudent plan for the time, for the moment. So, again, I encourage everybody to support today's plan. Is everything perfect? No. Will things change? Absolutely, but it's a great starting point, and I encourage everyone here to support it. Thank you.

Madam Speaker: We'll now go to Councillor Eadie for the close on amending Motion 2.

Councillor Eadie: Thank you, Madam Speaker. Well, to close, I want to close on the accessibility. This is the motion that Councillor Allard is supporting because he actually does understand that people will use a transit system that's…if it's more accessible, that means it's more convenient, Madam Speaker. And so, whether you believe whose responsibility...I heard a comment today that, you know, everybody's isolated in this pocket and that, and you know, the reality is, is that, you know, the transit utility...and in my motion, I explained it all, the transit utility's actually through the taxpayers' money. The transit system is paying to clear snow along the blue line as it exists today. We're actually...the transit system money, their money, you know, they're all…oh, no, this is their money. Oh, that's their money. Oh, this is their money. Well, Madam Speaker, technically it's our money. We, meaning all the Winnipeggers who pay their taxes. That's business taxes, whatever taxes you're paying. And actually, this frequent transit system is going to be way better for business. They have a big stake in seeing that we have a proper mass transportation system for the public that is affordable, and...but the fact is that the utility called Winnipeg Transit has to take responsibility for maintenance of what, really, is their assets sitting on Public Works. But it's all Winnipeg's assets. And other departments, Madam Speaker, they pay the SOAs. They're paying the Fleet Management. We've got departments paying Fleet Management money. We have departments paying a utility called municipal accommodations for that matter. Like, there's internal money flying around, but ultimately, you know, it's all the taxpayers' money that's flying around to the SOAs and from one department to another. And so, you know, let's take the responsibility to make sure that what we are providing for Winnipeggers will attract as many users as it can. I just want to speak to a little bit about…you know, the Main Street underpass isn't just about...I forgot to remind people, the rose line, somebody called it pink. I don't know what colour…it's on a map. I didn't actually…anyway, so you've got the rose line, the blue line, the orange line…the orange line goes from north to southbound St. Mary's, Councillor Mayes' ward, Madam Speaker, but you know, the Louise Bridge, it's interesting in that that Louise Bridge, it's not just about Elmwood, it's about the point. Now, I'm not quite sure, but I'm pretty sure there's a reason they built the Louise Bridge. And…but I can tell you the now called Harry Lazarenko Bridge, I can explain to you why they built that bridge, Madam Speaker. You know why they built that bridge? So they could bring the rail transit system into Elmwood when they joined Winnipeg. Can you believe that? Wow. Because of the transit system, Madam Speaker. Because of the transit system. It connected the city. It made us a whole city. I think the Louise Bridge was first created for that matter as well. That's why it's over 100…and the oldest bridge in Winnipeg is the now called the Harry Lazarenko Bridge. So, Madam Speaker, the rose line and the orange line are totally tied together whereas the blue line and the...well, the blue line is going to come all…that's quite the line. It comes all the way from the west, goes around through downtown and then goes all the way to the southwest. That's a great…you know, it's good. I like it. It's a good plan, it's a good design. So, we have to remember that, okay? Like…and you know, the orange line is coming in from St. Boniface and St. Vital or whatever, but that's where it's coming in and we provide for those connections, the blue and the orange down there. And then we have the rose and the orange line coming in up north, that's the alignment. And that Louise Bridge is important, absolutely to the point and to Elmwood and to…as Councillor Schreyer mentioned. So, you know, they're all tied. This plan is about all of Winnipeg. We can't…you know, when I first got this transit plan showed to us, they provided me ward specific stuff, which I'm concerned about. But they're asking me to vote on a city-wide plan for the future which we need, we do need it. And it is a good plan. It has many faults, but it is a good plan. And I totally agree that priority one is to get downtown. Absolutely, totally because that's where all the lines meet and come through, and that's good, Madam Speaker. So, on the changing the pricing, so really, I spoke to this at EPC, and I support that. Like, we…the real problem for users is there are people

who don't earn a lot of money, and they have to depend on public transit. That's how they get around. They can't afford cars, whatever. They're working not for those great wages, right? So, Councillor Santos' amendment, I like the idea that they're going to study it, Madam Speaker, but I can tell you in Toronto, they built the subways a long time ago, right? They've expanded and they're going to even expand their mass transportation system even more. But you know, with all those people riding on it...and there's lots of people. I've ridden the subways. I've been on the trolleys. There's lots of people using it, but they're still…they're still in Toronto. Still in Toronto, we heard from our delegations today. Toronto still has a huge amount of motor vehicle traffic on their road, so bad that if you're in there in the summer, all's you can breathe is carbon, ugh. Anyway, so you know, this isn't going to be the panacea to all. The panacea to climate change mitigation is going to be when all of our motor vehicles are using alternative fuels that don't cause climate change. That's ultimately what it is. So, anyway, I support the plan. Again, it has its problems. It is a big plan in the future, and really, you do need to consider snow in the transit plan. Like, it's part of the system. So, anyway, thanks for listening to me, and let's get on with voting.

Madam Speaker: Thank you, Councillor Eadie. Councillor Gillingham, closing on Motion 1.

Councillor Gillingham: Thank you, Madam Speaker. I will try to be brief. I appreciate all the comments that colleagues have made around this chamber today. To reiterate the theme that some have talked about, I mean, this is really a generational plan that we're talking about. This is not, kind of, a one-off little project, this is truly transformational. Councillor Browaty kind of nailed it with what he…with his comments. And it's not unlike the generational project and program that is the CSO Program, that is the North End Treatment Plant, when you know, when we were all, you know, trusting that, in due...very soon, we're going to hear from the Federal and Provincial Governments in the approval of that ICIP application. So, here we have before us this Transit Master Plan that is truly inter-generational. I don't think it's…for us, it's a matter of whether or not we're going to have a transit system. Of course, we need a transit system. It's a matter of what kind of system, what kind of network do we need for the future of our city. And we have before us something that is exciting, and it is exciting because we look at the potential and the possibilities. There is so much more to discuss in the coming years for this council for the rest of this term and for future councils as well related to this Transit Master Plan. Just a couple of things that I did want to circle back on that were brought up by council colleagues. Just to remind, again, councillors, what we have before us is we have a Transit Master Plan, but specifically, we have six projects. Six projects that we're being asked to approve subject to ultimately Class 3 funding, subject to provincial and federal ICIP funding. And to be very clear, in this plan, there is a plan to make the principle and interest payments, the repayment of the $69.5 million of debt required for these six projects, specifically for the North End garage. And the details of the repayment are itemized somewhat in recommendation number 6 but then, of course, ultimately, on page 28. And I just want to take a moment to read that portion. "The establishment of transit infrastructure reserve provides an opportunity to provide a funding source for the principal and interest payments of the debt needed to facilitate the north garage replacement by creating a new reserve, the Transit Infrastructure Reserve, and allocating the remaining two years of the total ten year .33% property tax increases from 2024 to 2025 to the new reserve." So, just to reiterate, there is a plan, a funding source to repay the debt that is contemplated in this report. Yes, the future plan, the rest of the plan, the 25-year plan, will necessitate further discussions by further councils and further decisions on debt. And just one other reminder, maybe I didn't hear clearly, but I just want to make it clear that transit debt is not utility debt. Transit debt…pardon me, utility debt is water and waste, it's a self-supporting utility. So, but it's clear on here that it's...right in the report, it talks about, you know, the amount of debt that is…room that is left. $128 million of tax support and $113 million of Utilities Board capacity will remain if Council approves this report with the contemplated $69…$69.5 million in borrowing. So, I encourage all of my council colleagues to support this plan and this project. Thank you to everyone for all of their work on it and to…certainly, to all those who've offered assistance to on the supporting…amendment motions; Councillors Eadie and Allard. And again, thank you to Councillor Mayes. And I look forward to the…you calling the question, Madam Speaker.

Madam Speaker: Thank you, Councillor Gillingham. And now, back to Councillor Allard for your close.

Councillor Allard: So, I'll be brief. Thanks to everyone for weighing in. It's great to see so many great speeches and so much support for this plan. And once again, I hope we can be unanimous and send a message to the public, to all levels of government, that we are a united council, and that we want to build our transit system. And so, with that, I think a lot's been said. I think we've come to a point where many of us can support this plan with the amendments that have come forward and with the information that have come forward from the Public Service. And I hope we can get this plan passed, our ICIP applications through, and that we can build a modern transit system so that we can reach our sustainability goals and also build the city that we want to live in. So, with that, thank you, Madam Speaker. Thank you, council colleagues.

Translation of French Spoken:

Councillor Allard: Thank you. I hope we can be unanimous as a council to approve this Transit Master Plan. I hope we can advance the plan and it will be financed by other levels of government who should invest in our transit system. So,

with that, thank you to all my colleagues for their amendments, for their discussion and I hope we can all be unanimous today with all the work that has been done on Council.

Councillor Allard: So, with that, Madam Speaker, I would like to express my support once again for the two amending motions and move the main report as presented by EPC.

Madam Speaker: Thank you, Councillor Allard. Yes. All in favour of amending Motion 2, please rise. There was a call for a recorded vote.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

Nays

Councillors Klein and Santos

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

Madam Speaker: Yes, and amending Motion 1…or pardon me, 2 has passed. Onto amending Motion 1. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

Nays

Councillors Klein and Nason

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

Madam Speaker: Okay. That is carried, amending Motion 1. Now onto the main item, as amended. That's Item 1. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

Nays

Councillor Klein

City Clerk: The vote Madam Speaker, Yeas 15, Nays 1.

Madam Speaker: Item 1 passes, as amended. Looks like we all need a break. Need to refocus. There's been a few requests. How long do we want to take? 20 minutes? 15? Half an hour? Okay, 15 minutes. Okay. Let's reconvene at 7:35. Thank you.

**Reconvened meeting of
Winnipeg City Council of
April 29, 2021, at 7:41 p.m.**

Madam Speaker: Good evening. I would like to reconvene our Council meeting just after a short. It's April 29th, 2021 and we are on the report of the Standing Policy Committee on Infrastructure Renewal and Public Works. Item 2, Madam Clerk.

Item 2 – Annual Update on the Vehicle for Hire Industry and Amendments to the Vehicle for Hire By-law

Madam Speaker: Thank you. Councillor Allard, to introduce the item.

Councillor Allard: I think I will mostly wait to hear from my colleagues. I know this report is the product of much work by our Public Service. It is very much needed, in particular from our disabilities community. It's using...it's recommending using funds that are not mill rate supported but that have been generated by industry to improve accessibility. And pleased to see it get to this point and hoping that we can move it forward as Council, as the recommendations will allow for a much more streamlined process and hoping we can have a good debate and hoping that we can move this report forward. Thank you.

Madam Speaker: Thank you. And this was stood down as the vehicle for hire. Councillor Schreyer is the next speaker.

Councillor Schreyer: Thank you, Madam Speaker.

Madam Speaker: Thank you.

Councillor Schreyer: Yeah, I stood this down. I do have my concerns about this one. And basically, the era we're in in terms of the transformation within the vehicle for hire industry at the exact same time of COVID is devastating to the existing vehicle for hire industry, including here in Winnipeg. And so, based on what I have heard, based on talks with Ram Valluru, my concerns being as he stated that there was lack of consultation, that numerous questions that they have asked that they didn't get answers to, including questions of who puts in for what? Where do the resources come from? And who is or who are the benefactors involved with this? So, I wouldn't be that concerned if it wasn't for the fact that we've got a double whammy happening to the vehicle for hire industry right now. One it's in flux, so at this point you need greater consultation, a greater understanding by those parties in terms of what is going on, and what is the plan, and as well as the fact that it's taking…this is happening during COVID itself. We're talking about people's livelihoods at stake. We're talking about people's livelihoods gone. And at this very time is what I'm concerned about the process that took place as it's been explained to me by the Winnipeg Community Taxi Association. Thank you.

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

Councillor Eadie: Thank you, Madam Speaker. I rise just to let you know I'm in favour of this and I'm…and thanks to my colleague for stepping it down because I just wanted to speak to this, Madam Speaker. I supported laying this over so that the industry could make a proposal. And I understand and I got the calls from persons with disabilities and I just explained to them because I have had a…I have quite a bit...well, just like accessibility on public transit, I also happen to be somewhat of an expert. I'm not a logistics…total logistics expert, Madam Speaker, but I'm quite familiar with this portfolio as I have been City Council's representative on the Manitoba Taxicab Board, Madam Speaker. And I would just like to begin that there is a lot of pressure on the traditional vehicles for hire side of what we've created as an unfair regulated industry, in which personal vehicles for hire, which is the proper term, personal vehicles for hire. I don't care how much millions and hundreds of millions of dollars some of these personal vehicle for hire dispatch software people want to call it, what they do...and I'm not even going to call it. It's personal vehicles for hire and you know, it is good that they, you know...so somebody has an ability to bring in some money, you know, they are driving their car, that's their idea. But you know, our regulations are low on that side of the industry. We created an unfair competition. And it's unfair in many different ways, but that aside...so, they…I mean, they are paying whatever cents per trip because they don't provide accessible service. And yeah, we're being…we're using that for this new central dispatch service and that's good. But ultimately, the reason that our traditional vehicles for hire industry...and technically, buses and that are also vehicles for hire, but for this...the traditional taxicab industry, we pushed them to have more accessible vehicles. As a matter of fact, the competition in the industry was pretty heavy to get licences and everybody would go against the license here and a license there because you need to bring in...you need to deliver X number of trips per shift and per day to make a living off of a licensed vehicle for hire. And often that competition was really stiff because the logistics of being able to provide that customer service, get there as quick as you can and deliver the service and get the people to where they want to go, that is what people want. And so, in the competition area...so there is this battle for trips, but if you don't have enough licenses, you can't get the coverage to provide the level of service that you know will make you the most popular business in town. So, what happens is with the vehicles for hire license, the real problem is, is there is not enough vehicles to get the coverage for this city, for

that accessible vehicle to be there, you know, in that 10 to 15 minute window, which is what you get if you take a Duffy's or Unicity. There, Madam Speaker…so, ultimately, I really feel and understand the industry. But you know, I just wanted to say, the proposal that came forward, while it would probably work for that…for all…providing trips whether they are accessible or not because you need to get those number of trips, it just wouldn't solve the problem because the other problem is, why don't...I don't want to get into the big history, but a lot of the other accessible vehicles for hire people, you know, it was a pretty hard competition, Madam Speaker. And so, I want to first, before I conclude on this, I just want to first express my great confidence in Mr. Heather's ability to manage what really is an unfair vehicles for hire, private vehicles for hire industry. And in talking to him, he knows that it's going to be difficult because he knows logistically you have to have enough vehicles to cover it and what I…and what he has said is, and this is what it is, as this central dispatch for accessible vehicles comes into being, there are incentives that are provided in there right now. I don't think they're going to be enough to get enough of the accessible vehicles that are out there, to give the kind of coverage. But as he said, we're going...you know, we're starting this out and he does have the ability, if you read the plan, there is provisions in there for him to manage and make adjustments, to try to make sure that there are enough accessible vehicles out there who get enough trips and ultimately, we don't know what the total demand is necessarily across the whole city for that central dispatch necessarily. It's really hard to say. So anyway, it's a logistical nightmare and Mr. Grant...Mr. Heather is totally up to the challenge and I think he does communicate with all sides of the industry. He is actually a very good listener. I pointed out some stuff when the City of Winnipeg took over and they were looking at what was going to be in the by-law and all that kind of stuff, and I pointed out a problem and, you know, while they...some people ignore me, but guess what? That was one of the first...I'm not going to get into what it was, but that was the first thing he had to fix because he found out I was right. So...and kudos to that. So, I'm confident and you know, I really feel and support all the private vehicles for hire people out there in the traditional side. And let's move forward with this plan. I think it's in good hands.

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

Councillor Rollins: I just want to acknowledge the work of the City of Winnipeg's Vehicle for Hire Advisory Committee. I want to acknowledge the work and it has already been acknowledged of Grant Heather who was called by one personal advocate, a great ally to the disability community. And I want to acknowledge the work of ILRC, Patrick Stewart and so many that came in delegation to IRPW to talk about what's been in the making for 2.5 years. Since 2019, the industry has been consulted on this really good pilot project that people want and need. They want on-demand service, access to taxis and by passing this they're going to get it. And they're going to get a pilot that will result in greater accessibility and greater...and the same amount of modes that you know, you and I have. So, I want to acknowledge, too, that the recommendation brought to IRPW, first on March 11th has taken a bit of a road to get to Council and to get through the floor of Council. And I would like to thank all members of Council who, you know, are likely aware that a central dispatch is completely voluntary and that companies can choose to participate. And really, I think that many are interested in serving the community, and I look forward to supporting this this month at Council. Thank you, Madam Speaker.

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

Councillor Chambers: Thank you, Madam Speaker. I rise in support of this motion here for the vehicle for hire industry. I also want to take the opportunity...and I know it's been echoed earlier by both Councillor Eadie and Councillor Rollins, the fine work of Grant Heather, his willingness to listen, to weigh both sides, and just the amount of work that he has put into this, creating the pilot project that is good for three years and to evaluate efficacy in an effort to improve service for those from the accessibility community. He took the time to meet with Joe Masi who is representing the two companies; Unicity and Duffy's. And you know, listened and brought information forward and provided an opportunity to improve what was already a good...you know, a good system in terms of the pilot project. I also want to thank, again, Patrick Stewart who spoke and advocated on behalf of the accessibility community. And Jess Turner who spoke in delegation as well. Hearing some of the concerns that were raised in terms of individuals waiting upwards of an hour and 45 minutes for an accessible van, you know, this is not the kind of equity we want here in our city, to transport people back and forth. So, with the fact that we have now a system that will address the...certainly the late hours at night when people are trying to get home, you heard the one young lady this morning that talked about going to a wedding and having to book a night in a hotel because she couldn't get a ride home. And hopefully, this will address the concerns that she raised around accessibility and simply getting a ride home. You know, this is why I, you know, want to champion EDI: equity, diversity and inclusion because I think in a situation like this now, it does for our accessibility community, provide that equity in getting a ride home, having to wait maximum 15 minutes, you know, for a cab ride which everybody else here would enjoy in terms of calling for a cab late at night and 15 minutes later it's there to pick you up. That's what we want for our accessibility community as well because it makes them feel inclusion here in our city and full citizenship here in our city and that's what we're trying to address through this process. So, thank you, Madam Speaker.

Madam Speaker: Thank you, Councillor Chambers. Any other speakers? Seeing none, Councillor Allard, back to you.

Councillor Allard: Yes, thanks everyone for weighing in. I have heard some of the comments from...or some of the concerns from some of my colleagues in terms of the industry, weighing in or having a chance. There will be a request for proposal that flows out of this report, so if industry wants to respond to that request for proposal, they are most welcome to do that. The idea is to have a single point of contact for people so that they can dial or access one…a single point of contact and get their rides flowing from there. So, I would invite the industry to participate in that process that's being outlined in this report if this report passes Council. And I want to thank everybody for having…so, to all of the delegations for having coming out and having spoken and I think we have had some good discussions at IRPW, at Council and again today, so I hope we can move this report forward. It's a very important one to make our vehicles for hire system better. Thanks for your consideration.

Madam Speaker: Thank you. Mayor's called for recorded vote. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

Nays

Councillor Schreyer

City Clerk: The vote Madam Speaker, Yeas 15, Nays 1.

Madam Speaker: Thank you. Item 2 is carried. On to Item 4, Madam Speaker…Madam Clerk.

Item 4 – Extending the Sunday / Holiday Bicycle Route

Madam Speaker: Thank you. There are two amending motions with this. Motion 3, moved by Councillor Allard, seconded by Councillor Gilroy. Motion 12, moved by Councillor Klein and seconded by Councillor Nason. Councillor Allard, your opportunity to introduce the item. You can speak to your motion as well if you like.

Councillor Allard: Thank you. When will I be speaking to the additional motion, in terms of order?

Madam Speaker: You can do it all concurrently if you like.

Councillor Allard: So, I can address the second motion?

Madam Speaker: That's right. Your motion. I mean, the second motion hasn't been introduced, but it's been circulated, so go ahead.

Councillor Allard: Okay, so I can integrate my comments…

Madam Speaker: Yes.

Councillor Allard: On the two motions and the main report?

Madam Speaker: Absolutely.

Motion No. 3
Moved by Councillor Allard,
Seconded by Councillor Gilroy,

BE IT RESOLVED THAT RESOLVED that Item 4 of the Report of the Standing Policy Committee on Infrastructure Renewal and Public Works dated April 20, 2021 be amended by deleting Recommendation 1.D. and replacing with the following:

"D. Add Wellington Avenue between Maryland Street and Strathcona Street to the list of Sunday/holiday bicycle routes, and restrict vehicular traffic to one block of travel from 7:00 a.m. to 9:00 p.m. on Saturdays, Sundays and holidays from May 3, 2021 – November 5, 2021 inclusive, on the following routes:

i. The Sunday/holiday bicycle route shown on the first map of Schedule 15 to the Traffic By-law No. 1573/77 (Scotia Street from Armstrong Avenue to Cathedral Avenue, including St. Cross Street and Marymound Way);

ii. Rover Avenue between Hallet Street and Stephens Street;

iii. Assiniboine Avenue – Parkside Drive to Ferry Road; and

iv. Wellington Avenue between Maryland Street and Strathcona Street."

Councillor Allard: Okay. Well, so, this is...this report is the culmination of many, many conversations with council colleagues, the Public Service. We have had many delegations come out, mostly in support of this program. We...there was a curve ball in that we had an interpretation from the Highway Traffic Act, which has changed the name of the program. And in terms of the benefits of voting for this report, the amendments I'm bringing forward is house cleaning based on comments from area councillors who are looking to clarify times of day and which days that they wanted to have the Sunday holiday cycle routes. And in terms of some of the benefits of this report, if it passes, will add the enhanced holiday bike routes so there is 17 of them in total. And this would probably be in terms of lane kilometres, the biggest active transportation project that this city has ever seen. I stand to be corrected if that's not the case, but I think in terms of how much territory this report covers, I think it's probably the biggest that Winnipeg has ever seen. It will add these…17 routes will be added to the Active Transportation Strategies Document. And so, those are some of the benefits. The issue of the Highway Traffic Act, we have amended the Public Service report to have the Public Service report back in 30 days on the state of conversations with the Province to allow for changes to the Highway Traffic Act that would allow for...would explicitly allow for open streets. And I guess those are some of my introductory comments. Thank you to my council colleagues who I've communicated with. Most of whom I have had the opportunity to connect with directly either by phone or by virtual meeting. So, thank you to everyone for having gotten to this point. I really hope we can pass this motion as amended. In terms of the amending motion, I can't support it. There is some ambiguity to it. My colleagues are suggesting, having unfiltered traffic data for four weeks. The report already is going to be compiling data, comprehensive data on the project as a whole. So, I fail to understand the need for an ambiguous four-week reporting period, when that's already part of the report. If my colleagues are looking to get access to raw data, that's something I can ask the administrators if that's a possibility, and/or if there could be a motion to that effect. But I don't understand why we would only look at four weeks and not specify when those four weeks are. I'm not sure what objective that would reach, other than having an arbitrary snapshot of the Sunday holiday cycle routes while they are operating. So, I think the way the report is written is better policy. I think four weeks of arbitrary data will probably not be very beneficial in terms of analyzing the program as a whole. So, I will not be supporting the amended motion as it's been written. I also would have welcomed seeing that motion prior so that I could have discussed it with the Public Service and other colleagues. So, I…well, to my colleagues who are moving that amending motion, I would…well, I would, as I have in the past, ask for a little bit more lead time so that we can come up with something that can be supported by the Public Service and by our council colleagues. And I don't think that motion is something that I can support at this time. But I'll wait to hear from my council colleagues.

Madam Speaker: Thank you. Councillor Klein, your opportunity to introduce amending Motion 12.

Motion No. 12
Moved by Councillor Klein,
Seconded by Councillor Nason,

BE IT RESOLVED that Item 4 of the report of the Standing Policy Committee on Infrastructure Renewal and Public Works dated April 20, 2021, be amended as follows:

- *Add the following new Recommendation 6 and renumber to remaining recommendations accordingly:*

6. That the Winnipeg Public Service be directed to perform data collection on the usage of each route, for a four-week period, and that the information collected during this period be provided unfiltered to all Members of Council for review.

Councillor Klein: Thank you, Madam Speaker. As with many of the...I think over 11 motions that have been dropped on desks today, this is one that came forward and here is why; the fact is, is that quality data is necessary to inform policy, direct investments and for appropriate planning. Unfiltered data is quantified data. So, I understand that we'll get a report back, we'll see some data back, that will be filtered and presented in a PowerPoint presentation. I think it would make sense because of the division, because of the sense of division that we are hearing and we're seeing, not only online but with residents and calls from residents and e-mails, to have the data so we have something to speak to. That's all. It's just what is necessary to make well informed discussion...decisions. That's why this is moved. If I may, and I think this is the

appropriate time to talk to the motion, I did send an e-mail to all of my colleagues on IRPW, addressing an issue that residents brought forward about a concern with some of the returning restraints or non-allowing of turning at certain times that I needed to have addressed and I felt that we were communicating it well and then realized it went through the process and it was not addressed. It was ignored. I did talk to the Public Service. They are thinking about it. They're going to take a look at it, but I have to report back to my residents saying you know, I tried to have that dialogue. I tried to have that collaboration, but at this point, no. Because they want to collect data because they need quantified data before they can tell you whether or not you are right. So, why would it then be wrong to...I mean, let's run data on every one of these open streets throughout the entire process. Let's see how well they are used. Let's be able to promote that so that we can answer any of the naysayers. Let's be able to promote it with data behind it. Let's be able to talk about it confidently. That's what this motion is all about. Again, I'm disappointed that we're not moving forward with the concerns that my residents brought forward but they wanted data. The Public Service wanted quantified data. I get it. We all do.

Madam Speaker: Thank you. Councillor Orlikow. You're just on mute, Councillor Orlikow.

Councillor Orlikow: Thank you very much, Madam Speaker. And first of all, I won't…Councillor Klein's and Councillor Nason's motion, yeah, I won't be supporting that. I already thanked councillor…the councillors and EPC for addressing (inaudible) Councillor Klein is maybe talking about. His concern from his residents who actually don't have an enhanced bike lane at all, there's only two councillors that don't have one and that's their choice and I respect that. And so, but again, I do find it a little bit ironic that Councillor Klein wants to have all this data but he doesn't even have an enhanced bike lane. So, that's, again, that's what's going on here today. So, I already have, and again, talking with the administration, talking with the…Matt Allard, the Chair, and talking to other councillors, we have addressed many issues. And in the report, if someone read it, in the report it also talks about the work that's going to go on about collecting that data at (inaudible) Academy which does include that same resident that Councillor Klein was talking about regarding the turning restrictions. So…but again, so I first want to thank the residents, though, along Wellington Crescent, the adjoining streets and neighbourhoods that have reached out in support, not in support as well, and those that have also provided some very good ideas about how to go forward. While I understand that people are concerned about the inconvenience it causes and the impact it will have on Academy Road, again, I want to thank the Executive Policy Committee for including a two-month review of both Academy Road, the impact on capacity and any choke points which, again, is also addressed in the report and the willingness to do that already is in the report, but again, it is concern. We also know that we've got to check on what's going on on Wellington Crescent. Wellington Crescent we need to know what kind of usage is going on there because, again, every street is unique and that's why, again, I won't be supporting Councillor Klein's motion. In this case, Wellington Crescent is a through street. Unfortunately, it's a through street that has been resulting in lately of increased cyclists, last couple of years, increased cyclists and a larger number of vehicles that are coming from Charleswood and Tuxedo, using Wellington Crescent to speed through the neighbourhood to quickly get downtown and back and forth. Well, again, I know it's inconvenient for them and it's also inconvenient for some of my residents who live on Wellington Crescent that can only go one block, and I respect that. I respect that inconvenience. But this inconvenience is really…it's a short-term answer.

Madam Speaker: Councillor Orlikow. Councillor Klein has a point of order. Could you rise.

Councillor Orlikow: Sorry, go ahead.

Councillor Klein: I would like him to verify how he is aware that it's only…

Madam Speaker: Could you rise.

Councillor Klein: Oh, sorry. Yeah, I would like Councillor Orlikow to verify how he has confirmed that it's drivers from Charleswood and Tuxedo that are speeding on Wellington Crescent to get through to downtown. If you're going to use the statement, please verify that statement. I'm sure the residents of Charleswood-Tuxedo would like to know.

Madam Speaker: Councillor Klein, you have addressed Council with your speaking time previously. Councillor Orlikow, continue.

Councillor Orlikow: Well, thank you very much. And Councillor Klein, always willing to have a conversation with you if you ever call. But again, this is data that's been proven. We know it, so thank you very much for interrupting. However, this program is…it is COVID. It is response to COVID. Code red restrictions. And unfortunately, we have the restrictions coming out already now and I strongly believe that it's going to get much worse. Restrictions are going to increase in the next few weeks. So, this is very important. The issue really is why I support going forward, it's a very large safety issue. This is rising from the COVID restrictions, of course, and the increasing ones which will cause a large increase of pedestrians and cyclists looking for a COVID-safe place to connect with neighbours, exercise and get outdoors. Well, so again, we don't...you can't meet in your backyard anymore. That likely won't change. You can't meet in your home, so

people will be looking for places to go that's safe and allows them to distance. And again, so this is a temporary measure just to allow the opportunity to make sure that the street is safe because once you put cars on the street with cyclists and potentially walkers, which I'm not sure how we're going to stop that, I would like to see how it works for the first two months. And I appreciate Council so far, EPC and the group, to see how it works. It was very well supported. We did a survey last year. We had 85 percent of people that supported the Wellington Crescent closure and then also with the changes though, I was a little concerned about does that number still hold. So, I did my own informal survey both on people on Wellington Crescent, adjoining neighbourhoods and adjoining streets and the results were still around 75 percent. So again, not at all saying that…I'm not at all saying that, you know, my survey is exact, but I have also received many, many calls and again, I still say besides one part of Wellington Crescent overall even all Wellington Crescent, the majority of residents do want to see us try this at least. Once I explained it to them, this isn't a permanent thing. This is a two-month thing. We need to be making sure that everybody is safe. So, we asked for a little bit of patience, a two-month little window to see how this is working, see how we can make sure that everybody is safe, people are able to be able to social distance from each other and also distance themselves from each other. So again, the...Wellington Crescent already has a very serious issue with speeding cars. And again, it is coming from the west, I can point out other neighbourhoods as well, but I know that's where there's a lot of pressure's coming from and I understand why. It's a very nice drive. It's fast. It's open and there's many residents, including those ones I mentioned from those two areas, but also from other areas that are using it to access downtown. Again, I understand why, I would too. But again, it does have a very serious impact when you start mixing more cyclists, and which are…with no protective barricade, with no protected bike lane, and then maybe, because people...a lot of people will be walking down the median at Wellington Crescent, they will end up, and I hope they don't, we'll try with our signage to keep them off the street, but again, I like…before we start putting more cars back on there, I would like to take two months to see how the usage works. And again, I thank the administration for working with me on that motion and EPC to have that analysis going through. So, while…again, I understand the inconvenience that some people face because they may have to take Corydon or they may have to just go on Academy. And of course, Academy is another problem and concern that was raised and I totally understand. Nobody wants traffic going down residential streets in (inaudible). No one does. But again, these are unusual times. These are difficult times and we have to be able to move fast, do it in a safe manner and be willing to adapt as we go forward. This is COVID, this is a COVID measure, and so therefore, I will be supporting the main motion. I won't be supporting Councillor Klein's amendment. Thank you.

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

Councillor Nason: I just want to put on the record here, Madam Speaker, that I do use Wellington Crescent but I do it from the east bound to the west. It is a very nice, leisurely drive that I take to take my son to school in River Heights, though that will be coming to an end in June. I'll be…he will be going to school in Transcona and it will be public school. The challenge I have, and you know, I will be supporting these items today, but it's COVID, people are focused on other things. I understand that the residents are going to be affected in my area. There has been zero public consultation. They are unaware that it's coming. So, it's going to be a shock when the barricades show up on their streets. So, hopefully the Public Service will give them a week's notice and maybe drop a little leaflet in their mailbox to let them know. That would be appreciated because I certainly know my phone number will be ringing. And it wasn't originally the street that I had put forward and through dialogue with the Chair. But the compromise, I'm hoping, that as a pilot, will be something that the community will accept. The area that is being utilized has sidewalks on both sides of the street. And I had made comments to the media that, you know, the Winnipeg Police Service will have more things to do than to be busy trying to issue tickets to somebody being on the street. But I regret those comments now. Based on one of the largest lobbying groups that's been behind this initiative, a post that they put up on social media, that had five individuals pushing strollers, assuming with actual children in it, with their backs to traffic on a 30 km/h...30 mile, 50 km/h road that was not closed to traffic. And also, that road had an active transportation path adjacent to it. And surprisingly, that road that they trumpeted of we need more of this, was Wellington Crescent. So, we need appropriate street sense, and to be demonstrated by those groups that are behind this. And I know Councillor Lukes is very passionate about this and has been involved in a lot of these organizations over time, but when you see five individuals with their backs to traffic on an open street, how is that good common sense? So, you know, I will be supporting this moving forward, but the comments and approach from these advocates groups need to be respectful of the roads...rules of the road and not push an agenda where it puts people, including young children at risk. Thank you, Madam Speaker.

Madam Speaker: Thank you. Councillor Gilroy, followed by Councillor Lukes and we'll hear from the Mayor.

Councillor Gilroy: Thank you, Madam Speaker. I'm very happy to rise in support of the main motion. I am concerned with the amending motion just because I don't feel I, for example, will have for the first time adding Wellington Avenue from Maryland to Strathcona, so it's a pilot, and it's for on the weekends because the administration was worried about the major routes that people have to travel through. So, I just want that real robust kind of data that the administration is going to be having at the end of this. So, I'm happy with the administrative report back on this. And I'm just very, very excited that this is happening. I know in my own ward, it was very, very well received. And I think we are going to have some challenges as we try to move people off of the streets and on to the sidewalks. However, I also think there is going

to be some really wonderful things that are going to be happening. If you look at Wellington Avenue between Maryland and Strathcona, like, it's going to be a street in the West End that doesn't have really any other options, they are all kind of busy streets around there for kids to be able to cycle and there's a few parks and schools along the way. So, it's a very exciting opportunity for the neighbourhood to finally get some sort of space. And I just want to also talk about the importance of when we limit traffic to one block, it automatically makes it feel nicer to just walk down there. You feel a little bit more in nature because there is really less traffic. So, even those that are walking on the sidewalk, it really is a complete change when you live in an inner city, very urban environment. So, I'm very excited because with COVID right now, it's such a stress reliever for people to be out in the environment and be able to be active in their communities and this will allow us to do that. And I know that there are some concerns regarding some of the major streets that are going to be interacting, but we will be able to look at this and review it a little bit more and see how we can move forward with these streets in the future if that's the decision to move forward. And I really like to see that there is so many other streets being added and when you hear the delegates coming forward and talking about it, their excitement and enthusiasm for what we're doing. And to go to Councillor Allard's…Councillor Allard's talk, is that we are adding way more active transportation at a very reduced cost. And I also think that that's a very positive thing for us as a city. If we could do more things like this, I just couldn't imagine how great it would be. And another thing, I'm seeing for the first time, so many people of different ages out on the streets. It's not just the normal kind of cycle...cyclist enthusiast. We're now seeing young kids, kids riding their bikes along Wolseley and some more senior individuals and people like Councillor Rollins that's learning how to ride her bike, out riding these streets for the first time and I think that that's a really, really positive thing. And I want to thank Councillor Allard and the department for working with me on Wellington Avenue and very happy with this unfolding and very excited to be a part of this today.

Madam Speaker: Thank you, Councillor Gilroy. Councillor Lukes, followed by the Mayor.

Councillor Lukes: Thank you very much. I rise to support the motion and to support the amending motion from Councillor Allard and Councillor Gilroy. I won't be supporting the amending motion from Councillor Klein and Councillor Nason. I would like to thank Councillor Allard for his support and work on this report. And Councillor Rollins and Gilroy and many other councillors who have been involved. And I would like to thank the committee for allowing my request for an enhanced summer cycling route which is a very tiny little route because it's a very unique situation, but in speaking with all the residents on this street, they are absolutely embracing this. We have over 4,300 kilometres of regional collector and residential streets and back lanes. I'm not sure Councillor Allard will have to add it up, how many kilometres of streets we're using for these enhanced summer cycling routes. But you know, if it's 40 kilometres I would be ecstatic. All to provide residents a safe space in a pandemic. And as frustrating as this whole process has been, and essentially the many hoops we must go through to…with anything to do related to active transportation, I continue to look back to the early 2000s, I think it was 2005 when the entire active transportation budget was less than $200,000. And there were less than 10 people in the whole city advocating for change. So, we have come a long way. But we have got a long way to go. And positive change will come with the support of so many residents and support of councillors and you know, there is a silver lining to the pandemic, I saw that the first two weeks when shut down happened and thought bravo. I would like to speak to funding. The enhanced summer cycling route program is estimated to cost, I think, up to $500,000 to do all this work. I do want this on the record that I believe that it is an absolute shame to see the funding to support this program being taken from the 2021 pedestrian cycling program and not from other budgets, the road budget. Excess surplus at the end of the construction season. There is a lot of pockets in that road budget. Especially with the record-spending of hundreds of millions for roads year after year and the drastically reduced active transportation budget year after year. So, I have worked with Councillor Allard on trying to tier funding from other sources but we both agreed that the securing the streets was the priority this year. But please know that I aim to see and will work to see a different funding source other than the pedestrian and cycling program for next year, and hopefully it will be the open streets program again. Like I noted, there was some silver…there is definitely silver linings in this pandemic and the spotlight on the many benefits of active transportation is one of them. Happy cycling, everyone.

Madam Speaker: Thank you, Councillor Lukes. Mr. Mayor, you have the floor, followed by Councillor Eadie and Councillor Schreyer.

Mayor Bowman: Sure, thank you very much, Madam Speaker. I want to thank our chair, Councillor Allard for his leadership. He has really worked very hard to build a pretty comprehensive program for the summer, and to also support some thoughtful amendments. In our discussions we both have recognized, as members of Council have by and large, recognized that there are limitations with the current Highway Traffic Act that need to be respected by this city council as well as by our residents and to the concerns raised by one member of Council today about communications, I would simply ask that provided that this is approved today, that all members of Council, as well as all advocacy groups responsibly communicate what this new program is permitting. We want to do so in a responsible and a safe way, but we also want to provide opportunities for folks that need to get outside safely for physical and mental well-being during the pandemic, to have additional options in addition to our parks and other active transportation amenities. I do think it's quite likely this is one of the most robust programs of its kind in the city's history and I think it responds to the needs of our residents. And

so, I want to thank our Deputy Mayor and everyone that's been involved in contributing, most members of Council have found a way to be effective in getting a route in their ward. Unfortunately, my ward, where I personally reside, doesn't have one. That's disappointing. I will say to Councillor Orlikow's point regarding Wellington Crescent, I do live in Charleswood and I do drive down Wellington Crescent to City Hall very often. It's a beautiful drive and it's a beautiful street. I also cycle down that route and last year when open streets were open, I had the opportunity to bike in several councillor's wards in many of the open streets and I really enjoyed it. It's a way to get a perspective on our city that is something you can't experience in a vehicle. And you get the sights, the sounds, the smells of the community, residents take great pride in their properties and just having that opportunity to see and experience our city on a bike is something I would strongly encourage all those that are able to do so, to try to take the opportunity to enjoy these new routes this summer as well as all of the other investments we have made in recent years. One of my favourite areas right now to cycle, in addition to Wellington Crescent is also the blue line and also Gateway. I love going in different areas in the city and I'd welcome more opportunities to experience them this summer with my children and with my wife, Tracy. What I will say is you know obviously, this is trying to do our best in extraordinary circumstances to respond to the demands and desires of our residents. And again, I want to thank Councillor Allard for his leadership. You know, the active transportation…pedestrian and active transportation strategies was one of the first political…really big political efforts when I was recently elected along with the previous council that we really had to work hard to get the votes to get that strategy through and each year, members of Council have increasingly been supporting the investments to back that up. And I know there's more work we need to do to better connect those active transportation corridors, but we're doing so. In the meantime, we've got to respond in real time to the needs of our community during the pandemic. So, I will not be supporting Motion 13, I will be supporting the amending Motion 3 from Councillor Allard and Councillor Gilroy. I want to thank all members of Council and the Public Service for all of their work to get us to this point. And I want to wish Winnipeggers a safe and active summer. Thank you, Madam Speaker.

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

Councillor Eadie: Thank you, Madam Speaker. I just…Madam Speaker, I'm going to start…for those who are…may be listening from the Mynarski Ward, from the St. John's Park neighbourhood, Luxton neighbourhood and Seven Oaks neighbourhood…and actually, you know, for Elmwood and North Kildonan, you know, Madam Speaker, I've never made decisions based on getting votes in an election. I mean, I campaigned to raise people's taxes the last time. Like, really. That gets you a lot of votes, right Madam Speaker? Like, what I pitched is what I believe we really need. And so, I really would like to, you know, just make that point. And I think most people understand that. I'm trying to respect what I hear from many people in my ward. And there's probably somewhere around 2,000 to 2,400 households, dwellings in those three neighbourhoods that I'm talking about. So, those are the direct stakeholders to that area. And you know what, the demand to live east of Main between St. John's Park and Kildonan Park has been huge all my life. It used to be way more affordable so people like my parents, my dad who you know, he wasn't…he's a blue collar worker not making a lot of money, but he worked hard. And it's a great neighbourhood, it really is. All of it, like, all three of them. The…so, Scotia's always been open, like, it's always been a great street for people to use. The only problem is, and no matter what laws you put in place on a street, it's always the law breakers that everybody thinks about and says, oh, this is just a real big problem. Scotia's been…it's always been open. And you know, even on…in the summer even not on weekends when it was a route, you know, you need to know there's families. My kids…at the time, I didn't have my tandem yet, but my boys, they would ride with their friends' dad in a group and they'd ride all around. They'd go over the Settlers Bridge, Chief Peguis Trail, and they'd come around and they would go down and then they'd come over on, well, Glenwood Drive is not an open street, but guess what? Like, there used to be a gap that you could get from Kildonan Drive in a place and then somebody developed…put in a development there and so the sneak through wasn't there anymore. But you know, like, it's always been safe. So, I just want people to understand that there's a lot of perception and stuff that's going into this. And so, like I said, the first thing I want to mention is that there is a silent majority, nobody…like, the people who are on Facebook, those are the ones who want to fight and yell at each other and argue, but most people aren't…they don't want to be public like that. Like, I understand this area. I'm sorry, it's a personal perspective, but you know, I'm trying to make the best decisions that work for everybody. And so, if I'm looking at Scotia, now…you know what would happen? Main Street, so they tell everybody, well, drive down Main Street. Well, what we did when we, as Council, voted on the enhanced regional road renewal program, when they did northbound Main Street from McAdam all the way to Kildonan Golf Course, what they did is, they didn't just do the northbound lanes, they also did intersections, they put in no left hand turns all over the place. And the reason they did that was to make cyclists and pedestrians safe on Main Street. So, it's really changed the motor vehicle traffic, at least in the Seven Oaks neighbourhood, not the Luxton. Luxton didn't get this treatment down there yet. I don't know what they're going to do at Main Street, but we know the rapid transit corridor's going to be down there eventually and that's going to have some sort of effect on the flow of traffic down our collector streets like Inskter, Cathedral. Seven Oaks Avenue isn't really a collector anymore, but Smithfield, that's kind of a collector into the neighbourhood, people use it who live in the neighbour…they live in the neighbourhood. Yeah, there's people who drive through our neighbourhood, but the vast majority of people who are driving along Scotia, they mostly live in those three neighbourhoods. And you know, listen, if my punk kid decides to speed in his car down Scotia, he's going to catch it from me because that does happen, right? So, when you say that's somebody from another neighbourhood violating, you know,

a dangerous car or something, usually it's…it's usually somebody who lives somewhere in that neighbourhood because you can't know everybody from St. John's Park to Kildonan Park and then east of Main. I have a really good idea because I spent a lot of my life, I worked at McDonalds…anyway, I don't want to get into it. I just want to say, what problem is it we are trying to fix? So, last year, I went with the seven day thing because we didn't know what we were facing, did we? We really didn't. So, what did we do? We said, well, we've got to try something. So, what we did was, we did the open street thing and we didn't really think about the Highway Traffic Act. But you know what, people have been walking on Scotia for years, even myself, like, in groups. There's not that much motor vehicle traffic that you're in danger. It's not like Wellington Avenue, okay. And it's not like Wellington Crescent either. They're all different, as my colleagues have said. So, when I look at it, I'm just…there is a silent majority. It is still an open street even though, and we are…we are expanding it.

Madam Speaker: One minute left.

Councillor Eadie: Sorry. Saturday/Sunday…if I could get an extension. But Saturday/Sunday holidays, expanded hours, and starts in May, ends in November, I think it should always be that way pandemic or not, it doesn't matter because during the weekday if the pandemic gets really bad on Scotia, what's going to happen is, there will be less cars anyway. The only cars that will be there are the ones delivering mine and everybody else's kids' goods. Actually, I…you know what, I finally ordered online. I get my groceries delivered. The people who are driving in there, they don't know the neighbourhood, right? They'll see the signs or whatever, but the thing is when you're delivering food, you can't go, you know, go to that address and the…oh, you've got to go down another address, but then you've got to go up, down and around. Here, how much fossil fuel are you burning? Climate change. Anyway, my last thing I wanted to mention…so, like, I'm trying to respect everybody. There is a need. If I could get an extension, I'm just going to conclude on Rover.

Madam Speaker: Councillor Gillingham moves extension. All in favour? Contrary? That's carried.

Councillor Eadie: So, just a little history on Rover. Rover is the 1950 dyke, primary dyke. And actually, the part of Scotia I live along is the 1950 Scotia primary dyke. Now, I don't know why the City or who decided, although it was West Kildonan where I lived back then, but they put in sidewalks and curbs. There is grass boulders on the sides of it. There's space for pedestrians. On Rover, they didn't get the good treatment. They built the dyke, there's no pedestrian walkways, there's nothing there, but so, anyway. It was never on the Sunday holiday route that got established in '77. I thought…I thought it always was, but it never was. So, last year, hooray. We finally got it. Now, it's not all of Rover. It's only part of Rover, but the real problem, just so you…so we're clear, Rover, right now, unless we…and really, our streets are good, open for cycling and riding as long as they have been built properly. Rover isn't necessarily…we put in some traffic calming…they put in some traffic calming last year, but ultimately, it needs to be redesigned and made a one-way street so that there is a sidewalk and a cycling path and then it's a one-way, you narrow it out, you could do that. But in the meantime, the real problem with Rover is we need to get the speed down to 30 km/h because there really isn't a proper place there. And as I said, if the pandemic gets that bad where everybody's shut down, there won't be hardly any motor vehicles using Rover anyway because there's not that many people that live on Rover.

Madam Speaker: Thank you. Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. Councillor Gilroy made a good point. This is active transportation at a very reduced cost because the infrastructure is essentially already there. So, when the administration came to me with the suggestion, the option of Harbison, I admit to me, it was an unusual choice. But given the circumstances, they wanted to try an avenue in Elmwood-East Kildonan that went east-west, that went perpendicular to Henderson and that could connect with or get close to the northeast greenway. And on that basis, they chose Harbison as one of the…the prime option of sort of two. Harbison happens to be sort of the boundary between Elmwood and East Kildonan and geographically appropriate, I would say. So, yeah, I agreed to it. Has my blessing. We don't know…I know there will be people that will be upset with it, but I…but we don't have the public discussion until we try. And so, it's worthwhile. I'm glad to take the hit for this. It was mentioned that there was not public advertising to the street that is coming. My understanding is that there is for Harbison, but I will find out. The reason I'm in favour of this is because we…it's good for the discussion. And I will be judging this…judging this experiment, if you will, based on that public consultation and including, ideally, with the monitoring. I don't have a problem with this. Why not, it's just extra information to work with. Look, I mean, if you take a look at the open streets enhanced Sunday holiday route analysis, you know, there's public consultation involved with this. There's analysis. So, there is some sort of monitoring of public opinion to some extent. Those that choose to be involved with public opinion. It's one thing to say something and it's another thing to observe other people doing something. In that respect, I don't just…don't have a problem with the amendment as provided by Councillors Klein and Nason. Like, it's part of the parcel of seeing how this stuff works. And…but nonetheless, I will be speaking with people about this as it opens. I will be…I am spending, as of right now for the last 10 days, and I will continue mid-spring, this mid-spring to walk on, essentially, every single street in my ward as I hand out a million carrot seeds and three-quarters of a million peas, snow peas. Personally bagged, to 20,000 baggies by myself and my wife Sara and our son Jared and, essentially, walked (inaudible) percent of it by the three of us. And so, yeah, I'm getting a lot of consultation and feedback. I'm not entering

any houses, but if I do see people, I will engage with them through the door or outside. And well, you know how it is when you talk with people, they let you know. They let you know things. And I'll be finding out about…about Harbison and what the people on Harbison think about this before and I'll be going back after as well. And part of an important part of this is the consultation and I would say as well, the monitoring I would hope according to the amendment by Councillors Klein and Nason. And I will be supporting the amendments by Councillors Allard and Gilroy as well.

Madam Speaker: Thank you, Councillor Schreyer. Any further speakers? Seeing none, we are back to Councillor Klein for the close for Motion 12.

Councillor Klein: Thank you, Madam Speaker. And I'll stay on theme and quote the Coasters, "Why's everybody picking on me?" Well, look, this is just nonsense, the (inaudible) back and forth, but you've proved me point. There are perks and there are certain benefits of being on certain committees. The reality is, number one, that Councillor Orlikow pointed out that Councillor Klein doesn't have one in his ward. Doesn't have…the Mayor pointed out, gee, I live in Charleswood, I didn't have…we don't have one in our ward. I live in Charleswood, I'm aware of the fact that we can ride a bike from the St. James Bridge all the way to Headingley on one of the most beautiful paths I've ever seen. Hard trail, you can go through Assiniboine Forrest, you can go to Assiniboine Park. I'm happy to give them both maps. They're not hard to find, quite easy. And for, you know, Madam Speaker, those that live in Charleswood like the Mayor had stated, he drives through Wellington, he drives on Wellington Crescent, I would suggest, slow down then because Councillor Orlikow pointed out there might be some speeding going on. Let's not have a lead foot. The fact is, which is not pointed out, which I'm getting tired of, I asked for three streets to be opened and was told no. Where were you for that meeting? No where. Oh, we're collaborative, we all work together. I asked for that to happen. It wasn't an option. So, I'm proud of the paths and the parks that we have in our city. Why is it so offensive to want to record the data? God forbid we know the facts. Why would we make a decision based on facts? That doesn't work. You make comments in here. We don't base it on facts. The fact is, when we request streets, we don't get them. I threw three balls, three strikes. I guess we're out. But we have great paths. We have the forest. We have Assiniboine Park. And unfortunately, apparently, we have very fast drivers that we'll have to start working on. I know you don't want to support the amending motion. I'm not surprised. It doesn't shock me. It's like being shocked that we don't have Consumers Distributing anymore. I just not. But the reality is, it's just data. Everything bases on data. Decisions need to be based on facts. So, why not check? Why wasn't the request of my residents included like Councillor Lukes? Or Councillor Orlikow's? Or some others? I guess that's a question that will be asked by others later.

Madam Speaker: Thank you. We will now hear from Councillor Allard for the close and also the close on amending Motion 3.

Councillor Allard: Thank you, Madam Speaker. Thanks to all who have weighed in. Thanks to all who have provided substantive feedback on this report. I did reach out to Councillor Klein. I did not have anything from Councillor Klein that I understood as being something that was actionable. All of the other councillors that I interacted with were able to give me 'be it resolved' and then the street that they wanted to see included and were definitive about what street that they wanted. So, I'm not sure why communication with Councillor Klein was different than it was with every other member of Council. I mean, in the case of Councillor Lukes, Councillor Lukes came forward with a request.

Madam Speaker: Just a moment, Councillor Allard. Councillor Klein, you've already addressed Council during your speaking time.

Councillor Klein: Okay, but a false statement.

Madam Speaker: We'll have to take that offline. I'm sorry.

Councillor Klein: Ah, all right.

Madam Speaker: Councillor Allard, please continue.

Councillor Allard: So, yeah, so this…I reached out to every member of Council. I connected with every member of Council if I could individually either by phone or by video. Councillor Klein did communicate. I do want to recognize that, but as we know as councillors, to get a motion passed, we need to use words like 'whereas' and give our preamble if we choose to. And more specifically, if you want action on a report, what you need is 'be it resolved' and you follow that with the words that you'd like to see in terms of a motion. So, that was specifically what I was looking for from members of Council. Many members of Council have provided that, and thank you for that. Councillor Klein, if you did provide that 'be it resolved' and we missed it, then I'd be happy to look at it at a future date. I hope this omnibus motion passes. And really, this enhanced holiday cycle route is really not EPC politics. You know, it came out of COVID-19 as a response to give people an opportunity for recreational activities for their…where there were none available. Anyhow, I hope that…I hope

that we can support this…the amending motion. I'm reviewing correspondence with Councillor Klein. They were reviewed by the Public Service and they were recommended to not be implemented. Thank you, Councillor Klein for those suggestions. And just…I mean, this is not…this is not EPC politics. I think I've had a very collaborative conversation with almost every member of Council and at the end of the day, what I needed was a 'be it resolved' and that's something that I could have worked with. John came up with one that was about looking at how things were working and have a report back by June. Councillor Nason, you had raised the issue of communication with residents. Well, Councillor Gillingham rightly pointed out that there needed to be notification on the streets and so we incorporated that into the motion. So, this has been one of the most cooperative processes that I have seen on Council and I really hope that we can…that we can unanimously support. And in terms of Councillor Klein and Councillor Nason's motion, it really is arbitrary. If you look at page 21, there is extensive text there about what the Public Service plans to do in terms of reporting. And I would invite you to check out that information there if you're looking for consideration on data. I would also welcome a future motion if councillors are interested in raw data, I'd be happy to work with councillors on that. I've worked very hard on this trying to get a motion that everyone could support. And I really hope it does pass today. So, with that, I think…I think those are my concluding statements. I really hope we can get this through and I think Winnipeggers really need recreational opportunities. This will be something that we can provide them with at very, very little cost. So, thanks for your consideration and I hope Council will support this motion.

Madam Speaker: Thank you, Councillor Allard. With that, we'll vote on amending Motion 12. All in favour? Amending Motion 12.

Councillor Allard: Which one is that, Madam Speaker?

Madam Speaker: It's Councillor Klein's…Councillor Klein's amending motion. Councillor Klein's motion for data. All in favour? I didn't say to rise. All in favour…nobody asked. Okay, now you're asking. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

Councillors Klein, Nason and Schreyer

Nays

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

City Clerk: The vote Madam Speaker, Yeas 3, Nays 13.

Madam Speaker: Amending Motion 12 is defeated. Onto amending Motion 4. Pardon me, I have the incorrect motion. Motion3. Amending Motion 3. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

Nays

Councillor Klein

City Clerk: The vote Madam Speaker, Yeas 15, Nays 1.

Madam Speaker: Item…Motion 3 is carried. And now the main item, as amended. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

Nays

Councillor Klein

City Clerk: The vote Madam Speaker, Yeas 15, Nays 1.

Madam Speaker: Item 4, as amended, passes. Okay, we now need to move into by-laws, but we just need a few minutes here. The by-law that's previously been posted is no longer in order as we passed an amending motion. Okay. Do we have it prepared, Mr. Clerk?

City Clerk: Yes, Madam Speaker. We're distributing the amended motion.

Madam Speaker: And of course you do because you're professional.

City Clerk: In paper form and then we'll be e-mailing it to the councillors that are online.

Madam Speaker: Thank you for having it ready. The amending motion…the by-law…amended by-law is now being e-mailed, Mr. Chair, to yourself and councillors that are remote. So, this is the amended By-law 45/2021 that now corresponds with what we just voted on. Thank you, Mr. Clerk. To who? Okay, that's been distributed. We do require suspension of the rules to allow the amended by-law to be considered. Councillor Gillingham moves suspension. All in favour? Contrary? That's carried. Councillor Allard, if you could…

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

Councillor Allard: I move that By-law No. 45/2021, as amended, be read a first time.

Madam Speaker: All if favour? Contrary? That's carried.

Councillor Allard: I move that By-law No. 45/2021, as amended, be read a second time.

Madam Speaker: Thank you.

Councillor Allard: Oh, sorry.

Councillor Nason: There's an error in this by-law. Item 2(i)…or yeah, 2(i). 2(1), no it's 2(i).

Madam Speaker: For 2(1), yes.

Councillor Nason: 2(1)(i), sorry. Ravelston from Plessis to Wayoata is not the correct termination point, it's Brewster.

Madam Speaker: Okay, Mr. Clerk, are we taking this…

Councillor Nason: Sorry, it's mentioned here twice. I'm confused.

Madam Speaker: Okay. That's okay, just take a moment and have a look at it. Mr. Clerk, is it correct? And we're just going to verify as well. Yeah, just give us a moment.

Councillor Nason: It is a typo.

Madam Speaker: Councillor Nason, where is that exactly?

Councillor Nason: 2(i) is mentioned…or 2(1)(i), Ravelston Avenue, Plessis Road at Wayoata and it's also mentioned at (m) Ravelston Avenue, Brewster Street to Wayoata Street. Item M is the correct one.

Madam Speaker: Okay. Councillor Gillingham.

Councillor Allard: I believe Councillor Nason is correct, but I would defer to the Clerks.

Madam Speaker: If it's councillor's…Council's will, we can note the correction right now.

Councillor Nason: Madam Speaker, it needs to be reprinted and reissued because it's in writing, everything needs to be in writing.

Madam Speaker: Okay, we will do that. Councillor Gillingham.

Councillor Gillingham: Thank you, Madam Speaker. Just pointing out, too, that if we're reissuing, I think there's a couple duplications; H and L and J and N. Ultimately, to me it doesn't matter, but just point it out if we're reissuing the motion.

Madam Speaker: Shall we just take a recess? Yeah, we'll take a 10 minute recess. Okay, thank you. Thank you, Councillor Nason, Councillor Gillingham for pointing that out.

Reconvened meeting of
Winnipeg City Council of
April 29, 2021, at 9:21 p.m.

Madam Speaker: Good evening. I'd like to reconvene our Council meeting just after a short recess. It's April 29th, 2021. We were just on the by-law section, but I'd like to move on to question period, the by-law is not quite ready at this time. And with Council's concurrence, we can come back at a later time. So, moving on, Councillor Eadie.

STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS
QUESTION PERIOD

Councillor Eadie: Yes, Madam Speaker. I have a question for the Chairperson.

Madam Speaker: Okay, thank you. Yes, question period for Councillor Allard. Councillor Eadie.

Councillor Eadie: Yes, Madam Speaker, just to preface here. I really do, I never thanked Councillor Allard for the hard work. He really worked hard at trying to make this by-law we're about to vote on happen. And I also, in my preamble, I just also wanted to mention about my other colleagues who stood up and spoke well of me. And…but Councillor Allard, I don't know if you know, but like to measure the traffic effects with what happened on Main Street, and what happened with motor vehicles during the Open Streets last year, I'm not sure if you know, but in order to do a proper study you would have to have measured what it was before and what it is after. So, do you understand why I…I didn't think it was a good idea to do a study because it wouldn't be scientific because you really need to know what existed before to…to measure what happened after? It's not like Academy Road, Wellington Crescent, where the City's measuring traffic flow there all the time, right? So you understand that, Councillor Allard?

Madam Speaker: Thank you, Councillor Eadie. Councillor Allard. Oh, you are muted.

Councillor Allard: Councillor Eadie, I understand the premise that if you don't have the data before and you don't have a reference point, then it's difficult to understand what the consequence is because you don't have the preliminary data to pair against the next set of data. So I understand what you're saying. That being said, if you have any solution or maybe there… maybe there is no solution because we're only getting the preliminary data and actually have to go and check in the future year, perhaps that's what you're saying, if there is a motion that you'd like to bring up forward either through community committee or Council to do that, I'd be happy to help you with that, Councillor Eadie. So thank you for explaining your position on that.

Councillor Eadie: Thank you. And I will be with you…I will…I'm trying to do it internally but it does really need to be 30 kilometres an hour (inaudible).

Madam Speaker: Councillor Eadie, if you have a question, if you could please rise. That's…we're done. Thank you. Councillor Lukes and then, Councillor Nason.

Councillor Lukes: Oh yes, a question. I was getting tired here. Thank you very much, Madam Speaker, through you to Councillor Allard. A few weeks ago, we had a snow fall. As our ground was thawing, the snow came, the plows went out to clean off some of the pathways, and there was a lot of the blades on the sidewalk plows scooped up and caught a lot of sod on many of the Active Transportation paths, sidewalks and such. It happened because the ground had started partially thawing. And I'm just wondering if Councillor Allard has any update or any insight to that incident and if he's aware or is the department going to be fixing it? There's a lot of stretches where big strips of grass have been ripped up. I just wonder if you had any conversations with the department or had any updates or knew anything about it? And if not, we can talk about this offline.

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

Councillor Allard: I mean, I think some of that happens every year. I was not aware of it being extensive this year. I'm going to write an email right now to the CAO Inquiry Line and copy the Director. I will be understanding that there has been much sod ripped up by plows on particular on Active Transportation paths, I'll also copy yourself, Councillor Lukes. So that you can be included in the correspondence.

Councillor Lukes: Thank you.

Madam Speaker: Thank you, Councillor Lukes. We just have Councillor Nason and then. Yeah. Thank you. Okay, I will…Thank you. We'll come to you in just a moment. Councillor Nason.

Councillor Nason: I think there's more than just her ward that's affected, so Councillor, you might as well add everybody in Council. Recently, there was a letter received by the Member of Parliament, Daniel Blaikie, from the Mayor's Office, pertaining to South Transcona, Plessis Road specifically. And it talked about this comprehensive traffic study that's being undertaken. When it was received and circulated to the members of the South Plessis Residents Group, they were less than pleased because they see that this traffic study is underway, however, they have not been consulted in any way. Can you…through you, Madam Speaker, can it be articulated if the residents of this area should be consulted as part of a comprehensive traffic study?

Madam Speaker: Thank you. Councillor Allard.

Councillor Allard: I'll have to review with the department as I did with Councillor Lukes, I will follow this up with an email to the CAO Inquiry Line and cc to Councillor Nason. As Councillor Nason is aware, there's been a motion passed at IRPW and we ordered a report, and we are now waiting for that report. I'm looking forward to seeing it and being able to share it with Councillor Nason in terms of the consultation requirements. I'm not sure that we were prescriptive in that regard, and I don't…I would have to follow up with the department to know what the policy is when they endeavour to create such reports. So I will look to find the information.

Councillor Nason: Simple follow up, Madam Speaker, if I may for my second question. Do you have a timeframe of when the report will be coming back because there was many of them?

Madam Speaker: Thank you. Councillor Allard.

Councillor Allard: I would have to check the minutes and disposition of the meeting. I…I will ask the Public Service if they can advise as I'm sure they will be able to check the disposition of where the motion was at, and when the report is due. And as Councillor Nason knows, this is public information available in the minutes if Councillor Nason wants to go and look at that motion, where we ordered the report.

Madam Speaker: Thank you. Councillor Chambers.

Councillor Chambers: Yeah, thank you, Madam Speaker, and I didn't mean to cut off Councillor Nason, but again, my ward in the River Park South area was heavily traumatized by that same plow and many yards were ripped up. As a matter of fact, in the River Park South area, we're currently undergoing the conversion to fibre-optic cable. There were many homes that had their service cut by the plow and Bell MTS had to go out and fix that situation. But areas around Burland, and areas around John Forsyth and a few other areas in the ward, so if I could be added to that email to…to, I guess Street Maintenance for that purpose. I know that many residents did put in claims to 311 as well, so there should be reference numbers with respect to that incident which took place. Thank you.

Madam Speaker: Thank you. Councillor Allard.

Councillor Allard: Thank you. I am writing the email to the CAO line, with a cc to Jim Berezowsky, and I had cc'd Councillor Lukes, but I've now added Councillor Chambers…Well I, no, sorry I've added all of Clerk Council and I will be deleting my cc to Councillor Lukes as this seems to have affected probably many wards and will be asking for an update through that administrative channel.

Madam Speaker: Thank you. Any further speakers? Seeing none, that ends question period. Move on to the next committee which is the Standing Policy Committee on Finance. We'll get right into question period. Any questions? Councillor Mayes.

STANDING POLICY COMMITTEE ON FINANCE
QUESTION PERIOD

Councillor Mayes: Thank you. I'll try not to take too long here. Debt-related question, we've been talking a bit today about the City debt level, there was some obviously debt coming in the years, there in the future, in the budget, 78 million for the…the fleet purchase, for example and some debt rolls off each year. And our debt ceiling continues to inch up 40 million or so a year. So, but the question today is certain type of debt, we are in for $20 million with Assiniboine Park, not the annual operating thing, not the thing that we added in this year's budget, the annual capital about $4 million in debt per year, the other thing for the CDG, the Canada's Diversity Gardens. We are I think pledged still for $20 million, not much of that has been used to-date. It will be…is it $20 million that counts against the debt as we see the numbers, which you accurately said earlier today or is it just what they've used today, a couple of million?

Madam Speaker: Councillor Gillingham.

Councillor Gillingham: Madam Speaker, I want to thank Councillor Mayes for the question. I also want to, before I answer the question, I want to thank him for pointing out, I misspoke earlier when it comes to the transit debt, it's utility debt, so thank you for…he caught me and sent me an email noting my mistake, so thank you for clarifying that. In answering the question, yes, when Council authorizes a debt amount, that amount counts against our debt capacity. So in the case that he cited, if Council authorizes $20 million, no matter how much of that has been used, in (inaudible) terms, the full 20 million is…is counted against our debt capacity.

Madam Speaker: Thank you. Any further questions? Seeing none, the next committee is the Standing Policy Committee on Water and Waste, Riverbank Management and the Environment. Councillor Mayes, on the report dated October…April 14th, 2021.

REPORT OF THE STANDING POLICY COMMITTEE ON
WATER AND WASTE, RIVERBANK MANAGEMENT AND THE ENVIRONMENT
DATED APRIL 14, 2021

Councillor Mayes: I'll move…I mean, No. 1's a layover to a later meeting, but I'll move the agenda Item No. 1 from the April 14th meeting. Unless the Clerks tell me I don't need to do it, but I think I do need to move that.

Madam Speaker: Item 1. All in favour? Contrary? That's carried. Now, we have the notice of motion from the March Council meeting.

Councillor Mayes: And amended by…

Madam Speaker: Yeah, it's on your electronic agendas. It's moved by Councillor Mayes and seconded by Councillor Klein. It's in regards to the Re-costing of the Combined Sewer Overflow Master Plan. We also have an amending motion as Councillor Mayes just noted; Motion 7 on this item. Moved by Councillor Mayes and seconded by Councillor Klein. Councillor Mayes, to introduce the motion and the amending motion.

**STANDING POLICY COMMITTEE ON
WATER AND WASTE, RIVERBANK MANAGEMENT AND THE ENVIRONMENT
NOTICE OF MOTION**

**Moved by Councillor Mayes,
Seconded by Councillor Klein,**

WHEREAS the Winnipeg Transit Master Plan (WTMP) provides for an estimated capital cost of $1.08 billion (2020 dollars) and a completion date in 2045;

AND WHEREAS the Combined Sewer Overflow (CSO) plan provides for an estimated capital cost of $1.15 billion (2019 dollars) and a completion date in 2045;

AND WHEREAS both the WTMP ($1.08 billion) and CSO plan ($1.15 billion) use Class 5 estimates for capital projects;

AND WHEREAS the CSO Master Plan 2019 Technical Report prepared by Jacobs Engineering states on pages ES 5-6:

"The estimates are considered to be Class 5...The classification is based on the level of project definition, with the CSO Master Plan being a program with multiple projects and with low levels of definition for each project ... Subtotal Capital Cost estimate $1,150,400,000…Total Capital Cost for Budgeting Purposes $2,300,800,000."

AND WHEREAS the CSO Master Plan 2019 Technical Report also states on page 3-49/50:

"As agreed with the City the upper range of the Class 5 estimate (+100%) is to be used for budgeting purposes giving a total capital budget of $2.3 billion …. In 2015 the City moved to the AACE Classification System and the top end of the accuracy range was increased to plus 100 percent of capital cost."

AND WHEREAS the budgeted cost of the CSO Master Plan (2045 expiry) was increased by 100% from $1.15 billion to $2.3 billion due to the 100% upper cost range associated with Class 5 construction cost estimates;

AND WHEREAS the WTMP (2045 expiry) includes no budgeted cost increase from $1.08 billion despite also relying on Class 5 construction cost estimates;

AND WHEREAS Council never had the opportunity to vote to approve the CSO Master Plan submitted in August, 2019;

Standing Policy Committee on Water and Waste, Riverbank Management and the Environment – Notice of Motion

THEREFORE BE IT RESOLVED that the Winnipeg Public Service be directed to re-cost the Combined Sewer Overflow (CSO) Master Plan, as presented to the Province of Manitoba, by reducing its cost by $1.15 billion, so as to be consistent with the Winnipeg Transit Master Plan and in making requests for funding from the Provincial and Federal governments.

**Motion No. 7
Moved by Councillor Mayes,
Seconded by Councillor Klein,**

WHEREAS the Combined Sewer Overflow (CSO) work done in 2020 came in 20% under budget, not 100% over budget as projected in cost projections provided to the Province in 2019;

AND WHEREAS the next CSO work to be undertaken in the priority set in the 2019 plan is the Armstrong Combined Sewer District;

AND WHEREAS the Armstrong Combined Sewer District work is projected to cost $64 million;

AND WHEREAS this work could be expedited by increasing the CSO budget from $30 million to $45 Million for 4 years starting in 2023;

AND WHEREAS it is desirable for the state of our rivers to expedite the work on CSO projects:

AND WHEREAS the Winnipeg Public Service should provide annual financial updates to Council on the potential reduction of costs of the Combined Sewer Overflow (CSO) budget.

THEREFORE BE IT RESOLVED that Notice of Motion regarding the re-costing of the Combined Sewer Overflow (CSO) Master Plan be amended by deleting the Resolve and replacing it with the following:

1. *That an increase of 50% to the Combined Sewer Overflow budget between 2023-2026, to expedite the Armstrong Combined Sewer Overflow district work, be referred to the 2022 Budget Review Process.*

2. *That the Winnipeg Public Service be directed to provided annual financial updates to Council in September, through the Standing Policy Committee on Water and Waste, Riverbank Management and the Environment, on the CSO Master Plan, including any potential budget reductions due to projects coming in under budget.*

3. *That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.*

Councillor Mayes: Well, this is what they've been waiting for for 12 hours. This is the sewer debate. Lead into it that exciting warm-up debt question to Gillingham. And thank you for clarifying, yes, the utility debt includes transit debt, a bit counterintuitive, but there we are, $113 million left in utility debt after our vote on transit earlier today. So, I think I've got six points to open with. Number one…well, maybe seven. This has been a good cooperative, I know we talk a lot up here about not cooperating, very good cooperation with Councillor Klein on this. It is an issue we need to talk about, our CSO plan. As well as good cooperation with Councillor Gillingham talking about what might be a feasible amendment to the original motion. So, the original motion was good, the amendments even better. So, the original motion talked about a couple of concepts; one is that we have a CSO plan that did not come here for a vote, that was filed with the Province in August of 2019. That plan is $1.15 billion in projected costs, but it's doubled because it's a Class 5 estimate. So, my point was, hey, why didn't we double the transit package, it's also a billion dollars, it's also a Class 5 estimate. I think Mr. Radstrom gave the best example…answer to that, to the extent I got an answer which was, well, we really don't know what the real number is there on transit, it's arguably $840 million is the mid-point, but we're not asking for authorization, so it's kind of inexact, so we didn't double it. I guess that's as much of an answer as I got on that, but that's fair enough, no fault of Mr. Radstrom who doesn't determine what we do at…with the Water and Waste utility. Okay, so, number one, we do have over $1.5 billion in debt at the City and we're closing fairly quickly toward the debt ceiling. Point number two, in making this discussion, I don't…I am not criticizing the Province, that sometimes is the flavour of the day here. Actually, as I've said before and I'll say again, when she was the minister on this file, Rochelle Squires I thought did the right thing. We had to file four different proposals. She said, I will take the least expensive of those proposals $800 million but you have to do it in 27 years, not the 40 you're proposing. So, not here to criticize the Province. I think Rochelle Squires was correct on that. So, we then had an $800 million program. Well, might you ask, how did that get to $1.1 billion and the answer, and Councillor Schreyer says some nice things about me, so I've got to say some nice things…the answer, remarkably enough, is we incorporated construction inflation into that number saying the 2014 number was $841 million, it has grown by almost $200 million to over a billion. So, kudos to Councillor Schreyer who has raised this issue once or twice on the floor here. And the staff actually incorporated it into this, so it's a step forward. So, that…then you say, well, that just gets us a little over a billion, what's the other? The other is, of course, the green infrastructure $104 million allocation that we were obliged to do, 10% of the program. We have yet to do any of that, but I'll come back to that at some point. So, there we are. We're at $1.15 billion, what happened then? Well, we submitted it to the Province, but what does the consultant's report say? 1,300 page…1,322 pages of detail on this, but we still doubled it because, as Jacob's Engineering says at page 350, "As agreed with the City, the upper range of the Class 5 estimate is to be used for budgeting purposes, giving a total capital cost of $2.3 billion." As agreed with the City, the upper range of the Class 5 estimate, 100% increase is to be used, so they had $1.15, they doubled it as agreed with the City. Why we didn't do that on the transit, I still haven't really gotten an answer. Mr. Patton who is terrific, is working on that, I think. And I think agrees with me that we need to be consistent when we're talking about billion dollar programs. Okay, so that went in in '19, $2.3 billion. What else did that proposal say? The City will seek…page 5/6, "The City will seek funding from the Federal and Provincial Governments per the 2003 Clean Environment Commission recommendations." Back in the golden age when Terry Duguid was chairing the Clean Environment Commission. The recommendation was, this should be a three-way split. Okay, so, the City will seek funding from the Federal and Provincial Governments. I'm told by our staff, we haven't formally done that yet. We should have a debate here on the floor of this chamber about whether we want to do that, how we should do that. What we are doing is continuing on at $30 million a year. It's not…it's better than where we were, to the credit of this mayor. You'll all remember the 2013 capital budget, we were only at about $12 million a year, $16 million. We're now at a pretty steady $30 million a year into CSOs. This is good. This is better than where we were. It is, however, no where near the pace we need to hit to get to the billion dollar program by 2045. So, there you have it, we are proceeding with a massive program. We need to pick up the pace if we're going to hit the target though. That leads us to the amendment, and my thanks to Councillor Klein for supporting this. The amendment is, well, let's refer this to the budget, we need to debate this program. We need to debate this, not against, but alongside transit and alongside the North End…North Winnipeg, thank you Councillor Eadie, the North Winnipeg Sewage Treatment Plant. We need to have all those debates. They're all billion dollar items, we need to sit down and look and say, how much…how much of this can we do? We are legally mandated to do the North Winnipeg Plant. We are legally mandated by the Province to do the CSO

work. Now, we aren't legally mandated to do the transit work, but we should be doing some of it. We just voted today to go ahead with a pretty big expenditure. What does the amendment do? The amendment says, let's take the bull by the horns. Let's go from $30 million a year to $45 million a year and put it all into St. Vital Ward. No, it doesn't say that. None of this is ward-centric, not for Klein, not for me. Actually, we asked the staff, what's next on the priority list. Armstrong, where the hell is this was my question. I had to go into Eadie's office and check on the map in his office to figure out where this is. So, Armstrong combined sewer district is next to Jefferson where we're putting in hundreds of millions of dollars. We're also putting in a couple hundred million, I believe, into Councillor Gillingham's ward at Riverbend. So, getting to know these different districts. So, why Armstrong? Because it's next in the sequence. So, I asked Tim Shanks who is terrific. We actually have an excellent team on this now. We've got like a…we've got…this is the…we should be doing something because we've got this good lineup, we've got Moira Geer, we've got Tim Shanks, and we just hired Cynthia Weave who's terrific…who's terrific to replace Patton in…and we've got Patton now over in the infrastructure job. We've got…this is the golden era to do CSO work in terms of our staff. So, I say to Shanks, okay, what can we do if we went from $30 to $45 million? Could we say, take one that's out there in 2044 and move it forward 20 years? Very detailed response no, because we designed the whole program that you get the biggest bang with the stuff we'll do first. You can spend $50 million on Armstrong and reduce the output by 1% or you could spend $50 million over a host of other ones and reduce it by a tiny bit. So, that's how we loaded it, the big ones come first. Makes sense, so what we're proposing here, let's go and take a look at Armstrong. Others may have other priorities. There's a district called Jessie. I will ask Councillor Rollins not to get into references to 'Jessie's Girl' in her speech on this if she responses. Maybe a little bit. Yes, but that could be debated. Maybe we should do Jessie first. Maybe we should do something else. That's also right there in the priority list. So, I would encourage you to vote for the amendment. I think the…thanks to the Mayor and the Mayor's Office for working with us on this. It's a serious issue. It's a very big ticket item. I don't think we've talked about it really at all over the course of several years. Do we want to speed the pace up or not? I think we should or at least let's have that debate on the floor here among different priorities. I mean, the question…the question could be asked, what is the biggest capital project in the city right now? And you could get up and say, I think it's North End because that's $1.6 billion if you put in phase 3. Or you could get up there and say, I think it's transit because that's like over a billion plus the Louise Bridge. Or it could be this one depending on how you cost them. This is $1.15, possibly $2 billion if you double it. But the point here is to get some of that debate happening to get some of this work happening and to do it in the order in which the staff say it makes sense. They're starting the design work on Armstrong, so in 2023, I would like us to get going on that. It's up in Eadie's ward. Less human waste in the rivers, that's a good legacy too. That's a good legacy too. So, I'll have some more comments when I close, but I do think this is an issue that we really haven't touched on much and we need to…we need to have a debate about where we want to go with this program. It is over a billion dollars and we are legally obligated to do it. And I'll have some more comments when I close. Thank you.

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

Councillor Gilroy: Thank you, Madam Speaker. I rise in support of the main motion and I am supporting the amending motion, but I'm doing it cautiously. I just want to hear more from the administration. I know that our CSO master plan is huge and it also is very complex. And it also relies on a lot of our road works, so we need to understand how the two budgets work because it's not just about the CSO budget, it's also about the roads budget. And it also has…a lot of the work is done by experts and we've got to make sure that we have the expertise in the field that are able to do these projects so that that is also something I know that we have to manage from other projects that we worked on. So, it's not that I'm opposed to getting to the work faster, I just want to make sure that things properly align. If they don't, we…you know, maybe this isn't the time to move forward. So, I'll be looking to hear and understand from the public administration better about some of these complexities, but I do want to thank Councillor Mayes for bringing this forward because if there is an opportunity for us to look at ways of speeding it up, that's always a positive thing. So, I'd like to thank Councillor Mayes because he has done a really tremendous…a lot of work on this file, and I know that he's talked about the CFO plan for a while. Sorry, I'm losing my voice. And he's done really great work on this, so thanks for bringing this forward.

Madam Speaker: Thank you, Councillor Gilroy. Councillor Eadie, Councillor Browaty, and then Councillor Schreyer.

Councillor Eadie: Thank you, Speaker Sharma. I guess I'm going to rise…this really isn't about wards because basically the Jefferson east CSO district covers a good portion of Madam Speaker's ward as well. So, I want to…I've heard Councillor Mayes and I'm glad he's bringing it forward because, you know, let's enlighten people a little more, but I distinctly recall…I used to be on Water and Waste forever ago, well, not that long…maybe 2015, I think I was on there…20…yeah, anyway, and I've always paid attention to what's going on with Water and Waste, with CSO and other things, but ultimately, I believe Council did vote on what we were going to overall submit as a request from the Province to meet our license requirements because it is a license thing. Our Transit Master Plan, it isn't really related to a license to operate and to be monitored and regulated in that manner. And that's probably why the Province gives us less commitment to our transit system than…I mean, they do realize they're the licensee…licensor and they have to help us meet our plans. So, the Province approved certain percentage reduction of flow into the river system. And you know, we're not achieving 100% with the plan that's moving forward that has…added the 100% higher cost. So, I don't know that we can really…anyway,

I was trying to figure out how you could really compare it to the transit. You can compare it and talk about, wow, there…I mean, it is overall budget and we as Council, Madam Speaker, we voted on the water rates, the Water and Waste rates that are in there, we voted on that around…a little after we voted on the four-year budget I believe. And in the past, we've voted on certain rate increases over the years based on estimates and so we move ahead with those rates. But we did vote and say, yes, $30 million each year for the CSO program. So, we did vote for that. Now, Councillor Mayes is very good. I really appreciate he's gotten some answers and he found out that this was the expected cost and it came in lower than estimates that we moved ahead in the water rates because we estimated in the water rates and then it came in under cost. Part of that has to do with, you know, the wonderful thing about the Semple trunk in the Jefferson east district is, it's all being done by tunnel. I can't believe it. They're almost done. Like, they're almost all the way to Scotia already. It's amazing. Now, it may look like it cost…it does cost a lot of money, but it doesn't cost as much as doing it the old way. So, I think that's probably why we're seeing cost savings. We'll see what other new technology wonders we'll be able to use in separating the sewers because this is separating sewer program, other things may not cost as much in that plan for various different CSO programs. But they were going after first the most heavily polluting combined sewers. So, I just wanted to mention, too, so we put this in the rates. I'm still waiting to get back…I want to know what did we put in the rate for the $30 million program each year that we're doing because it's built into the rates. Now, we all know a pandemic hit and guess what happened? You know, at some point, maybe we were a little worried about Water and Waste, right? But no, what happened to them? Their revenues went way up. Way up, Madam Speaker. Way up. Because the consumption of cubic litres, which our rate is multiplied times, and in that rate is an amount for that CSO program, the $30 million. I know that we collected more money related to the rate we were charging for that CSO to the Water and Waste bill payers from the utility revenues. So, I'd like to know, what are we going to do with the surplus there because it has to be dedicated to pay for the CSO. That's what we charged the water bill payers for and that's what it has to be spent on. So, to add onto the concept of Councillor Mayes and I, and I'm sorry, the seconder is Councillor Klein on the amendment. Anyway, you know, it's good to…you know, whether it's Armstrong in my ward or you know, I think we got a real…I don't know how bad this CSO is. Jessie's close to Osborne Village. But like, we know that the capacity of the sewers, combined sewers in the Osborne Village can't handle both the land drainage and the sewage anymore. And so, that's having an affect on development and I heard a bit of a discussion about that at Water and Waste and I think that's great. But ultimately, it's the Water and Waste bill payers, through the rate, that are paying for this. I don't know if they calculated for their $30 million any debt, but…and I can't remember how many cubic litres of water were consumed. And so, anyway, I leave it at that, Madam Speaker. I will be supporting the amendment, but it…I don't care if it was Armstrong or where it is, we've got to stop polluting the river. That's why we're doing this. That's why we're…buy license, demanded it as a city and as a Water and Waste utility to keep pollution out of the Red River. Out of the…well, out of the Assiniboine River, too, for that matter. So, anyway, I'll be supporting the amendment and I'll be supporting the report as it is amended. Thank you.

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

Councillor Browaty: Thank you very much, Madam Speaker. I'm tonight going to be voting against both the amendment and the original motion. It's important to put everything into perspective here. The Lake Winnipeg Foundation a couple of years ago, they're big stewards of Lake Winnipeg, put out a Free Press supplement. When you look at the total nutrient loads and specifically, the phosphorus load going to Lake Winnipeg, Winnipeg's three sewage treatment plants contribute about 5% of the phosphorus going to Lake Winnipeg. Combined sewer overflows represent .26%. We're spending whether it's $1.15 billion or $2 billion or whatever the number is, there are far better ways, bangs for your buck, whether it's intensive livestock operations, working with various agricultural groups, you can do so much better for Lake Winnipeg for so much less money. I know we have license, we have a 27-year commitment for our license to get this work done, I don't see the benefit in depriving Winnipeg of other sewage work. We haven't funded phase 3 of the actual nutrient removal at the North End Treatment Plant. That's not fully funded yet by the other levels of government. Trying to accelerate additional expenditures for CSOs when it represents such a small amount of the phosphorus loads going to Lake Winnipeg, in my mind, doesn't make sense. Just from the brochure, "Prioritizing action to restore Lake Winnipeg. No one wants sewage in their rivers. It's unpleasant, potentially dangerous and contains phosphorus, the primary driver of algae blooms. But getting past the ick factor, Winnipeggers need to consider the numbers. Costs to upgrade Winnipeg's combined sewer system at the North End Water Pollution Control Centre are both pegged at over $1 billion, yet these two sources contribute very different phosphorus loads to Lake Winnipeg. CSOs comprise just .26% of the total phosphorus load. Winnipeg's three sewage treatment plants contribute approximately 5%. With limited civic infrastructure funding, it makes sense to invest where we'll get the biggest bang for our buck to protect Lake Winnipeg. That means upgrades to the North End Water Pollution Control Centre must be our first priority." I do believe we do need to deal with CSOs where there's high opportunities for infill development that are otherwise hampered, those should be our priorities. And if there's, you know, a business case to move forward faster on those, let's talk. But just moving things forward faster for the sake of it, in my mind, when we know this, doesn't make sense. Thank you.

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

Councillor Schreyer: Thank you, Madam Speaker. I appreciate Councillor Browaty's perspective on that. He's stating facts, bringing it into perspective. And that's an important thing to do. And it makes me think because he's talking about this effecting things by percentages and how much it's costing to do this. Yes, it's costing a lot because we are at an unprecedent…unprecedented point in economic history…of modern economic history, if you will, in terms of how much it costs a taxpayer to pay for public construction. Well, I don't know how to fathom this. I don't know what to compare it to. This is where we're at today. So, we're having these discussions and at the same time, we're running construction hot. Look at everything we're looking at. We're looking…we are doing…to what degree, we are doing combined sewer every year. And we are also…which would cost…we're talking about a billion dollars over how many decades? Three decades. A billion dollars over three decades for combined sewer. I'm looking at Councillor Mayes. Something like that, okay. And we are looking at having to replace old bridges or make some decisions over old bridges, well, that's a half a billion for a couple of hundred-year-old bridges. We're talking about an old sewage treatment plant, one of the worst in the country, time to get a new one. And it's going to take some time, but we're talking about approaching $2 billion. We're talking about, well, good old just…good old street repair and all that stuff that goes with streets and roads. And that's going to be over the next 20 years that's going to be $2 billion…one point…$150 million, so that's $1.5 million a decade. So, $33 billion in 20 years? Well, it will be more given construction inflation. So, look at what we're talking about in terms of what the decisions we're making this year that are going to impact for the next 20-25 years or so at a time we're not really scared that we've never been in this position before, the taxpayer to have so little to pay for all this to the extent of we're going into debt and we're just raising taxes on the poorest communities. Then you add…yes, and then you add the Transit Master Plan. Stick it all in there, and Transit Master Plan. Well, we know…Councillor Mayes proved it. It's not going to be a billion dollars, it's going to $2 billion, it's going to be more than $2 billion for this to all happen. So yes, we're talking about an incredible amount of money right now, so Councillor Browaty makes a point. Well, where do you draw the line? All right. Personally, I'm not going to draw the line on combined sewer because we've got to do it anyway. We're doing it anyway. But when we talk about mannered degree, well, I have to be realistic on this. When it comes to the effect of certain aspects of the Transit Master Plan, we are only talking about percentages of time. Because it's…remember, we were told years ago that, in fact, when we would build the bus corridor to the U of M, that there would be no gain in time. And again, that time would only be at rush hour. So, yes, we are making decisions like this in terms of putting a lot of construction money into something for which we gain only percentages. I'm going to go with combined sewer over certain aspects of bus corridors, that's where I'm coming from. So yes, I voted for the master plan, but the master plan has no money attached to it. That's just the plan for chronology and giving us a sense of chronological priorities and giving us a sense of relative costs. So, I'm going with combined sewer because we have no choice. We have to update this stuff. And it doesn't function well, it only gets worse. And so, it's a question of priorities. And I appreciate Councillor Browaty's comments. It's important what he offered. And based…we're talking about percentages, I'm putting my percentages towards our functional sewage…sewage system for our society, our city, for those that live in the city, for the benefit of those live in the city as well as for the general environment. And when it comes to our Transit Master Plan as Councillor Klein made the point, more buses, more electric buses. That's absolutely my greatest priority for a real master plan. However, as Councillor Allard has said in the past, you know, I'd love to sort of give all these contracts, you know, to made in Winnipeg because they make buses for…they make transit systems for the vehicles for the continent. Well, what we build in Winnipeg, we can build for…what we build in Winnipeg for North America, we can do for ourselves. But Councillor Allard has made the point, there's still a bidding process and if you get rid of the bidding process…look, it's bad enough as it is in construction. And bear in mind, it happens to be that the costs for these buses have gone up similar to general construction.

Mayor Bowman: Talk about the motion at hand, which is regarding CSOs.

Madam Speaker: Councillor Schreyer, the item at hand, please.

Councillor Schreyer: Yeah, fair enough. And I'm just…based on Councillor Browaty's points in terms of where we make our priorities because we're dealing with percentages, what I'm doing is I'm explaining how I think and why I support this. This is how I think. I surely better look at it holistically because if I don't look at it holistically, what am I thinking? Oh, well let's just think about combined sewers. Let's just think about bus corridors. Well, I'm not going to do it. So, I have to think of it…we only have so much money. We have limited resources. We've got finite resources. What's going to be our priorities? To prioritize, you need to look at everything together. And Madam Speaker, that's what I just did. Thank you.

Madam Speaker: Thank you. Next speaker. Councillor Mayes, back to you.

Councillor Mayes: All right, to close. Thank you. Good debate. We should have more of this debate, I think. I would…you know, Councillor Browaty raises some points, hopefully I can refute them to the extent people will support this amendment and this motion. The plan…what triggered this motion originally was, we were…we had two billion dollar items both coincidentally expiring in 2045. That's what caught my attention. We had doubled the cost of the CSO and we hadn't on the transit. Now, I think we've covered off the transit items sufficiently, but 2045 is the goal to finish this work off. It's not really a goal, it's what's set by the Provincial Government with its license. So, why…so, if you accept Councillor Browaty's

position, let's ignore the license and let's just keep doing whatever we want to do. And maybe that's what we'll decide to do, but we should have that debate. Why are we putting in $30 million? Because it's our one-third share of the required $90 million. That's the math that's in the report. The trouble is…the trouble is…you have to ask the other two levels of government for their one-third share. That's what the plan says, the City will seek funding from the Federal and Provincial Governments, page 5/6. So, if we aren't going to do that, we should be open about that. If we are going to do that, we should prioritize that in some way, shape or form because we're putting our one-third share in and not seeking the other two-thirds, that just isn't going to add up. You might say, we can't afford $16 million additional, well, what did Councillor Gillingham just have at the Finance Committee, South End Plant: $16 million over budget. It's coming to Water Committee and back up here, right? So, these projects involve big overruns. If we can afford that, I would submit we can certainly afford to look at $16 million a year for four years to speed up the work on CSO. Speed up is really a misnomer, we need to do the work in order to get to the target of 2045. We could try and do it all in the last five years, but as Gilroy points out, there'd be hell to pay on the road work and there would just be a huge bill in 2040 instead of spreading it out. So, maybe the Province doesn't care. Maybe they don't, but at least we should ask them if we're saying we're putting in our 30, we should ask them for their 30 and the federal government $30 million a year. Eadie made a good reference to what happened last year, right? We all voted on it, it was all right here. Jefferson, the work for Jefferson came in under the budget by 20%, I think. It wasn't 100% over, it was, in fact, under. And then, as Eadie says, there's a bunch of interesting micro tunneling work that's going on, but it came in way under budget. We could get some good value for money, I would submit, if we start picking up the pace here because it's not like it's coming in 100% over, which is our allowance, it's actually coming in under what we estimated. So, the real…so, I would encourage you to vote for this. It is a budget referral, we need to have this debate. We are not arbitrarily speeding up. In fact, we are falling further and further behind the target the way we're doing it now. It's not the Mayor's fault. We are doing better than we did back six, seven, eight years ago before this mayor. So, we are putting in roughly $30 million a year. Gilroy's right, there's some complexities here with road work going on at the same time. But if I can leave you with one thought, it's this: so, people are saying, well, it doesn't really contribute that much so we shouldn't really be worried about it. Well, A) there's a license and we are obliged to follow that. If we decide not to, let's be open about it and just say, we're going to defy the license. The people who were so upset in Wolseley earlier this year when there was a combined sewer overflow might be startled by that, but let's be open about that. Let's have that debate. But really, it's a legacy question, right? Because if we keep going at $30 million a year, the projected completion date from our staff is 2093. It's not 2045, it's not 2046, it's not 2050, it's when my sons would be well into their 80s. 2093. I asked Shanks, Jeff, do you have a schedule laid out to that? And he said, well, sort of, yeah, a notionally because we just stretch out everything. We've got a schedule. It's a kick ass schedule. It goes to 2045, all 43 districts laid out in sequence. As Eadie…Jessie's in there relatively soon. A lot of stuff in Gillingham's ward. A lot of stuff in Eadie's ward. And then the less priority stuff, it's actually a very well laid out schedule. We didn't vote on it, but it's a good…but you know, Water and Waste also has sort of a working schedule that goes all the way up to the 2090s. If that's the legacy we want to leave, let's have that debate openly. Let's say, yeah, we don't care. It's not even a…it's not…the debate here's not eliminating…as Councillor Eadie says, it's not…we're not trying to get all of the combined sewer work done by 2045, this is the low end, this is the 85% capture that the Province agreed to. So, let's have this…some more of this debate, I would submit, not at 10 at night, I would also submit, but I mean, if you say no to this, let's just be open. Yes, I am okay with going to 2093. I don't think that's a great legacy. I think we can do better than that. There are priorities to be said here, that's a fair point. It would be good to get going on phase 2 of the North End Sewage Treatment Plant, maybe even phase 3, although that's a big ticket item. But we are legally mandated to go forward on this. I would submit we have the room…it's actually not funded out of debt as Councillor Gillingham pointed out to me. I shouldn't make that assertion. And maybe if we speed it up, it won't come out of debt, it's out of the environmental projects reserve, fair point from Councillor Gillingham. So, it may not even eat into our debt room. We may have the room in the reserve to do this. But let's debate that. Let's have a serious look at this. We can, I think, do better than what we're doing. We can, I think, do a better job for our children so we don't say to them, when you're in your 80s, we'll have finally met the target, we'll only be 50 years late. So, let's do better than that. Thank you for your support and for the work on this. And hopefully we can refer this to the budget and have a better debate about priority setting.

Madam Speaker: Thank you, Councillor Mayes. With that, I'll call the vote on Motion 7. All in favour? It's the amending motion. Yeah, the amending motion. All in favour? Contrary? Councillor Browaty is noted in opposition. That is carried. Mr. Clerk, we will call the vote on the main item. The main item, as amended. All in favour? Call for a recorded vote. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

Nays

Councillor Browaty

City Clerk: The vote Madam Speaker, Yeas 15, Nays 1.

Madam Speaker: Thank you. And the item passes, as amended. Moving on, we can go back to the by-law now under Public Works. Councillor Allard.

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

Councillor Allard: Thank you. I'm just bringing up my script.

Madam Speaker: And if you would like to call for suspension of the rules, Councillor Allard.

Councillor Allard: I'd like to call for suspension of the rules.

Madam Speaker: To deal with the new by-law. All in favour? Contrary? That's carried.

Councillor Allard: So, I move that By-law No. 45/2021, as amended, be read a first time.

Madam Speaker: All in favour? Contrary? That's carried.

Clerk: By-law No. 45/2021, as amended.

Councillor Allard: I move that By-law No. 45/2021, as amended, be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 45/2021, as amended.

Councillor Allard: I move that By-law No. 45/2021, as amended, be read a third time and that the same be passed and ordered to be signed and sealed.

Madam Speaker: All in favour? Contrary? That's carried. Thank you very much to council…for Council's patience as we were dealing with Legal to get the by-law wrapped up. Moving on now to the next committee. Or pardon me, we didn't have question period yet. Any questions for our chair, for Councillor Mayes? Councillor Eadie.

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

Councillor Eadie: Yes, thank you, Madam Speaker. This is the, I think, the second delay in terms of the financial, financing the solid waste 10-year financing that's coming up in, Madam Speaker. I'm just wondering if when as… as Water and Waste is putting together their solid waste 10-year financing report, I'm wondering if he could, tell me, are they considering various progressive ways, different ways of funding their 10-year financing program for solid waste?

Councillor Mayes: Well-spotted by Councillor Eadie, that item has been delayed. Clarified thanks to Ms. Cowan from Clerk's, there was a 60-day layover on that, so it is not coming to the May whatever it is meeting of Water and Waste, it will be at the next meeting of Water and Waste. I take the question to mean, are they looking at progressive ways? Yes. I don't think I can… I don't have a final report, I don't think I could talk about that if I did. I will say, Councillor Eadie's eloquent points about flat-rate fees impacting homeowners differently that is, if…I think you may even have voted against it in 2011, I wasn't here yet. So I took a last meeting before I was here. 2011 Master Plan brought in, garbage, recycle, $50 a home, not multi-family, ongoing debate, but $50 a home, whether you're a million dollar home or a 100,000, same flat rate. I…I believe Councillor Eadie may have voted against that on that issue that you have made that point, you made it on the compost, saying don't… don't you bring that in on a flat-rate, that should be on the property tax. That, there's

certainly awareness of that issue, with that issue will be before us. People will talk about what they ran on, I know my lead flipped from October 2011 said I wouldn't introduce clumsy user fees like the $50 thing that they just introduced here. So that's…that's where I was in 2011. So that… that's a good debate to have I think and we had it on the compost back in 2015. We'll see a report. It should be coming not to the next meeting of Water and Waste, but to the one thereafter. I hope…I hope that, if that doesn't the question, clarify the question please, and I'll try and answer.

Councillor Eadie: Second follow up question.

Madam Speaker: Yes.

Councillor Eadie: Well, I won't give a preamble. Were there parameters put on any ideas of their 10-year financing plan?

Madam Speaker: Thank you. Councillor Mayes.

Councillor Mayes: To the extent of…we're well down a path now, I mean, we…one could say, "Oh, I believe in the pay as you throw," a system like Toronto. We… that was 2011, this debate, right, and Council of the day went a certain direction, so we…we, for good or bad that didn't happen, so we have the system we have with garbage and recycle carts. Issues like should multi-family start paying because we're servicing them that…that's a live issue, I think that should be debated. Should we do this collaborator on property tax that should be debated. So yeah, I think…I think there will be a good debate to be had here about…but in terms of parameters, I mean, it didn't cost in a…as far as I'm aware there's no automatic, yeah, we're going to do compost and let's fire that in. We never had the vote yet, on are we going to do compost. There's a six-year pilot project. Perhaps a little longer than I would have liked, my position has evolved on that. But you know, the parameters are that the system that we have basically, and the cost going forward.

Madam Speaker: Thank you. Councillor Nason.

Councillor Nason: Thank you, Madam Speaker, and through you I'll ask a question of the Chair. There have been situations where we've had significant sewer backup in some areas of my ward. Some are looking at this as potentially related to the ending of the fall clean up, creating more build up in our sewer systems. I'm wondering if the Chair is able to articulate if he's aware of any repercussions from that termination of that program.

Madam Speaker: Thank you. Councillor Mayes.

Councillor Mayes: I will take that under advisement and get back to Councillor Nason. I don't know, I'm not sure if this is a CSO, I don't think it's a CSO question, I don't think. A lot of Transcona's on a (inaudible), but I can…I can follow up on that. I don't have a ready answer to that.

Madam Speaker: Thank you. Any further questions for our chair? Seeing none, that ends question period for that committee. Next is the Standing Policy Committee on Innovation and Economic Development. Any questions for Councillor Browaty? Councillor Nason.

STANDING POLICY COMMITTEE ON INNOVATION AND ECONOMIC DEVELOPMENT
QUESTION PERIOD

Councillor Nason: Rather simple one, I know we had a bit of a trend the last few years with IED and cancellation of meetings. Is there…is there going to be a sufficient amount of agenda items for this committee in months to come?

Madam Speaker: Thank you. Councillor Browaty.

Councillor Browaty: Thank you, Madam Speaker, through you to the Councillor Nason. With the ongoing pandemic and all the economic development challenges that we have at the moment, I certainly think there will be. We have a new Chief, oh I'm sorry he's not a Chief anymore, the Head of Technology and Innovation, I should get his title proper, but Tyler Gooch who's recently come on board with the City. I had a couple opportunities to meet with him, so there'll be a lot of neat, new innovation and things to discuss with him. So yes, I do expect there to be plenty of work coming forward. It's not the type of committee where you know, you get to fed reports, you know, coming through like the development process as you do you through Property and Development for example, but no, there will still be lots of work going on.

Madam Speaker: Thank you. Any further questions? Seeing none, next committee is the Standing Policy Committee on Property and Development, Heritage and Downtown Development. Councillor Gilroy, on the report dated April 19th.

**REPORT OF THE STANDING POLICY COMMITTEE ON
PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT
DATED APRIL 19, 2021**

Councillor Gilroy: Yes, Madam Speaker, I'd like to move Items 1 through 7, 8 and 9…8, sorry…sorry, 1 through 7, 9 and 10 and 12 through 17.

Madam Speaker: Okay, so what's been pulled is…thank you. What's been pulled is 8.

Councillor Gilroy: Eleven and 18, we have an amending motion to go with that one.

Madam Speaker: And 18. Okay, Councillor Lukes, 1 and 2. Councillor Eadie.

Councillor Eadie: Two and 3, please.

Madam Speaker: Okay. That's it. Okay, we'll call the question.

Councillor Orlikow: No. 17, please.

Madam Speaker: Thank you. 17 is infill…residential infill. Okay, that is it? I'll call the question on 4, 5, pardon me? One was pulled. Okay, okay, thank you. So, we'll call the question on 1, 4, 5, 6, 7, 9, 10, 12, 13, 14, 15, 16. And there's a call for a recorded vote. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

City Clerk: The vote Madam Speaker, Yeas 16, Nays 0.

Madam Speaker: Thank you.

Item 2 – By-law No. 100/2020 – Adoption of the Airport Area West Industrial Secondary Plan By-law and Repeal of the Airport Area West Secondary Plan By-law No. 8097/2002 – SPA 3/2020

Madam Speaker: Thank you. Councillor Gilroy to introduce.

Councillor Gilroy: I'll wait to hear from my councillor colleagues on this, thank you.

Madam Speaker: Thank you. Councillor…who would like to speak to this first? Councillor Lukes.

Councillor Lukes: Sure. Okay. Thank you, Madam Speaker. I rise in support of this first reading and I just wanted to put a few comments on the record. The Airport Area West Industrial Second Plan, this area is also known as South CentrePort. The Winnipeg…Winnipeg owns lands in CentrePort and this is the section of land that Winnipeg owns. This 2,535 acres of industrial lands is anticipated to develop over 30 to 50 year timespan. Servicing this land will require a full range of municipal services including transportation, wastewater, water and land drainage systems. I think we all know by now that Winnipeg has a shortage of serviced industrial lands and we know that industrial lands provide an incredible opportunity for economic development opportunities, which is critical in keeping taxes low and enabling a higher quality of life for Winnipeggers. Historically, it could be said that industrial development in the capital region, in the rural municipalities were low order and un-serviced, but increasingly, that is not the case. Today, employment lands in Rosser, Macdonald, Headingley, West St. Paul and Ritchot are now able to offer water and wastewater servicing in industrial parks of increasingly high designed standards. And these rural municipalities have lower land costs, lower development charges, faster ability to turn permitting around, lower mill rates and no business tax. It's extremely important that before Council makes any funding decisions that are made to support servicing, that Council looks to undertake detailed employment lands…a detailed employment lands competitive analysis, one of the 19 recommendations made in the employment lands study. Why? It's important we have a competitive analysis review for the Airport Area West Industrial Second Plan and the motion to accelerate the servicing of un-serviced employment lands related to the COVID-19 response recovery plan. The cost of competitiveness is a significant factor influencing business decisions on where to locate industrial and office development in relation to market demand and corresponding market rate. We see and read data on how surrounding

municipalities are booming with growth; both residential and industrial. Council needs to ensure that we consider common infrastructure servicing requirements for the city and surrounding municipalities in order to promote a level playing field within the employment lands marketplace and ensure the city is not at a competitive disadvantage. City of Winnipeg regional infrastructure is required, but Council needs to remember, CentrePort is also a provincial economic engine. Page 31 of the report speaks to cost-sharing to service this area. Page 31 speaks to providing a direction that may or may not be pursued by the City of Winnipeg to ensure the costs are equitably shared amongst benefit land owners. There are different ways to level competitiveness, shared benefits is one and this is a model we should investigate further. Council members, we have a lot to consider on how we fund and ensure competitiveness in the opening of these industrial lands. I know we have the most under-funded council offices in all of Canada and it can be very difficult for you to find time to dive into all the issues, but I ask you, please, do your due diligence on this file, get involved, make it a priority. We need to make wise decisions to ensure we maximize taxpayer dollars as we open these industrial lands. I hope to see you in delegation at the public hearings. I know that at 10:30 at night, this is a very heavy topic, but I really…I really encourage you, this is a…you know, we are looking towards an economic recovery plan. We know that employment lands are one avenue for great economic development opportunities, but we also must realize that in the City of Winnipeg, this is a regional…regional infrastructure must go in. We also must realize that CentrePort is not just servicing Winnipeg, it's a provincial economic engine and opportunity. And we really need to look closely at this. I'm going to be diving into it. I know Councillor Gillingham's going to be diving into it. And I encourage all of you to really look at this closely.

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

Councillor Eadie: Yes, Madam Speaker. I rise…I'm actually supporting this particular first reading by-law of the Secondary Plan for the industrial. And actually, it is a lot of acres, but there's a substantial portion of an acreage that is the old Summit Road garbage dump which frankly, my dad and I hauled some stuff over to that…over to that dump back in the '70s. I didn't want to have to do that work, but I had to go and haul it with him. But the…this is essential for our City of Winnipeg economic development and economy. And what's never been clear to me, Madam Speaker, and like, I think we should move ahead with this secondary plan. It looks interesting and it also, you know, actually, all that land doesn't need servicing, Madam Speaker, because the garbage dump will just have to be monitored. Like, that's…it's…like, there…they can't do anything on top of it. We have an environmental license with the Province of Manitoba, we've got to continue to monitor that and look after that. And then…and then, they have this un-service overlay plan there for certain kinds of…I call them, kind of logistically related operations where, you know, they only have to put in rudimentary private servicing not to the high standards that are expected elsewhere within this secondary plan area. And so, I find it interesting. But…and, really, what we need to find out though is, who…like, this whole thing about the regional plan…the metro region plan and the City of Winnipeg plan and CentrePort…when CentrePort came in, I'm sure that we put in an interceptor there, but the Province I believe paid for it rather than…or paid for a good portion of it instead of the water and sewer bill payers of Winnipeg. Although, so if we did provide that interceptor, so CentrePort north if you want to call it that in Rosser, they're paying a water sewer bill based…well, based on the amount of water that gets flushed through their sewage system for whatever gets built there and it's moving along really well and that's great. But what's not clear to me, Madam Speaker, is the CentrePort north part, I know for a fact, there is a tax-free, I believe it's value added tax is not applied anywhere within that special planning area that was set up by, well, it's in Rosser, but it was set up by the Province and there's an administrative entity, CentrePort. So, but what's not clear is with the portion that's in Winnipeg, CentrePort south. It's not clear to me that whoever opens up employment facility, industrial facility at whatever level that's identified in the secondary plan, there's a bunch of things in there. But what's not clear to me is that area, does it…do we…do we, the City of Winnipeg, have a competitive tax regime as a result like they do in the Rosser portion that is attractive so that we are able…you know…you know, it's important to have a metro region plan, but technically, we're in competition. And it would be great to find out who actually paid for the…the cheaper servicing land in Ritchot and the other municipalities. Did the Province pay for it? I don't know, did they? Because it gives a distinct advantage. I know on a miniscule level, the West Kildonan Curling Club had to shut down because the West St. Paul curling rink could offer lower curling rates because the Government of Canada paid to renovate it and expand their capability, Madam Speaker. So, anyway, I think it's important that we understand that, but I support this by-law moving forward. And we do need to move quicker on it because ultimately, whether a business gets a tax break or not, the people of Winnipeg and outside of Winnipeg will be working at whatever gets built there. And that's what's really important…jobs, as Councillor Orlikow has moved forward on that other plan, jobs are what are really important for economic growth and the ability of Winnipeg to do better. So, anyway, I'll leave it there. I support it and hopefully everything goes by smoothly.

Madam Speaker: Thank you. Councillor Gillingham.

Councillor Gillingham: Thank you, Madam Speaker. I want to thank Councillors Eadie and Lukes for their comments. I thought Councillor Lukes said so many things that were really, really good, very, very accurate. I've been waiting for this report since 2014…these two reports. They have been…these updates have been led by, driven by the landowners. When I mention the two reports, I mean No. 3 as well, regarding the residential area secondary plan. Both of these updates, as I understand, at first were worked on in 2013 before my time on Council. Both of the…certainly, both of them were

stale…stale dated, outdated and needed update and so the landowners began to work on them back in 20…at least 2013, if not prior to. Again, Councillor Lukes brought up a lot of good points. When it comes to the industrial lands, the need for adequate supply of employment lands, we've talked about that several times. Even at…again, going back to a vote I think we had about 11 hours ago now on the economic recovery plan. You know, again, appreciate Councillors Rollins and Orlikow putting employment lands into the analysis for economic recovery. We have to have places for people to work but ultimately, we have to have places…areas and properties for investors to invest and create jobs. But how do we do it to ensure, as Councillor Lukes alluded to, competitiveness. And I think that there is an opportunity here, when it comes ultimately through the discussion about servicing these industrial lands. There is an opportunity here, perhaps, to look at a different model. Don't exactly know what that is but I think we should explore it. The municipalities in the capital region will benefit from these employment lands opening up. The Federal Government, the Provincial Government will reap benefits if these employment lands are opened up and investments are made in them. And so, with Plan 20-50, the new capital region plan, I think there is an opportunity there to talk about planning as a region because when we talk about competitiveness, yes, I know, a lot is made about you know, one municipality, you know, competing against another municipality and within the capital region and elements of that will always happen. But ultimately, at the highest level we really need to think and strive higher than that, beyond that. To work as a capital region, to think as a capital region, to be competing less against one another, more against other jurisdictions. And so, that is going to take, certainly, a consolidated thought. And I think that the Plan 20-50 that's being...that's just been released in draft form, holds potential. I said this to the Metropolitan Region Board members, I might have said it here, too, there's going to be a lot of hurdles. A lot of hurdles that we have to overcome as partners within a capital region, but we'll do it. The option of just continuing to work in silos and competing you know, striving constantly against one another will not get us as a region, as a city, certainly as a province, to where we need to be. And so, I think when we look specifically at this 2,500-acres of land, at least this is how I'm looking at it, this 2,500-acres of industrial land that has potential, I think this is an opportunity for us to get kind of our creative thinking caps on and talk about and look at and examine different models for funding and opening up these lands and developing these lands to see how we can do this together, in collaboration so there is shared benefit. But so, the costs...the investment costs are also shared as well. So, looking forward to the discussions down the road. One final comment on that, we're…we're jumping ahead a little bit because this is about the industrial...secondary plan going to a hearing. But do keep in mind, too, that back in 20...I think it was 2019, it might have been 2018, it's just slipping me right now. We...Council did vote to put into the budget just over $2 million for the Water Waste Department to do a detailed engineer design study and what it would cost to service these lands. That report I understand is imminent. I haven't seen it yet but I understand it's imminent. It will give Council a cost analysis, a Class 3 estimate on what it would cost to service these lands and whether or not, you know, the servicing can be phased. You know, that will help in the future discussions as well. But really glad to see this report before us. I'm not going to make a comment. I'm not going to speak to…separately to Report No. 3 except to say that that is also a very important report as well. So, look forward to supporting these reports.

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

Councillor Schreyer: I wasn't going to speak on this and in a way, I don't want to, but there's something that's been on my mind for a couple of years. Councillor Gillingham did go on a little bit of a tangent and talked about the capital region plan and that's okay with me. I hope that's okay with everybody else that he did that. Now, regarding that, he said, you know, this is going to take co-operation, and that's true. I remember a couple of years ago, the capital region had a luncheon at the Met, and I believe the Mayor and the Premier spoke. We were given a bit of a seminar, a number of councillors were there. And it was quite enlightening because they talked about...they compared us to Charleston, South Carolina. And Councillor Lukes does recall this in terms of being a similar size, in terms of a region, and how they've got to work out co-operating with each other, those...those urban areas, that conglomeration and how they best utilized their resources, pulling together to do their best as a region, not just as an individual urban centre. And I found it very enlightening. But what I find…found interesting was, as well, just as Councillor Gillingham just said right now, I was found something that both…I believe both Premier Pallister and Mayor Bowman both made the points, co-operation. Co-operation. We've got to work together. We've got to make this work together. And it was fascinating because, well, it's true. But just the combination of circumstances and facts and (inaudible) true dimensions of geography and urbanization, conglomerating. I wish I had right now the…sort of the richness of metaphor as Councillor Rollins because she's got the richest I have ever heard in the history of speeches that I have seen with my own eyes, but just, how do you put this? Just the…bringing these points together. And we cannot forget how important it is, if we're going to do anything of meaning and of substance, that it has to be done with co-operation. I dare say if we don't, we're not going to be able to get done what we need to. I'm just going to leave it at that. Thank you.

Madam Speaker: Thank you, Councillor Schreyer. Any other speakers? Seeing none, Councillor Gilroy to close.

Councillor Gilroy: You can call the question, Madam Speaker.

Madam Speaker: Thank you. All in favour? Contrary? Item 2 is carried.

Councillor Lukes: Wait. Councillor Orlikow has put his hand up, is he…

Madam Speaker: Everything is good virtually? Yes, good. That was unanimous. Item…Item 3, Madam Clerk.

Item 3 – Airport Area West Residential Area Secondary Plan By-law – First Reading – SP 2/2016

Madam Speaker: Item 3, Councillor Gilroy, to introduce the item.

Councillor Gilroy: Again, I'll wait to hear from my council colleagues.

Madam Speaker: Thank you. Councillor Lukes.

Councillor Lukes: Thank you very much. I'm going to rise to speak to this first reading. I'm rising in support of this first reading. But I want...I really would like councillors to listen at quarter to 11:00 to what I have to say here. This residential area is located...this proposed residential area is located beside CentrePort. I want to recap, Councillor Eadie brought up something about the funding model regarding the pipe in the Rosser area. In July of 2011, the Province of Manitoba and the City of Winnipeg announced a partnership to cost share $17 million to extend water and wastewater servicing to the CentrePort lands located west of Brookside Boulevard near Inkster Boulevard. This isn't in the city, this portion, the north part of CentrePort. In September 2011, Council approved a new capital project totalling $17 million to extend the water feeder main as well as a wastewater interceptor. Council also approved that it be cost shared with the Province of Manitoba and the City of Winnipeg's contribution and that the City of Winnipeg's contribution be capped at a maximum of $8.5 million and that it be conditional on a service sharing agreement being concluded with the RM of Rosser. So, Rosser is paying back the City of Winnipeg for this, and servicing was enabled. So, that's just a recap. I'm going to speak now to the…I'm just going to speak to the residential part. So, when the pipe goes into service industrial lands, from what I have observed over the years, I have developed a development application will follow in very short order. These residential lands are located north of Saskatchewan Avenue alongside the west perimeter. Actually, they are 4 kilometres further from the downtown than Waverley West. This is almost 700-acres and projects full buildout at 4,000 units. And just to compare this year, all of Council approved Waverley West B which is 400-acres with a full buildout for 4,400 units. So, almost double the number of units per acre is what is being proposed for the Airport Area West. So, almost double the number of units per acre in Waverley West than what is being proposed in the Airport Area West. So, that's...I found that very interesting. The level of density being proposed along the perimeter and Saskatchewan concerns me and I think it should concern Council. There are many ways to develop greenfields and nothing, nothing is easier than developing greenfields. I absolutely agree with Councillor Gillingham and many others, the City needs to have both greenfield and infill developments. But I think we all sit through hours and hours of infill appeals and much opposition and we know that it's harder to do infill. And when I see hundreds of acres of greenfield, I'm speaking about Waverley West now, developed in timelines that were half of what was projected, zero opposition, I can tell you, these...anytime we open a greenfield up, it's going to be absorbed in no time. Councillor Sharma, you see what's going non-precinct G. We see what's going on in the other precincts in the St. Vital area. So, I just want to be clear, I'm all for development, but I think Council should be really clear on what kind of development they want to see in the far west of the City of Winnipeg, further from the city centre that I mentioned, and even Waverley West. So, again, I encourage Council members to please take time and go through this plan. Both of these two secondary plans represent significant investment of tax dollars in servicing and maintaining. But they also present huge opportunities for revenue. They both require detailed involvement, so I look forward to seeing some of you at the public hearings speaking about this and speaking to both of these plans. We know that not much has been happening in St. James from a development perspective and I can appreciate Councillor Gillingham's desire to see something happen. The airport vicinity sound...sound…I'm going to call them the sound lines but...pardon me? Contours, at eleven o'clock at night I'm forgetting the words. The contours may and may not be changing. That may open up Polo Park. That doesn't impact these lands because these lands are outside of it anyways. But there is...I guess the point of all of this is, there is a lot of large money, large players, large opportunities, large costs at play here right now and Councillor Gillingham is very involved in it. Development, obviously I have been working on a lot of it over the past time that I have been here. This is fascinating and interests me. It interested me before I was elected. I worked with Garth Rogers and many individuals out there related to active transportation and CentrePort and Diane Gray, prior to being elected, so…and I live on the south perimeter. So, the south perimeter is part of the whole CentrePort project. So, this is a very interesting opportunity. This first reading will lead to applications, many applications coming through and opportunities to create revenue for our city and opportunities to understand how we want to grow. And Plan 20-50, with the capital region will play into this. And I think this is going to be a very interesting topic in the weeks, months and probably years to come. So, I encourage you to take some time out and get involved in this.

Madam Speaker: Councillor Lukes, thank you. Councillor Rollins, followed by Councillor Eadie.

Councillor Rollins: So, I just want to say that there are some lines here and I think you can look no further than a little further down the agenda to see a little item called Little Mountain Park that Councillor Sharma and Councillor Mayes,

Madam Speaker, as you well know, have been the adoptive parents of this Little Mountain Park. And I cannot ask the question right now, Madam Speaker, but reflectively, I think through you to Councillor Lukes, she would know the answer to who would benefit from Little Mountain Park the most, and in a large way, she sort of answered that question with her speech. It is something that I am keeping an eye on. I want to grow the city up not out. I want to see 70%, you know, and 30%, and I don't know if we're going to get to that with our current infill draft. But when we have an item like Little Mountain Park, I think that, you know, we are actually looking at that greenfield. And there are…it's clear that members of councillor…Council has ambitions, to at least see park development for that housing development. So, just two cents, Madam Speaker.

Madam Speaker: Thank you, Councillor Rollins. Next speaker, Councillor Eadie.

Councillor Eadie: Thank you, Speaker Sharma. And I want to...I'm glad to hear Councillor Rollins speak of opportunities because if you...and I spent...Councillor Lukes has recommended, Madam Speaker, that we all pay attention to what's happening in this secondary plan here with the residential. The industrial, to me, it's like well, we really do...when I look at the secondary plan here, for the residential part, which really is south of CentrePort way…anyway, all the boundaries are there, whatever, but the residentials being proposed to be built in the area that isn't influenced by the old garbage dump that's over in the industrial, I think that's good. Madam Speaker, the dense...Madam Speaker, we...actually, we as Council just passed phase 9 secondary plan amendment for precinct F, and it was 15 units per acre, 15. And that's not really like high density but that whole area there is like 15. In this one, the first number I read was 5 units per acre. That's how it started off. And reading through the secondary plan...and I want to speak about this because I read through this already in a fair amount of detail. And this was after I got off the whole transit plan thing and moved on to other things that I thought were important to address today. And so, in there it talks about...actually, in the industrial plan...secondary plan as well, it talks about active transportation trails. It talks about running one all the way to the…on the south side of the airport, all the way out to...out to Crestview and the other side of Saskatchewan, which that neighbourhood now we're calling it Airport West resident. I don't know. It's going to have a better name than that eventually, right. But...so, you know, and the city does need to be able to grow, but we have been talking about density, and you know, I have been looking at the greenfield that's been happening, the newer stuff, and we are expecting more density, Madam Speaker, than we ever have expected. Councillor Lukes points out Waverley West B. That's pretty good density for greenfield development I think. You know, like, it's not super high density but seems to me it's pretty decent. So, when I look in this plan, what we really have to do and I think we have to do this, is it's talking about where potential…in both those plans, where potential active transportation trails like following Sturgeon Creek...I can't remember which direction Sturgeon Creek kind of tips over. Does it go westerly over to the perimeter or does it go more...or straight north or more east? It goes…

Councillor Gillingham: Northwest.

Councillor Eadie: It goes northwest, right. Okay. So, there is all kinds of alignment. Mr. Johnson who presented about Little Mountain Park and the trail, what's interesting is that we should be planning active transportation as it relates to the metro region and connecting to places so we can get to Little Mountain Park in a healthy way, a good fashion way to participate out there. So, there is all kinds of AT trail alignment possibilities here that can work towards the utilization of a wonderful greenspace called Little Mountain Park for the citizens of Winnipeg. And I couldn't see the maps and everything, but if I recall, I thought the Rosser, Inkster on the south side was basically Winnipeg. Rosser's on the north side. I could be wrong and I'm not sure, kind of where it diverts, but you know, when...I know Councillor Gillingham will speak to this so he can give me an idea of like, is that part of…the south side of Inkster really the boundary...north boundary of the CentrePort south? I know it's not for the...for the residential, this one, because that is south of CentrePort Way and basically west of Sturgeon Road. So, anyway, I had some concerns here and I think we really...I'll try to appear at a hearing, but like, I don't know...like, the secondary plan was put together. I don't know at…what lens was put on this secondary plan when it was created. But the residential one, this is the 2016 by-law, is it I think? The amendment of or? I'm pretty sure. Because...yes. Or was that the by-law 100/...anyway, I'll leave it at that. I just wanted to comment on it and I'm paying attention, but you know...anyway, I'm voting on the first reading, but I really think there needs to be some serious amendments to this secondary plan to ensure that it's the right kind of greenfield development. Thanks, Madam Speaker.

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

Councillor Gillingham: Thank you, Madam Speaker. I wasn't going to speak to this, but I will be quick. I just…ultimately, I'll say, I'm looking forward to hopefully Council's approval to move this into the hearing and then lots of opportunity to discuss these very important things at the hearing. I appreciate hearing from council colleagues. And Councillor Eadie, after the meeting or some time, I'll certainly walk through the maps and the boundary lines here, related to these properties. So, thank you.

Madam Speaker: Thank you. Councillor Gilroy, back to you for close.

Councillor Gilroy: You can call the question.

Madam Speaker: Thank you. All in favour of Item 3, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

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

City Clerk: The vote Madam Speaker, Yeas 16, Nays 0.

Madam Speaker: Thank you. Item 3 passes. Onto Item 8, Madam Clerk.

Item 8 – Zoning Agreement Amendment – 153 Brittany Drive – ZAA 4/2020

Madam Speaker: Thank you. Councillor Gilroy.

Councillor Gilroy: Yes, Madam Speaker, I would like to lay this matter over to the next Council meeting just for a little bit more dialogue with the councillor and the administration.

Madam Speaker: Thank you. To the next meeting of Council?

Councillor Gilroy: Correct.

Madam Speaker: Yes. All in favour? Contrary? That's carried. Item 11.

Item 11 – Construction of Improvements in Mission Street west of Bournais Avenue

Madam Speaker: Thank you. Councillor Gilroy, to introduce the item.

Councillor Gilroy: Again, Madam Speaker, I would like to lay this matter over just for further dialogue with the administration.

Madam Speaker: Thank you. Thank you. All in favour? Contrary? That's carried. Item 17.

Item 17 – Residential Infill – Construction Site Practices

Madam Speaker: Councillor Gilroy.

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

Madam Speaker: Thank you. This was stood down by Councillor Orlikow. Go ahead.

Councillor Orlikow: Thank you, Madam Speaker. I'll be supporting this. I'll say enough on that motion, but I do want to express that I was disappointed it see it. I don't believe this is a critical piece to have neighbourhoods embrace infill better. I have been doing Appeals for quite a few years now and I don't recall people coming forward and saying the foundation is off. I have heard of it. But what I have heard and even Councillor Gerbasi and I tried to get a motion back in the day, that this appeared be similar to this. What I have heard, though, is the construction, the developer has accidentally either taken out someone's fence, they have shaken up someone's foundation, they have left a huge mess both in the back lane or the front street, they haven't finished landscaping. Things that are unfortunately not the majority of infill builders but some do and it really causes a problem for people to be able to accept infill better. So, I have met and discussed briefly already with the administration. And so, I just want to advise the Council that I am working on a second motion later that would be a little more in the line of dealing with those issues that I mentioned. Thank you.

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

Councillor Gilroy: Yes. Thank you very much. We did have a good discussion at the committee on this. And I know that a lot of the questions came around COR certification and finding out that a lot of the developers that do develop infill

projects are not COR certified, so those are things that the City will be looking at further. So, I would like to thank my councillor colleagues for the dialogue and open to hearing what Councillor Orlikow may suggest. Thank you.

Madam Speaker: Thank you. With that I'll call the question on Item 17. All in favour? Contrary? That's carried. Item 18, Madam Clerk.

Item 18 – Request to Establish an Energy Analyst Position in the Assets and Project Management Department – Municipal Accommodations Division – Building Asset Operations and Energy Management Branch

Madam Speaker: Thank you. I'll note that there is an amending Motion 13 going with this item. Moved by Councillor Klein and seconded by Councillor Nason. Councillor Gilroy.

Councillor Gilroy: Yes, Madam Speaker, I rise in support of the main motion. I will not be supporting the amending motion. We had quite a bit of dialogue, again, at the committee and then at EPC on this item. Through our Climate Change Action Plan, one of the key things that we need is the position that they are looking at, which is establishing an energy analyst to make sure that when they are looking at our assets and how we can reduce our energy costs. What the proposal is in front of us, is to actually get this position going internally and the cost would basically...right now, there is a small cost that can be absorbed through the department, there is no extra cost. And that hopefully in the end we will actually be in a better position because we will be saving money on the other end by having this analyst come and do a lot of work with the City in terms of our buildings but also be able to apply for some of those grants and stuff that we would like to…we would like to get. So, I think that this is an important position. It doesn't cost the City any extra money. It will be doing...it will be internal, and I want to thank my councillor colleagues though. I think there was a lot of great discussion on this and I look forward to even the discussion that we have here today. Thank you.

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

Motion No. 13
Moved by Councillor Klein,
Seconded by Councillor Nason,

BE IT RESOLVED that Item 18 of the report of the Standing Policy Committee on Property and Development, Heritage and Downtown Development dated April 19, 2021, be amended as follows:

- *Delete Recommendations 1-4 and replace with the following:*

    1. *That the matter be referred to the 2022 Budget Review Process.*

Councillor Klein: Thank you, Madam Speaker. And I appreciate the comments from my colleague, Councillor Gilroy. We did have a robust discussion about this. My understanding during that conversation is that it does cost money. We hope to regain that money by seeing savings through some provincial programs or seeing savings within our own building. And I understand that and I appreciate that. I'm also cognitive of the fact that, you know, just because we have the money doesn't mean we should be spending it. We live in a different time than we did just two years ago. We are going to be facing some very difficult choices yet again. We'll hear that term when it comes to the budget only months away, that we will be facing many difficult choices again. And this is adding $34,000 plus to a salary. I'm appreciative of the fact that they are taking a position from a different area, moving it over to here, but they have to top this salary up because it's over a hundred thousand dollars. My concern and my wish to have it go to the Budget Working Group, it seems to be in line with every other motion that comes forward by some that expending any extra money should be a decision of the Budget Working group. So, again, wanting to follow what I sense is the norm, this should go through that Budget Working Group, because, like everyone else in our city, we have to be cautious of how we are spending money that may be in hand today but may be critical to us in the months ahead. So, this is simply not saying no. This is not saying no, we don't need the position. This is not saying that it maybe won't save us a hundred thousand dollars, and be cost neutral. What this is saying is that maybe we need to wait six months and get it through the budget process.

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

Councillor Mayes: Well, this is actually sort of serendipity. This…I was beginning the long, uphill climb at the Water and Environment Committee because we have climate change...our climate office now under Moira Geer's direction in that water and waste utilities. So, this was a thing we wanted, let's get an energy position. This efficiency Manitoba money that we have this fleet of aging buildings. Couldn't we be doing more to conserve energy? Sustainable Buildings Manitoba is lobbying saying, shouldn't we get an energy position and then lo and behold out of the sky Councillor Gilroy arrives with this. Like, yes, they're doing it. Yes, we've got…we are six steps ahead, wonderful. Perhaps a lesson that the different

parts of the city should talk to one another a bit more. The Office of Sustainability should have known about this, I would say, but so what? Let's get going. Let's roll. This is what we want to do under the Climate Change Action Plan. It's a good initiative. I think the savings are there. We've got this aging fleet of arenas and pools and various other buildings but I think we can come up with some savings. We do have these targets that we're at least notionally trying to meet. This will actually help us really try and get towards some of those energy saving targets. So, not any interference by me that caused this but rather, as John Kiernan said at EPC, serendipity that this was coming forward. My thanks to Councillor Gilroy for steering it this far. It's a good initiative. It will help our climate change action, so I would hope to...I'm afraid I have to oppose the amendment, but support the main motion. Ironically, this is probably cutting a year off what would have been a long, difficult fight to try and get such a position in the Sustainability Office and instead we're going to do it where we're doing municipal accommodations with Brad Erickson and company and hopefully find the savings.

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

Councillor Nason: I'll be brief on this. Madam Speaker, you know, putting this off to 2022 budget deliberations I think is the wise thing to do because we have been waiting...well, I know I have been waiting since being elected to get an answer with regards to the Transcona Retired Citizens Centre, to get an answer towards the Centennial Pool, to get an answer towards Canterbury Park Daycare building that's on the Transcona National's field. Like, those types of things. So, the rationalization of and costing these $1 leases, that report is out there. I know the City and the Public Service is looking to perhaps shrink our footprint, but yet we're going to spend money to go and look at what it's costing. I think that work is already underway in this other report. So, I don't know why we need to have these positions created now. I do believe it should be referred to the 2022 budget process. Thank you.

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

Councillor Eadie: Thank you, Madam Speaker. I wasn't going to speak to this, but this is providing a position for municipal accommodations, I believe, which is technically treated like a utility. And so, we're discussing this and, you know, I haven't...I missed the discussion at IR…at PDHDD, sorry. I missed the discussion regards to this position. But you know, the utility often charges back the services that are provided to the other departments when they are looking at the buildings that they are basically responsible for. So, I'm just interested in terms of covering off the cost, will the…you know, maybe the Chairperson can explain where the money was coming from, for this position with municipal accommodations.

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

Councillor Lukes: Sure, I'm just…give me one minute here.

Madam Speaker: Any other speakers following? Following Councillor Lukes, we'll go back to you, Councillor Gilroy, for the close and then move on from there. We'll just wait for Councillor Lukes.

Councillor Lukes: Why can't I find it here? Here it is. Okay, I'm sorry. Thank you. Now, we had a good debate on this, a good discussion on this at committee. And the understanding that I had was that what was being requested was funding to top up a WAPSO position. The WAPSO position was going to be eliminated but that funding would go to...just wait here, it's at the bottom. I'm sorry, it's late. Oh, it was a technician 3 funding. And so, the funding was there for technician 3 funding and that a top-up would be required to move the position to a WAPSO position. Yet, the department had other technician grade 3 positions, so the request was, well, why don't you take two of the positions that you're already funded for to use it for the WAPSO position, to use that funding for the WAPSO position. And they didn't want to do that. They wanted to get extra funding. So, I didn't support it at committee. I really think this is an important position. I…you know, maybe it's my, you know, inability to really understand the whole collective agreement thing, but if the funding is there, if they've got the technician grade 3 position and they have…they had multiple positions, why do we need to increase the funding when we have the funding? And just combine the two positions. So, I think the position is important. I just didn't agree with the way that the position was going to be funded. So, I didn't support it.

Madam Speaker: Thank you. Councillor Gilroy.

Councillor Gilroy: Thank you. I will try to answer some of these questions as I go. Well, the reason why that…this position requires an expert. It's not just...they have to really require somebody that is really noted in the field and an expert in this. So, it requires...it does require additional dollars to help support this position. This is part of our Climate Change Action Plan. And it's also part of what the City needs to do to meet its own targets because our buildings are part of our own targets so it's really critical that we make sure that we do this work. We have many, many buildings. So, for example, the cost savings that they are predicting from having this position annually will be a hundred thousand dollars just from this position. Not only the ability to be able to maybe get funding and grants and other opportunities from other levels of government. So, there really is actually a cost benefit to having this position. There was talk at the EPC, I think Councillor

Rollins raised why this even has to come because couldn't there be a delegated authority to be able to do this. So, that was a very good and added point. But I guess they felt it was relevant enough to make sure Council made a decision on this. So, I really think that this is a really good position for the City. I think it's something that we really need. I don't think that when you look at the amounts they'll be able to do it internally in the department. You know, and I really think that we need to be a leader. If we're asking people to take part in climate change action we need to be a leader as a city and part of that is making sure that we, you know, we do what we do...what we need to do in our own house and that means our own buildings. So, I do hope that you support it. As you can see in the report, there is not much of a cost. They are predicting a large savings actually from this and it's something that is really, really important to our Climate Change Action Plan and important for the city as a whole. Thank you.

Madam Speaker: Yes. Okay. Councillor Gilroy, I apologize, but I did miss the close for Councillor Klein. So, if we can just go back to…back to Councillor Klein with the consent of Council. Councillor Klein, to close on your...and then we'll let Councillor Gilroy close once again. I don't think she wants to. Councillor Klein.

Councillor Klein: You know, all very valid points. Again, I'm just going to go back to the basics, right. Councillor Lukes brought up a very valid point, you could take two positions and you could do this. It is something that could be done through designated authority, why wasn't it? And if the money is there, why didn't you do it a long time ago? Again, it's just…if we have the money, it doesn't mean we're supposed to spend it. And if it is part of this massive green plan, why isn't our Transit Master Plan fully electrified in the next couple of years? Why don't we have more electric buses on the street now? We use this green plan and it's good for us and we don't talk about it when it's not going to help us with our other ideas. So, this basically is just reasonable. It's a position. We want to add money to it. It could save us money. No one's arguing that. The argument that I'm putting forward or the suggestion that I'm putting forward is simply, let's wait and make it part of the budget like we hear often in this chamber.

Madam Speaker: Councillor Gilroy, is there something you want to say?

Councillor Gilroy: Absolutely. No, I just wanted to also mention because Councillor Gillingham pointed out to me that in the end of the report on page 6, it says no additional mill support is required. So, I just think that that's important for councillors to note before making their decision. Thank you.

Madam Speaker: Thank you. With that, we'll call the question on amending Motion 13. Ladies and gentlemen over there, all in favour of amending Motion 13. All in favour? Contrary? Okay, call for a recorded vote. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

Councillors Eadie, Klein, Nason and Schreyer

Nays

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

City Clerk: The vote Madam Speaker, Yeas 4, Nays 12.

Madam Speaker: Thank you. Amending Motion 13 is defeated. Onto the main item, Item 18. All in favour? Contrary? Anyone want to be recorded in opposition? Councillor Klein and Councillor Nason to be recorded in opposition, and that is…and Councillor Eadie. Mr. Clerk, you've noted that. And the item is carried. Thank you. I see people are packing up over there, there's more to go. Okay. Let's have…let's go on to by-laws, Madam Chair.

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

Councillor Gilroy: I'd like to move the following by-laws be read the first time: By-law No. 85/2016 and By-law No. 100/2020.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 85/2016 and By-law No. 100/2020.

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

Councillor Gilroy: I'd like to move that the following by-laws be read a first time: By-law No. 35/2021, By-law No. 36/2021, By-law No. 37/2021, By-law No. 38/2021, By-law No. 42/2021, By-law No. 43/2021 and By-law No. 44/2021.

Madam Speaker: All in favour? Contrary? That's carried.

Clerk: By-laws No. 35/2021, 36/2021, 37/2021, 38/2021, 42/2021, 43/2021 and 44/2021.

Madam Speaker: Thank you. Councillor Gilroy.

Councillor Gilroy: And I'd like to move that By-law 35/2021 to 38/2021, both inclusive, and 42/2021 to 44/2021, both inclusive, be read a second time.

Madam Speaker: All in favour? Contrary? That's carried.

Clerk: By-laws No. 35/2021 to 38/2021, both inclusive, and 42/2021 to 44/2021, both inclusive.

Councillor Gilroy: And I'd like to move that the rules be suspended and By-laws No. 35/2021 to 38/2021, both inclusive, and 42/2021 to 44/2021, both inclusive, 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? That's carried. We'll now have question period under this committee. Any questions for Councillor Gilroy? Seeing none, let's move forward; Standing Policy Committee on Protection, Community Services and Parks. Councillor Rollins, waiting patiently, over to you.

**REPORT OF THE
STANDING POLICY COMMITTEE ON PROTECTION, COMMUNITY SERVICES AND PARKS
DATED APRIL 15, 2021**

Councillor Rollins: Madam Speaker, I wish to move consent agenda Item No. 1 and 2.

Madam Speaker: Okay, Item...okay, Item 2 has been pulled. Okay, we'll call the question on Item 1. All in favour? Contrary? That's carried. Item 2, Madam Clerk.

Item 2 – Establishment of a Green Space Corridor North of Inkster Boulevard

Councillor Rollins: Thank you, Madam Speaker. I'll use your good words to introduce the item if I may. Madam Speaker, and I quote, you said, "Mountain Park is a great gem in the City of Winnipeg and in the municipality of Rosser." It was set aside in 1965 because of its historic background as a natural area. Moreover, it is the only large off-leash dog park available in northwest Winnipeg, and it's considered one of the best in the city. For this reason, the fire pit, their barbecues, the park building, the ability to utilize recreation trails and hike. It's peaceful. It's an escape and for this reason and more, I believe, Madam Speaker, we moved at Protection and Community Services and Parks to consult with the rural municipality of Rosser and CentrePort Canada on the feasibility of establishing a greenspace corridor north of Inkster Boulevard bordered by Klimpke Road to the west, and including Players Golf Course and Little Mountain Park. And I believe that that was unanimously at Protection, Community Services and Parks. And with that, Madam Speaker, I'll introduce the motion.

Madam Speaker: Thank you, Councillor Rollins. Councillor Mayes, over to you.

Councillor Mayes: Yes, just wanted to thank Councillor Rollins for pushing this along. And yourself, Madam Speaker. We have had the odd good fortune, I suppose, to sort of champion things for this park. There are a few of these orphan parks outside the city. Councillor Lukes I think, to her credit, has taken the lead over the years on La Barriere. And we

have had, due to some accident of history, we've ended up championing this one over the years. There is a $300,000 investment that's been done. A new…renovated the washroom there. We are unable to dedicate that due to COVID. It's been delayed a year, but I know Mr. Domke is…has always defended this park and continues to do so. So, I think this is the kind of thing we should be protecting and enhancing this park and its area rather than looking to sell it off or shave off the northwest corner for a roadway, as was talked about at the start of this meeting 8 years ago. It only seems that way. But in any event, thanks…we'll see what…I'd assumed we'd just get a report. This is better. This is going and consulting with the RM of Rosser and CentrePort. So, we'll see what comes of it, but it's certainly worthwhile initiative. Thanks to you, Madam Speaker, and to Councillor Rollins.

Madam Speaker: Thank you, Councillor Mayes. I'd like to speak to this item as well. Councillor Eadie, if I could give you the Chair.

Mr. Deputy Speaker: All right.

Councillor Sharma: Thank you, Mr. Deputy Speaker. Yes, we're not going home tonight until I put some comments on the record about Little Mountain Park. Different issues are very important to different citizens' group…citizen groups, so we need to honour that. I'm very pleased to second this motion, moved by Councillor Mayes. He has been a huge champion of Little Mountain Park, which I know many have appreciated given this is an orphan park that doesn't clearly fall into any one jurisdiction. Councillor Mayes may recall, it was a number of years ago in 2014, he spearheaded a community meeting in which he and I spoke with residents in a packed room at the Sir William Stephenson Library and we heard at that time of their experiences and the ideas that they had for Little Mountain Park. And that passion has only continued. Councillor Rollins provided some great background on Little Mountain Park. It certainly is a gem. And I want to thank the committee, Councillor Rollins, Councillor Eadie and Councillor Santos for moving this along when it was brought up at the Protection, Committee. Northwest Winnipeg is rapidly growing and with it, the need for recreational spaces increases. As we know, the COVID-19 pandemic has also increased the number of people regularly visiting parks. We recently got that…those stats…that data from our Public Service. The value of this park both now and into the future is immeasurable. We need to not only conserve it, but also explore opportunities for the future. And through this report, we're hoping to have more information about the feasibility of establishing this greenspace corridor north of Inkster Boulevard as well as the possibility of including a space north of the park as a protected wildlife refuge in the corridor. Many, many residents have advocated ideas for Little Mountain Park and I want to specifically mention Mr. Lloyd Johnson. I know he has had a number of conversations with Councillor Mayes. And he is the Chair of Little Mountain Park Conservancy Group and he spoke in delegation passionately at the recent standing committee meeting. So, this is an important motion and I ask you all to join Councillor Mayes and I in supporting and further growing Little Mountain Park and addressing the needs of things that residents are looking for. Thank you.

Mr. Deputy Speaker: Thank you, Councillor Sharma. I…do you take the Chair back? I'd like to speak to the report as well.

Madam Speaker: Thank you, Mr. Deputy Speaker. Go ahead.

Councillor Eadie: Yes, thank you, Madam Speaker. Wow, so now I learned about the 1965. Wow, that's interesting. So, that's really been Winnipeg's park. That's North End park, St. John's High School…well, St. John's Junior High School students. I think I was grade 8 or was it grade 9 at the time? We rode our bikes out to Little Mountain Park. So, that was around '74, '75. I have to say, Mr. Johnson, I've had a lot of discussions with him as well. And the natural habitat I think is very important to maintain and protect because, you know, that was the park that I appreciated as a young teenager out there along with some other students and our science teacher. And so, we're moving ahead with this report and I support it, but really, I think, as I mentioned when we were talking about…Mr. Johnson got back to me because I was asking him about alignment from various places like from the CentrePort south area, like, from the airport, just to get a sense of possibilities. And he pointed out, Madam Speaker, you know, there should be a bigger plan to help us get to that park healthily. And Omand's Creek is an interesting alignment. It goes all the way…like, so it's way down there in the Wolseley neighbourhood and comes all the way across what used to be the prairies and follows and there's some potential alignments there to get out to Inskter and then beyond to Little Mountain Park. So, anyway, I really appreciate all the support that councillors give to continuing to protect that park and make the experience better. And I'm looking forward to hearing what does come back when all the discussions that are done. And maybe, you know…I understand our Active Transportation Master Plan is due to be renewed, Madam Speaker and colleagues. And maybe we should be examining, you know, how we align for us to get there in a safe and healthy way out to Little Mountain Park, which for all intents and purposes is a private property in the RM of Rosser. Thanks.

Madam Speaker: Thank you, Councillor Eadie. Back to you, Councillor Rollins, for the close.

Councillor Rollins: In a nutshell, park is great. It's outside city boundaries. Let's move it.

Madam Speaker: Thank you. All in favour? Contrary? That's carried. Question period for Councillor Rollins. Councillor Nason.

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

Councillor Nason: Thank you. I know we all want to get home, but maybe we could last till tomorrow. You know, at a recent SPC, I did come in delegation and was talking, Madam Speaker, with regards to the ongoing erosion of prep money for our park renewal. I did indicate that it was going to virtually zero in 2024. From a ward perspective that is accurate, there will be $300,000 to fix the entire city, any issues that come up. However, we get projects that we're moving forward on and I know that accessibility is a very important one for myself. I've recently announced a park that's getting done in my ward. However, there was this much (inaudible) 155,000 per year over the next three years for prep funds from the $50 million investment; and I'm wondering if the Chair can tell us if that money has been approved by the Province, and flowed to the City of Winnipeg.

Councillor Mayes: Point of order there, that's an excellent question, but the money was to go into the LDR account for each ward, not the prep. So it's…

Councillor Nason: Sorry…

Councillor Mayes: General question…

Councillor Nason: My....

Councillor Mayes: It's a good question.

Councillor Nason: Apologies. My apologies. To the Land Dedication Reserve Fund.

Madam Speaker: Thank you. Councillor Rollins.

Councillor Rollins: Yes, thank you for the question through you, Madam Speaker. I'm…I'm still working with administration with respect to the $50 million plan that we have and I'll be sure to get back to you, the Councillor on that. And also recall, you know, interjecting because there was a more generalized statement made of there's no…there's no parks money, and so, I…I, from my recollection, you know I wanted to correct that generalization and I think we worked it out at committee. But definitely, we'll get back as soon as I hear further.

Madam Speaker: Okay, thank you. Second question.

Councillor Nason: On that same $50 million, there was, I believe $8 million that was earmarked for rink twinning. Has any more specific detail been flushed out as to where that money is flowing to?

Madam Speaker: Thank you. Councillor Rollins.

Councillor Rollins: Well, Madam Speaker, I think that in part I already answered the question with respect to…still working with administration on the $50 million that would fund this great project. If I'm answering the correct…the question, if I'm…if I'm understanding the question correctly. But this is, you know, this is really question that, you know, we should be asking the Province, but still working for with administration. We need provincial approval on it, Madam Speaker, through you to Councillor Nason.

Madam Speaker: Okay, thank you. Next question, Councillor Lukes.

Councillor Lukes: Actually, that was the $50 million question I had, so.

Councillor Rollins: Done and done.

Madam Speaker: No other questions?...

Councillor Rollins: Shall I move adjournment?

Madam Speaker: No other questions? Just before we move adjournment, I want to thank our Clerks and our CAO, Mr. Ruta that's been with us for the entire day. We see you up there, thank you. And I want to thank each of you for the compassion and kindness you showed me earlier during the announcement time to take the short recess. I do appreciate it. Thank you. Councillor Schreyer, will you move adjournment and somehow weave in construction inflation? We did not hear that today. Councillor Schreyer.

Councillor Schreyer: So moved, Madam Speaker.

Madam Speaker: All in favour? Contrary? That's carried. Stay in your seat for roll call, please. Madam Clerk.

ROLL CALL

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

Council adjourned at 11:35 p.m.