

Closed Captioning Transcript – City Council 8 March, 2017

>> Mayor: GOOD MORNING, LADIES AND GENTLEMEN. IF I CAN ASK MEMBERS OF THE COUNCIL TO TAKE THEIR SEATS. WE'LL START THE MEETING IN 1 MINUTE. IF MEMBERS OF THE PUBLIC COULD ALSO TAKE A SEAT IN THE GALLERY. WE'LL START IN 1 MINUTE. GOOD MORNING, LADIES AND GENTLEMEN. WELCOME TO THE OTTAWA CITY COUNCIL MEETING ON INTERNATIONAL WOMEN'S DAY. IT'S MY PLEASURE TO WELCOME MEMBERS OF THE PUBLIC WHO ARE HERE TODAY TO WATCH AND THOSE WATCHING ONLINE AND ON ROGERS CABLE. COULD YOU PLEASE RISE FOR A MOMENT OF PERSONAL REFLECTION AND REMAIN STANDING AS COUNCILLOR CHERNUSHENKO WILL INTRODUCE OUR VERY SPECIAL GUEST WHO WILL SING THE NATIONAL ANTHEM. IF YOU CAN REMAIN STANDING. I'D ASK COUNCILLOR CHERNUSHENKO TO INTRODUCE OUR SPECIAL GUEST FROM HOPEWELL. HOPEWELL IS SPECIAL TO ME BECAUSE MY TWO NIECES GRADUATED FROM HOPEWELL PUBLIC SCHOOL. IT'S A GREAT SCHOOL. >> THANK YOU VERY MUCH. >> Voice of Interpreter: GOOD MORNING, EVERYONE. IT'S A GREAT PLEASURE TO WELCOME THE HOPEWELL PUBLIC SCHOOL THIS MORNING GRADE 6 CLASS. >> HOPEWELL AVENUE PUBLIC SCHOOL IS ONE OF THE CITY'S OLDER SCHOOLS, FOUNDED IN 1910 ON HOPEWELL AVENUE. IT HAS A LONG HISTORY OF STRONG MUSIC PROGRAMS. TODAY IS NOT A SCHOOL BAND OR CLASS THAT'S PERFORMING FOR US. PLEASE JOIN ME IN PROVIDING A WARM WELCOME TO OUR PERFORMERS. (Applause) O CANADA! OUR HOME AND NATIVE LAND! TRUE PATRIOT LOVE IN ALL THY SONS COMMAND. WITH GLOWING HEARTS WE SEE THEE O CANADA! OUR HOME AND NATIVE LAND! TRUE PATRIOT LOVE IN ALL THY SONS COMMAND. CAR TON BRAS SAIT PORTER L'ÉPÉE, IL SAIT PORTER LA CROIX! TON HISTOIRE EST UNE ÉPOPÉE DES PLUS BRILLANTS EXPLOITS. GOD KEEP OUR LAND GLORIOUS AND FREE! O CANADA, WE STAND ON GUARD FOR THEE. O CANADA, WE STAND ON GUARD FOR THEE. (Applause) >> Mayor: THANK YOU VERY MUCH TO THE STUDENTS FROM HOPEWELL AVENUE PUBLIC SCHOOL. >> Voice of Interpreter: THANK YOU VERY MUCH TO THE HOPEWELL STUDENTS. >> Mayor: I'D LIKE TO INVITE LEE ANN NAPIORKOWSKI TO THE PODIUM FOR THIS MEETING'S CITY BUILDER'S AWARD PRESENTATION AND HER COUNCILLOR RILEY BROCKINGTON. LEE ANN, WELCOME. LEE ANN HAS A NUMBER OF STUDENTS AND FRIENDS AND FAMILY HERE WHICH IS TERRIFIC. THANK YOU, COUNCILLOR FOR BEING WITH US AS WELL. LEE

ANN'S COMMITMENT TO VOLUNTEER COACHING GOES BEYOND CREATING A WINNING ATTITUDE WITH HER PLAYERS. SHE INSTILLS THE KEY VALUES OF LOYALTY AND RESPECT FOR TEAMMATES. SHE'S AN INCLUSION COORDINATOR TEACHER AT ST. PETER CATHOLIC HIGH SCHOOL. LEE ANN ALSO LENDS HER LEADERSHIP SKILLS AS HEAD COACH OF THE SENIOR BOYS RUGBY TEAM. >> Voice of Interpreter: LEE ANN ALSO LENDS HER LEADERSHIP SKILLS AS HEAD COACH OF THE SENIOR BOYS RUGBY TEAM. >> Mayor: AS WELL AS THE PLAYERS PARTICIPATION IN FUNDRAISERS AND COMMUNITY CHARITY EVENTS. IN ADDITION TO THE HIGH SCHOOL SPORTS TEAM, LEE ANN HAS EXTENDED HER VOLUNTEER EFFORTS AS HEAD COACH TO THE OTTAWA BEAVERS, RUGBY FOOTBALL CLUB, THE CARLETON UNIVERSITY MEN'S FOOTBALL TEAM. HER PASSION AND RESPECT FOR YOUTH AND ATHLETES EXTENDING TO HER ESTABLISHING AN AMBASSADOR PROGRAM. LEE ANN ALSO WORKS TO REMOVE BARRIERS TO RUGBY FOR HER PLAYERS. SHE LEADS FUNDRAISING INITIATIVES FOR FINANCIALLY CHALLENGED PLAYERS WHO CAN'T AFFORD REGISTRATION AND EQUIPMENT. SHE HELPED A PLAYER WHO QUALIFIED FOR THE EASTERN ONTARIO CHAMPIONSHIP BUT COULDN'T AFFORD THE COSTS. WITH HER DEDICATED EFFORTS SHE WAS INSTRUMENTAL IN ESTABLISHING THE JOHN KELLY MEMORIAL AWARD, A STUDENT WHO TRAGICALLY PASSED AWAY. I'D LIKE TO TAKE THIS OPPORTUNITY TO THANK LEE ANN FOR HER MANY CONTRIBUTIONS CUSTOMER THE CITY AND FOR HER OUTSTANDING LEADERSHIP. >> Voice of Interpreter: I'D LIKE TO TAKE THIS OPPORTUNITY TO THANK LEE ANN FOR HER MANY CONTRIBUTIONS TO THE LOCAL RUGBY COMMUNITY. >> Mayor: PRESENT YOU WITH THIS MEETING'S MAYOR'S CITY BUILDER AWARD FOR SUCH GREAT WORK. IT'S GREAT TO HAVE MANY OF YOUR STUDENTS WITH US HERE TODAY. CONGRATULATIONS, LEE ANN. KEEP UP THE GREAT WORK. (Applause) >> MR. MAYOR, MEMBERS, THANK YOU FOR WELCOMING MY FAMILY, PLAYERS, STUDENTS TO HELP ME ACCEPT THIS AWARD. I'D LIKE TO EXTEND THANKS TO COUNCILLOR BOB MONETTE FOR HER SUPPORT OF THE RUGBY CLUB. THE OTTAWA BEAVERS RUGBY FOOTBALL CLUB IS FILLED WITH THE BALANCED GROUP OF ATHLETES WHO EXEMPLIFY FUN AND A FIGHTING COMPETITIVE SPIRIT. THEY'RE THE CORE OF WHO REMIND ME HOW BIG AN IMPACT A HIGH SCHOOL COACH CAN HAVE. I'D LIKE TO THANK MY RUGBY FAMILY AND I LOOK FORWARD TO BEING INVOLVED FOR MANY MORE YEARS. THANK YOU. (Applause) >> Mayor: WHY DON'T WE --

WE'LL GET ALL THE STUDENTS TO COME UP AND GET A GROUP SHOT. COUNCILLOR MONETTE, ST. PETER IS IN YOUR WARD OR STEVE BLAIS'S? YOU COME ON. LET'S GIVE THESE ATHLETES A BIG ROUND OF APPLAUSE HERE. (Applause) (Applause) THANK YOU, LEE ANN. IT'S AN INSPIRING STORY. IT'S GREAT THAT SO MANY OF THESE YOUNG PEOPLE AND MEMBERS OF THE RUGBY CLUB COULD BE WITH US HERE TODAY. OUR SECOND AND FINAL PRESENTATION IS TO COMMEMORATE INTERNATIONAL WOMEN'S DAY. I'D ASK COUNCILLORS TO JOIN ME AT THE PODIUM. YOU'RE ON THE LEFT LOOKING THIS WAY. TODAY ON MARCH 8 WE JOIN PEOPLE FROM AROUND THE WORLD AS WE CELEBRATE INTERNATIONAL WOMEN'S DAY. >> Voice of Interpreter: TODAY WE JOIN PEOPLE AS WE CELEBRATE INTERNATIONAL WOMEN'S DAY. >> Mayor: INTERNATIONAL WOMEN'S DAY WAS ORIGINALLY ESTABLISHED IN 1977 BY THE UNITED NATIONS WHICH CALLED ON ALL COUNTRIES TO INSPIRE, CELEBRATE AND HONOUR WOMEN. THIS YEAR'S DAY FALLS ON A COUNCIL MEETING DAY. IT'S NOT THE ONLY REASON WE TAKE AN EXTRA OPPORTUNITY TO CELEBRATE AND HONOUR WOMEN. THERE ARE A NUMBER OF ADDITIONAL REASONS FOR DOING SO AND THEY'RE STILL RELEVANT TODAY. 2017 MARKS THE 150th ANNIVERSARY OF CANADA AS A NATION. IT SEEMS IMPORTANT WE TAKE A MOMENT TO HONOUR THE ROLE OF CANADIAN WOMEN AS PART OF THAT CELEBRATION. SECONDLY, MANY OF YOU KNOW THAT THIS YEAR MARKS THE 100th ANNIVERSARY OF WOMEN GAINING THE RIGHT TO VOTE IN FEDERAL ELECTIONS. THIRD, IN APRIL 1917, THE GOVERNMENT OF ONTARIO GAVE THE RIGHT TO VOTE TO SOME WOMEN IN PROVINCIAL ELECTIONS. FINALLY, WE NOTE THIS YEAR MARKS THE 130th ANNIVERSARY, 30 YEARS PRIOR TO WOMEN OBTAINING THE FEDERAL VOTE THAT WOMEN EARNED THE LEGAL RIGHT TO VOTE IN A MUNICIPAL ELECTION HERE IN THE CITY OF OTTAWA. (Applause) VERY FEW PEOPLE KNOW THAT. WE'RE ALWAYS AHEAD OF THE FEDERAL AND PROVINCIAL GOVERNMENTS. IT'S WITH THAT BACKGROUND THAT INTERNATIONAL WOMEN'S DAY CELEBRATES THE ECONOMIC, POLITICAL, CULTURAL AND SOCIAL ACHIEVEMENTS OF WOMEN WHILE MARKING A CALL TO ACTION. WE HAVE THE OPPORTUNITY TO PAY TRIBUTE TO WOMEN EVERYWHERE WHO HAVE MADE A DIFFERENCE IN THE LIVES OF OTHERS AND TO CELEBRATE WOMEN WHO LEAD THE WAY FORWARD TO A MORE EQUAL AND JUST SOCIETY. ALL OVER THE WORLD, WOMEN HAVE HELPED TO BRING POSITIVE CHANGE NOT ONLY THROUGH LEADERSHIP AND PUBLIC OFFICE BUT THEIR

EVERYDAY ACTIONS OF COURAGE, OUTREACH AND ACTION. >> Voice of Interpreter: ALL OVER THE WORLD WOMEN HAVE HELPED TO BRING POSITIVE CHANGE NOT ONLY THROUGH LEADERSHIP BUT ALSO WITH EVERYDAY ACTIONS. >> Mayor: HOSTED AN INTERNATIONAL WOMEN'S DAY BREAKFAST. OVER 350 WOMEN FROM ACROSS OTTAWA MAKING IT THE LARGEST TURNOUT SINCE I FIRST STARTED HOSTING THE BREAKFAST IN 1988. IT WAS AN HONOUR TO ATTEND THE BREAKFAST WITH SO MANY WOMEN WHO HAVE MADE A DIFFERENCE IN OUR COMMUNITY AND IN OUR COUNTRY AND INTERNATIONALLY. WE HAD THE MINISTER RESPONSIBLE FOR THE STATUS OF WOMEN AND THE MINISTER OF ENVIRONMENTAL AFFAIRS AND CLIMATE CHANGE. CANADA'S THEME IS EQUALITY MATTERS. WE CONTINUE TO -- WE NEED TO CONTINUE TO WORK TOWARDS GENDER PARITY AND ENSURE CONTRIBUTIONS OF WOMEN ARE RECOGNIZED. WE NEED TO TAKE A MOMENT TO THINK ABOUT WHAT WE CAN DO AS INDIVIDUALS TO SUPPORT EACH OTHER TOWARD THAT GOAL. WE'RE FORTUNATE HERE IN OTTAWA TO HAVE MANY FEMALE LEADERS IN OUR COMMUNITY THAT YOUNGER GENERATIONS CAN LOOK UP TO INCLUDING OUR RECIPIENT TODAY LEE ANN AND WE HAVE 4 EXCEPTIONAL FEMALE ROLE MODELS THAT SERVE ON OUR CITY COUNCIL. I THINK ALL OF YOU WOULD AGREE WE SHOULD BE STRIVING TO INCREASE THE NUMBER OF WOMEN REPRESENTATIVES IN ALL LEVELS OF GOVERNMENT. THIS MORNING AT THE BREAKFAST WE HEARD A NUMBER OF INSPIRING SPEECHES THAT ASKED US TO MENTOR YOUNG WOMEN IN OUR COMMUNITY. I AGREE WE NEED TO COLLECTIVELY GIVE WOMEN SPACE AND THRIVE TO SUPPORT THEIR EFFORTS SO THEY CAN RUN FOR POLITICAL OFFICE AND ACHIEVE SUCCESS HOWEVER THEY DEFINE IT. >> Voice of Interpreter: WE HAVE THE OPPORTUNITY TO HAVE 4 WOMEN WHO ARE DEVOTED TO OUR COMMUNITY IN OUR CITY. >> Mayor: TO RECOGNIZE THE WONDERFUL CONTRIBUTIONS OF COUNCILLORS HARDER, WILKINSON, DEANS AND MCKENNEY AND THANK THEM FOR THEIR TIRELESS WORK TO MOVE OUR CITY FORWARD. I'D NOW LIKE TO PRESENT THE COUNCILLORS WITH A PROCLAMATION DECLARING MARCH 8 AS INTERNATIONAL WOMEN'S DAY. I THINK WE HAVE COPIES HERE. AND JUST -- I KNOW A NUMBER OF MY COLLEAGUES ARE AWARE OF DAUGHTERS OF THE VOTE WHICH IS A WONDERFUL PROGRAM THAT HAS BEEN ESTABLISHED BY EQUAL VOICE. ABOUT THIS TIME, 338 YOUNG WOMEN ARE TAKING THEIR SEATS IN THE HOUSE OF COMMONS. THE 5 PARTY LEADERS, 2 OF WHOM ARE FEMALE,

ARE GOING TO BE ADDRESSING THESE YOUNG WOMEN THAT HAVE COME FROM EVERY RIDING IN CANADA TO REPRESENT THEIR COMMUNITY AT THIS SPECIAL 100th ANNIVERSARY OF RECOGNIZING WOMEN'S RIGHT TO VOTE IN 1917. ON BEHALF OF ALL OF YOUR COLLEAGUES AROUND THE TABLE, THANK YOU FOR YOUR CONTINUED LEADERSHIP. I'D ASK COUNCILLOR DEANS TO SAY A FEW WORDS. >> GOOD MORNING, EVERYONE. HAPPY INTERNATIONAL WOMEN'S DAY. JUST PICKING UP ON WHAT MAYOR WATSON SAID, I HAD THE PLEASURE OF ATTENDING A DINNER LAST NIGHT. IT WAS AN INSPIRING EVENT TO SEE 338 YOUNG WOMEN FROM ACROSS THIS GREAT COUNTRY COME TOGETHER AND BE PREPARED TO TAKE A PLACE IN THE HOUSE OF COMMONS. I THINK IT'S SO INSPIRING TO SEE THAT HAPPEN. I KNOW THIS IS THE ANNIVERSARY OF THE WOMEN'S RIGHT TO VOTE. HOPEFULLY THAT WILL BE SOMETHING THAT WILL CONTINUE IN PERPETUITY. I THINK INSPIRING YOUNG WOMEN IN THAT WAY IS SO IMPORTANT. THIS INTERNATIONAL WOMEN'S DAY IS PARTICULARLY SIGNIFICANT FOR ME. THIS PAST YEAR HAS BEEN I THINK TO SAY THE LEAST DIFFICULT FOR MANY WOMEN. LAST YEAR ON MARCH 8th, WE WERE CELEBRATING A NEW KIND OF FEDERAL GOVERNMENT LED BY JUSTIN TRUDEAU, A SELF-PROCLAIMED FEMINIST WHO HAD APPOINTED 15 WOMEN TO CABINET, FULLY 50%. WHEN ASKED WHY HE MADE THAT DECISION, HE FAMOUSLY PROCLAIMED BECAUSE IT'S 2015. WOMEN WHO HAVE STRIVED FOR EQUALITY WERE JUBILANT WITH THIS DECLARATION AND WITH THE LEADERSHIP THAT DECLARATION DEMONSTRATED. IT SEEMED AS THOUGH WE HAD TAKEN A GIANT STEP FORWARD IN OUR QUEST FOR EQUALITY. AT THE SAME TIME, OUR NEIGHBOURS TO THE SOUTH WERE, IT SEEMED, ON THE VERGE OF ELECTING THE FIRST WOMAN PRESIDENT OF THE UNITED STATES, AN ELECTION THAT WAS CERTAIN TO PUT WOMEN'S ISSUES ON THE FOREFRONT OF THE PUBLIC AGENDA. IT WAS AN EMPOWERING TIME FOR WOMEN AT HOME AND ABROAD. IT FELT LIKE WE WERE FINALLY SEEING THE PROGRESS THAT WE HAVE COLLECTIVELY WORKED SO HARD TO ACHIEVE. THAT FEELING QUICKLY DISSIPATED IN THE MONTHS LEADING UP TO AND AFTER THE NOVEMBER 8th ELECTION IN THE U.S. THE RHETORIC IN THE MEDIA ABOUT WOMEN, IMMIGRANTS AND PEOPLE WITH DISABILITIES WAS ALARMING. MANY OF US WERE CONCERNED THIS ATTITUDE WOULD PERMEATE THE BORDER. THE THOUGHT OF THAT HAPPENING HERE IS UNACCEPTABLE. I KNEW THAT I COULD NOT BE A BYSTANDER. TURNING BACK THE CLOCK ON ATTITUDES

TOWARD WOMEN IS NOT SOMETHING I WAS PREPARED TO ACCEPT. I'M VERY AWARE THAT THE SHAPING OF ATTITUDES IN THE U.S. HAS A DIRECT IMPACT ON CANADIAN WOMEN. I FELT IT WAS IMPERATIVE THAT WE MADE IT CLEAR THAT THIS BEHAVIOUR AND LANGUAGE WOULD NOT BE ACCEPTED HERE IN CANADA. I WENT TO WASHINGTON AS DID COUNCILLOR McKENNEY TO PARTICIPATE IN THE WOMEN'S MARCH AND STAND UP FOR THE RIGHTS AND FREEDOMS OF ALL PEOPLE. BY THE WAY WE WENT AT OUR OWN EXPENSE. WITNESSING THAT SO MANY PEOPLE ARE PREPARED TO STAND UP AND FIGHT FOR OUR RIGHTS CERTAINLY GAVE ME A LOT OF HOPE. IT WAS VERY INSPIRING THING TO PARTICIPATE IN. BETWEEN WASHINGTON AND MANY OTHER CITIES MILLIONS OF PEOPLE TURNED OUT TO DELIVER A CLEAR MESSAGE THAT WE WILL NOT LET OUR RIGHTS BE ERODED. IT RESTORED MY FAITH AND GOT ME HOPE THAT THE PEOPLE ULTIMATELY WILL PREVAIL. IF THIS IS SILVER LINING, IT MIGHT BE THAT WE WERE PERHAPS BECOMING A TAD COMPLACENT. WOMEN IN RECENT YEARS HAVE ENJOYED GREATER ACCESS TO JOBS AND PAY EQUITY THAN IN THE PAST. THIS TURN OF EVENTS WAS I THINK A COLLECTIVE WAKE-UP CALL THAT WE MUST BE VIGILANT. WHEN I MADE THE DECISION TO GO TO WASHINGTON I HAD NO IDEA SOMETHING REMARKABLE WAS ABOUT TO HAPPEN HERE AT HOME LED BY A PUBLIC SERVANT WHO HAD NO HISTORY WHATSOEVER OF PUBLIC PROTEST OR DISSIDENT. AN OTTAWA MARCH UNFOLDED. ORIGINALLY THOUGHT TO BE A FEW HUNDRED IN SIZE. I'M SURE THAT'S WHAT THEY TOLD THE POLICE SERVICE. 8,000 OTTAWAENS, MOSTLY WOMEN, TOOK TO THE STREETS TO SPEAK OUT AND SPEAK UP. I'M PLEASED TO SAY TWO OF OUR COLLEAGUES, COUNCILLOR TIERNEY AND LEIPER PARTICIPATED IN THAT MARCH. THE OTTAWA MARCH WAS REMARKABLE IN ITS SIZE AND SCALE. PERHAPS MORE REMARKABLE IN ITS MESSAGE. WOMEN RIGHT HERE AT HOME, MOTHERS, GRAND MOTHERS, BUSINESS LEADERS, AND EVERY IN BETWEEN WILL JOIN THE FIGHT FOR WOMEN'S RIGHTS. I WAS FORTUNATE TO HAVE THE LEAD ORGANIZER FOR THE OTTAWA WOMEN'S MARCH SPEAK AT MY WOMEN'S DAY BREAKFAST THIS MORNING. CATHERINE IS A PASSIONATE WOMAN. I THINK IT'S NOW UP TO ALL OF US TO BUILD ON THAT MOMENTUM. THIS YEAR'S THEME FOR INTERNATIONAL WOMEN'S DAY IS BE BOLD FOR CHANGE. IT'S CLEAR TO ME THAT WE AS A CITY NEED TO BE BOLD. WE NEED A STRONGER AND MORE SUSTAINED FOCUS ON WOMEN'S ISSUES LOCALLY. SO MR. MAYOR, I OFFER YOU MY SUGGESTION THAT WE SEEKING WAYS IN WHICH WE CAN

ADDRESS THE CONCERNS THAT WOMEN IN OUR CITY ARE FEELING AS EVIDENCE BY 8,000 WOMEN TURNING OUT TO THE MARCH. I'D BE MOST HAPPY TO HELP TO LEAD ANY EFFORT IN THAT REGARD. THANK YOU, MR. MAYOR, FOR RECOGNIZING YOUR FEMALE COLLEAGUES AND PROCLAIMING INTERNATIONAL WOMEN'S DAY IN THE CITY OF OTTAWA AND TO ALL OF YOU, BE BOLD FOR CHANGE AND HAPPY INTERNATIONAL WOMEN'S DAY. (Applause) >> Mayor: THANK YOU, ALL. IT WAS GREAT THE HOPEWELL STUDENTS WERE ABLE TO BE HERE FOR THE TWO PRESENTATIONS AS WELL. ROLL CALL PLEASE. (ROLL CALL) (ROLL CALL) >> YOU HAVE A QUORUM. >> Mayor: I'D LIKE TO POINT OUT TO MEMBERS OF THE COUNCIL THIS IS THE FIRST MEETING FOR OUR NEW GENERAL MANAGER. WELCOME. WE WON'T HAVE TOO MANY TOUGH ISSUES ON YOUR FIRST DAY. WE VERY MUCH LOOKING FORWARD TO WORKING WITH YOU. THANK YOU FOR ACCEPTING OUR OFFER. FEBRUARY 2017 CONFIRMATION. CARRIED. DECLARATIONS OF INTEREST. NONE. COMMUNICATIONS AS LISTED. NO REGRETS FILED TO DATE. MOTION TO INTRODUCE REPORTS. >> THE REPORT FOR THE CITY CLERK AND SOLICITOR'S OFFICE. FINANCE AND ECONOMIC DEVELOPMENT COMMITTEE REPORT. EITHER 1. RECOMMENDATION 7B AND C. ENVIRONMENT AND CLIMATE PROTECTION COMMITTEE REPORT 13. FINANCE AND ECONOMIC DEVELOPMENT REPORT 21. PLANNING COMMITTEE REPORT 40. TRANSPORTATION COMMITTEE REPORT 21. BE RECEIVED AND CONSIDERED. THE RULES BE EXTENDED TO CONSIDER FINANCE AND ECONOMIC DEVELOPMENT COMMITTEE DUE TO THE TIME SENSITIVITY MATTERS CONTAINED IN THE REPORT. >> Mayor: ON THE MOTION? CARRIED. FINANCE REPORT NUMBER 19. THIS WAS THE DEFERRAL FROM THE MID-TERM GOVERNANCE. COUNCILLOR HARDER AND NUSSBAUM HAVE A DEFERRAL MOTION. COUNCILLOR HARDER PLEASE. >> THANK YOU, MR. MAYOR. THE REASON THIS IS BEFORE US IS BECAUSE THE MOTION DEFERRED IT TO THE FIRST QUARTER OF THIS YEAR. I'VE HAD A DISCUSSION WITH COUNCILLORS MOFFATT AND COUNCILLOR NUSSBAUM. WITH REGARD TO WHERE WE ARE, WHAT AS A CITY WE'VE DONE, WHAT MORE SHOULD WE BE DOING. WE'RE LEADERS IN ONTARIO ON HOW WE WORK WITH OUR COMMUNITIES AND THE INDUSTRY. CERTAINLY, THAT IS AN EVIDENTIARY IN THIS TERM OF COUNCIL WHERE WE HAVE A NUMBER, MANY DIFFERENT WAYS THAT WE DO EVERYTHING FROM SPONSOR GROUPS TO THE URBAN DESIGN REVIEW PANEL, REGULAR PUBLIC CONSULTATIONS. AT THE END OF JANUARY, WE INVITED AN EQUAL

NUMBER OF FEDERATION COMMUNITIES AND THE INDUSTRY IN TO TALK ABOUT THE WORK PLAN. THAT'S SOMETHING WE HAVEN'T DONE IN THE PAST. WE'RE ALREADY DOING A LOT. THE THREE OF US WANT TO HAVE SOME TIME TO CONNECT WITH OTHER PEOPLE IN THE CITY TO MAKE SURE THAT THEY FEEL THAT WE'RE ON THE RIGHT TRACK. WE'RE ASKING FOR THIS TO HAVE PUNTED TO THE FALL SO WE HAVE THE TIME. >> Mayor: WE HAVE A NEW GENERAL MANAGER. IT WILL GIVE HIM THE OPPORTUNITY AS WELL. ON THE DEFERRAL? CARRIED. THANK YOU. CITY CLERK AND SOLICITOR. STATUS UPDATE. MOTIONS FOR THE PERIOD ENDING THE 3rd MARCH RECEIVED. ITEM NUMBER 3 STATUS UPDATE ON THE AIR QUALITY RENEWABLE ENERGY STRATEGY ENERGY EVOLUTION. CARRIED. ITEM 4 IS LIGHT RAIL TRANSIT. WE HAVE A NUMBER OF MOTIONS AND BRIEF REMARKS. WE'LL COME BACK TO THAT ITEM. LONG RANGE TRANSIT PLAN. WE'LL HOLD THAT. ITEM NUMBER 6. APPLICATION 200, 230 AND 260. STEAM LINE STREET. COUNCILLOR CLOUTIER I BELIEVE HAS A TECHNICAL AMENDMENT. >> THANK YOU, MR. MAYOR. THE AMENDMENT SIMPLY DEALS WITH THE FACT THAT THERE WAS A COMPANY NAME CHANGE. IT IN NO WAY IMPACTS THE ELIGIBILITY OF THE PROPERTY OWNER. AND THE MOTION IS THEREFORE BE IT RESOLVED THAT ALL REFERENCES OF THE REGISTERED OWNER AS STATED BE AMENDED TO REFLECT 1384673 ONTARIO INC. >> Mayor: ON THE TECHNICAL AMENDMENT. CARRIED. ON THE MOTION AS AMENDED. CARRIED. THANK YOU VERY MUCH. ITEM NUMBER 7, FINANCE AND ECONOMIC DEVELOPMENT COMMITTEE REPORT NUMBER 22. 2016 STATEMENT OF REMUNERATION. RECEIVED. ITEM NUMBER 8. DISPOSAL OF 1463 PRINCE OF WALES DRIVE TO THE BOYS AND GIRLS CLUB. >> 1463. >> Mayor: ITEM NUMBER 9. UPDATE REVITALIZATION OF BYWARD AND PARKDALE AND AMENDMENTS TO THE MARKET PROGRAM. BYWARD MARKET PROGRAM BYLAW. >> GIVE A BIT OF A HEADS-UP THAT WE'LL BE COMING WITH THE GOVERNANCE PORTION AT THE NEXT FEDCO MEETING FOR THE MARKET GOVERNANCE. COUNCILLOR LEIPER AND I HAVE BEEN WORKING ON THAT WITH STAFF. THIS ONLY ADDRESSES THIS YEAR'S MARKET SEASON. WE'RE COMING BACK WITH THE NEXT MEETING FOR THE GOVERNANCE PORTION. >> Mayor: OKAY. ON THE REPORT. CARRIED. THANK YOU. A PLANNING COMMITTEE REPORT NUMBER 40. OFFICIAL PLAN AMENDMENT AND ZONING BYLAW AMENDMENT. COUNCILLOR HARDER AND WILKINSON HAVE A TECHNICAL AMENDMENT. COUNCILLOR HARDER PLEASE. >> THANK YOU, MR. MAYOR. IT'S OF A VERY

MINOR NATURE. BOTH COUNCIL WILKINSON AND I AGREE. IT'S A TECHNICAL DISCREPANCY IN RECOMMENDATION NUMBER 1 IN THE NEXT. THERE'S TWO SMALL AREAS. THEY NEED TO BE DESIGNATED GENERAL URBAN AREA TO FACILITATE THE PROPOSED ZONING BYLAW. >> Mayor: ANY QUESTIONS ON THE TECHNICAL AMENDMENT? ON THE AMENDMENT? CARRIED. ON THE REPORT AS AMENDED? CARRIED. ITEM NUMBER 11. ZONING BYLAW AMENDMENT 175 MAIN STREET NORTH VILLAGE. THIS IS AN OLD OTTAWA EAST IN CASE THERE'S ANY CONFUSION. CARRIED. ITEM NUMBER 12 IS OFFICIAL PLAN AND ZONING BYLAW AMENDMENT 333, 343 AND 347 PRESTON STREET AND 17 ABERDEEN STREET. CARRIED. TRANSPORTATION COMMITTEE REPORT NUMBER 21. CARRIED. ITEM NUMBER 14, NEW RIGHT-OF-WAY PATIO PROGRAM AND EVALUATION OF STREET SIDE PILOT PROGRAM. WE HAVE A MOTION. IF YOU'D LIKE TO INTRODUCE THAT, COUNCILLOR. >> THANK YOU, MR. MAYOR. IT REFERS TO THE RIGHT-OF-WAY PATIO PERMIT ISSUANCE FOR SPEAKERS ON PATIOS. ALL THIS DOES IS CATCHES A SMALL OMISSION THAT WE DIDN'T CATCH AT TRANSPORTATION COMMITTEE SO THAT ANY NEW PATIO WITHIN 30 METRES OF PROPERTY ZONED RESIDENTIAL OR MIXED RESIDENTIAL COMMERCIAL. WE'RE JUST ADDING IN THE MIXED RESIDENTIAL COMMERCIAL. >> Mayor: THIS IS A SLIGHT CHANGE FROM WHAT WE RECEIVED ON ITEM 4. WE'RE ADDING IN THE WORDS MIXED USE RESIDENTIAL SLASH COMMERCIAL. THAT'S THE ONLY CHANGE. THIS ALLOWS -- I BELIEVE STAFF SUPPORTS THIS. YES. OKAY, ON THE AMENDMENT? CARRIED. ON THE MAIN MOTION? CARRIED. DOES ANYONE WISH TO REMOVE ANYTHING FROM THE BULK CONSENT AGENDA AT THIS TIME? ON THE BULK CONSENT AGENDA AS PRESENTED? CARRIED. WE WILL HEAD BACK NOW TO OUR ITEM STAGE 2 LIGHT RAIL TRANSIT. WE HAVE MR. MANCONI AND MR. SWALE AND OTHER STAFF. THEY'RE GOING TO GIVE A BRIEF OVERVIEW. DOES ANYONE HAVE ANY OTHER MOTIONS THAN THE 4 -- SORRY, RATHER THE 2 THAT I HAVE RIGHT NOW? I HAVE ONE FROM -- SORRY. THOSE ARE THE WRONG ONES. I APOLOGIZE. I HAVE ONE FROM COUNCILLOR HARDER AND EGLI WITH RESPECT TO CONNECTION TO BARRHAVEN. ONE FROM COUNCILLORS QADRI AND HUBLEY WITH RESPECT TO MOODIE DRIVE PARK AND RIDE. ONE FROM COUNCILLOR EGLI LEIPER, COLLABORATION WITH GATINEAU. ONE FROM COUNCILLOR BLAIS AND QAQISH WITH RESPECT TO THE WASHROOM FACILITIES AT A NON-TERMINUS SITE. DOES ANYONE HAVE ANY OTHER MOTIONS AT THIS POINT?

DO ALL MEMBERS OF THE COUNCIL HAVE THESE? I'LL ASK EACH MEMBER OF COUNCIL -- I JUST WANT SO EVERY MEMBER OF COUNCIL AND THE MEMBERS OF THE PUBLIC KNOW WHICH MOTIONS ARE BEFORE US. YOU WANT TO MOVE YOUR MOTION, COUNCILLOR HARDER? WE'LL GO TO COUNCILLOR QADRI IN THE INTERIM. COUNCILLOR. >> THANK YOU VERY MUCH, MR. MAYOR. THIS MOTION AS YOU MENTIONED IS SECONDED BY COUNCILLOR HUBLEY. JUST TO THE MOTION, MR. MAYOR, TO ASK STAFF TO GO BACK AND STUDY THE OPPORTUNITY FOR THE POSSIBILITY OF A PARK AND RIDE AS MOODIE DRIVE WITH THE EXTENSION OF THE LRT TO THAT AREA. WE'VE GOT PRESSURE IN THE WEST END ON ALL OUR PARK AND RIDES. I'M LOOKING FOR ANOTHER AVENUE FOR COMMUTING FOR THE RESIDENTS IN THE FAR WEST TO COME TO MAYBE MOODIE DRIVE. DO THE PARK AND RIDE THING AND MOVE ON TO THE LRT FROM THERE. STAFF BE DIRECTED TO EXPLORE OPPORTUNITIES FOR A PARK AND RIDE TO BE LOCATED AT THE MOODY STATION WITH CONSULTATION AMONG ALL THE LARGE LANDOWNERS IN THE IMMEDIATE VICINITY AND BE IT FURTHER RESOLVED THAT STAFF REPORT BACK TO THE COMMITTEE BY THE END OF 2017. I'M LOOKING FOR SUPPORT ON THIS MOTION ALONG WITH COUNCILLOR HUBLEY BECAUSE I FEEL THIS WOULD JUST COMPLETE THE TRANSIT NETWORK FOR THE FAR WEST END UP TO THAT POINT, UP TO MOODIE DRIVE, AND THEN BEYOND THAT IT'S MOVING HOPEFULLY TO KANATA AND STITTSVILLE. >> Mayor: THANK YOU VERY MUCH, COUNCILLOR. COUNCILLOR HARDER SECONDED BY COUNCILLOR EGLI WITH RESPECT TO BARRHAVEN. >> SORRY, MR. MAYOR. I DIDN'T REALIZE YOU WERE GOING TO DO THIS SO QUICKLY. I'M PLEASED TO INTRODUCE THIS. I WANT TO THANK COUNCILLOR EGLI FOR PUTTING IT FORWARD LAST FRIDAY WHEN I WAS AT GUELPH. WITH REGARD TO THE FUTURE OF LRT IN THE CITY, I'VE HAD A LOT OF PEOPLE OBVIOUSLY IN MY WARD SAY WHAT ABOUT BARRHAVEN. I'VE ALWAYS BEEN ABLE TO STAND UP AND SAY I HAVE THE SOUTHWEST TRANSITWAY. WE HAVE THAT. IT'S IMPORTANT. IT'S SEGREGATED FROM VEHICULAR TRAFFIC ON A ROAD THAT EVEN THOUGH IT'S 4 LANE IS WAY BEYOND CAPACITY. WHERE IT'S WEAK IS WHERE IT DUMPS THE BUSES. IT DOES HAVE A DEDICATED BUS LANE THAT TAKES IT DOWN TO BASELINE. BUT TO GET TO BASELINE, THEY HAVE TO CUT ACROSS THE TRAFFIC AND INTO THE CENTRE. WHAT I WANT TO SEE HAPPEN IS HAVE STAFF INVESTIGATE WHAT COMPLETING THE SOUTHWEST TRANSITWAY, KEEPING IT ON THE WEST SIDE OF WOODRUFF AVENUE AND

TAKING IT THAT SHORT DISTANCE TO BASELINE SO THAT WHEN THE LRT WHEN SHALL THIS BILL BE READ A SECOND TIME -- WHEN THE LRT COMES THERE, WE'LL HAVE A PLAN SO WE'LL HAVE A TRUE DEDICATED PLAN. WHEN THE TIME COMES WHEN WE CONVERT IT TO LRT, IT WILL BE SEAMLESS. WITHOUT THIS STEP AND INVESTIGATION THAT'S NOT POSSIBLE. IT'S MORE COMPREHENSIVE. IT SAYS HOW DO WE INCLUDE OTHER THINGS THAT MAY BENEFIT. THIS IS A LOOK SEE AND A PLAN THAT WE WOULD UNDERTAKE DISCUSSIONS IN THE NEXT MEETING. >> Mayor: THANK YOU VERY MUCH. WELL SAID. OUR NEXT MOTION IS FROM COUNCILLOR EGLI SECONDED BY COUNCILLOR LEIPER WITH RESPECT TO OTTAWA GATINEAU COLLABORATION. >> THANK YOU VERY MUCH, MR. MAYOR. THE ESSENCE OF THIS MOTION AND I'M VERY PLEASED TO BRINGING IT AS THE CHAIR OF THE TRANSPORTATION COMMITTEE IS TO RECOGNIZE THE SIGNIFICANT NUMBER OF OTTAWA RESIDENTS THAT TRAVEL BACK AND FORTH EVERY DAY TO WORK ON THE QUEBEC SIDE, TO WORK IN GATINEAU. THIS IS A LINK THAT I THINK WOULD BE IMPORTANT TO THOUSANDS OF OUR RESIDENTS, IF WE CAN MAKE IT HAPPEN. THE ONLY WAY WE CAN MAKE IT HAPPEN IS THROUGH CONTINUED DIALOGUING WITH OUR COUNTERPARTS ON THE QUEBEC SIDE. THIS MOTION DOES TWO THINGS. FIRST, BE IT RESOLVED THAT COUNCIL DIRECT STAFF TO CONTINUE TO WORK WITH THEIR COUNT PARTS IN GATINEAU TO EXPLORE ENHANCEMENTS TO TRANSIT AND MOBILITY CONNECTIONS INCLUDING THE FUTURE USE OF THE PRINCE OF WALES BRIDGE. THAT COUNCIL ASK MAYOR WATSON TO FORMALIZE THE DISCUSSIONS INITIATED AIMED AT IMPROVING THE RAPID TRANSIT INCLUDING THE USE OF THE PRINCE OF WALES BRIDGE. WITH THE GOAL OF ESTABLISHING NEXT STEPS AND REPORTING BACKING THE PROGRESS OF THESE DISCUSSIONS BEFORE THE END OF THIS TERM OF COUNCIL. SO THIS IS OBVIOUSLY A DIFFICULT DISCUSSION FOR TWO CITIES, TWO PROVINCES. A LOT OF MOVING PARTS. IN DISCUSSIONS WITH THE MAYOR HE'S FULLY PREPARED TO TAKE ON THOSE DISCUSSIONS ON BEHALF OF CITY RESIDENTS. HE AND STAFF HAVE RECEIVED POSITIVE MESSAGES FROM THE GOVERNMENT AND THE STAFF ON THE WELCOME SIDE. SO I'M URGING EVERYBODY TO SUPPORT THIS. THIS IS A MOTION THAT IMPACTS ON THOUSANDS OF OUR RESIDENTS. AS I SAY, THERE ARE RESIDENTS FROM ALL OVER THE CITY THAT MAKE THAT TREK DAILY TO AND FROM GATINEAU FOR THE PURPOSES OF WORKING PRIMARILY FOR THE FEDERAL GOVERNMENT. IF WHATEVER WE CAN DO TO

MOVE TOWARDS MAKING THAT TRANSPORTATION DAY FOR THEM EASIER AND MORE EFFICIENT, FASTER, CLEANER, EVERYTHING THAT GOES WITH THAT, WILL ONLY START WITH THESE DISCUSSIONS. SO I URGE YOU TO SUPPORT THIS MOTION SO WE CAN MOVE FORWARD ON THIS OTHER PIECE OF OUR TRANSPORTATION NETWORK. THANK YOU. >> Mayor: OUR FINAL MOTION THAT WE HAVE IS WITH RESPECT TO PUBLIC WASHROOMS AT PLACE ORLEANS. IT CEASES TO HAVE THE TERMINUS WHEN WE GO FURTHER EAST. >> THANK YOU VERY MUCH, MR. MAYOR. YOU EXPLAINED IT VERY WELL. I'LL READ THE MOTION. DURING CONSIDERATION OF STAGE 2 LIGHT RAIL, TRANSIT IMPLEMENTATION, FEDCO DIRECTED STAFF TO INVESTIGATE THE INSTIGATION OF WASHROOM AT THE STATION AND WILL REPORT BACK AT THE APPROPRIATE TIME. STAFF HAVE REVIEWED THE TRANSFER VOLUMES IN THE COST OF INSTALLING A WASHROOM AND DETERMINED THE TRANSFER VOLUMES WILL BE HIGHER THAN OTHER STATIONS THAT HAVE WASHROOM FACILITIES. THE INSTALLATION WAS ANTICIPATED IN THE ORIGINAL SCOPE OF THE EXPANSION AND CAN BE ACCOMMODATED WITHIN THE CURRENT BUDGET. THEREFORE BE IT RESOLVED COUNCIL APPROVE IT BE AMENDED TO INCLUDE WASHROOMS AT PLACE ORLEANS STATION. IT WILL REMAIN THE BUSIEST STATION IN ORLEANS. AS SUCH, I HIGHLY RECOMMEND COUNCIL SUPPORT THE ADDITIONAL PUBLIC WASHROOMS AT THAT STATION. >> Mayor: THANK YOU VERY MUCH, COUNCILLOR. WE'LL ASK MR. MANCONI TO GIVE US A BRIEF PRESENTATION OF WHAT'S BEFORE US. THEN WE'LL OPEN IT UP FOR QUESTIONS AND COMMENTS BY MEMBERS OF THE COUNCIL. >> GOOD MORNING. THANK YOU, MR. MAYOR, MEMBERS OF THE COUNCIL. THE JOURNEY THAT BROUGHT US HERE BEGAN IN 2013. ON NOVEMBER 26th, 2013, COUNCIL APPROVED THE CITY'S TRANSPORTATION MASTER PLAN WHICH SETS OUT THE PRIORITIES FOR TRANSIT AND TRANSPORTATION INVESTMENTS UNTIL 2031 IN ACCORDANCE WITH THE AFFORDABILITY PLAN. IT IDENTIFIES STAGE 2 LRT AS THE CORNERSTONE OF YOUR PRIORITIES. STAGE 2 IS ABOUT A SINGLE CITY PROGRAM THAT BRINGS LIGHT RAIL WEST, SOUTH AND EAST. ON JULY 8th, 2015, COUNCIL RECONFIRMED ITS COMMITMENTS AND PLACED STAGE 2 AT THE TOP OF THE TERM OF COUNCIL PRIORITIES. AT THE SAME MEETING YOU UNANIMOUSLY APPROVED THE STAGE 2 LRT ENVIRONMENTAL ASSESSMENT AND FUNCTIONAL DESIGN REPORT WHICH LAID OUT THE PROCESS FOR STAGE 2 INCLUDING THE SYSTEM FUNCTION DESIGN AND YOU APPROVED THE

BUSINESS CASE FOR THE PROJECT. YOU ALSO PROVIDED BUDGET AUTHORITY TO BEGIN THE WORK OF THE PRELIMINARY ENGINEERING WORK AND THE CITY MANAGER AND MAYOR WERE GIVEN THE AUTHORITY TO SECURE PROVINCIAL AND FEDERAL GOVERNMENT AND OTHER FUNDING PARTNERS. YOU ALSO APPROVED TWO ADDITIONAL COUNCIL RECOMMENDATIONS. THE FIRST WAS TO ACHIEVE TRILLIUM REVENUE SERVICE SOONER THAN 2023 AND THE SECOND WAS TO ASSESS THE FEASIBILITY OF PROVIDING A RAPID TRANSIT RAIL SOLUTION TO KANATA. YOU APPROVED A REPORT ON THE PROCUREMENT STRATEGY TO SECURE AN OWNER'S ENGINEERING TEAM. UNDER THE LEADERSHIP OF MR. SWALE AND HIS STAFF AND THE DEDICATED TEAM OF PROFESSIONAL ENGINEERS, PLANNERS, GEOTECHNICAL ENGINEERS, LEGAL SPECIALISTS, P3 ADVISORS, REALISTIC STAFF, PROCUREMENT STAFF AND FINANCE STAFF, THEY DEVELOPED A COMPREHENSIVE PROFESSIONAL PLAN THAT IS BUILT ON ALL ASPECTS OF YOUR DIRECTION. THE PLAN INVOLVED EXTENSIVE CONSULTATION. THE TEAM HELD 27 PUBLIC FACING MEETINGS. IN ADDITION TO THOSE, STAFF HELD MANY MORE MEETINGS WITH INDIVIDUAL STAKEHOLDERS, RESIDENTS AND IMPACTED PROPERTY OWNERS. THOSE 27 MEETINGS INCLUDED 10 OPEN HOUSES, CONNECTIVITY STUDIES, NUMEROUS INFORMATION SESSIONS, UPDATES AND NEIGHBOURHOOD SPECIFIC MEETINGS. IN ADDITION TO THOSE PUBLIC MEETINGS, STAFF RESPONDED TO MANY QUESTIONS AND SUGGESTIONS AND MADE THEMSELVES AVAILABLE FOR FOLLOW-UP MEETINGS. ALL OF THE COUNCILLOR QUESTIONS RAISED DURING THE FEDCO MEETING OF TWO WEEKS AGO HAVE BEEN RESPONDED TO. THE PLAN WITH STAGE 2 IS THE LARGEST AND MOST EXTENSIVE AND DETAILED WORK PROGRAM IN THE HISTORY OF OTTAWA. IT INVOLVED 200 PROFESSIONALS ACROSS CANADA AND THE U.S. WORKING ON THE PLAN. MR. MAYOR, THE REPORT THAT IS BEFORE COUNCIL AND IS RECOMMENDED BY STAFF MEETS EVERY DIRECTION AND COUNCIL MOTIONING APPROVED BY COUNCIL. IT MEETS THE AFFORDABILITY PLAN PRESENTED TO FEDCO AND AS NOTED IN THE REPORT IF YOU APPROVE THE RECOMMENDATIONS IT ALLOWS THE TEAM TO MOVE FORWARD IN THE COMPETITIVE PROCUREMENT PROCESS FOR ALL THREE EXTENSIONS. THANK YOU, MR. MAYOR. WE'RE PLEASED TO TAKE QUESTIONS YOU MAY HAVE. >> Mayor: GREAT. THANK YOU, MR. MANCONI. THIS IS OBVIOUSLY A HISTORIC AND EXCITING DAY FOR THE CITY AND ITS FUTURE. I WANT TO COMMEND YOU AND YOUR STAFF FOR THE

EXCELLENT WORK THEY HAVE DONE BRINGING US TO THIS STAGE OVER THE LAST 4 YEARS. APPRECIATE IT. QUESTIONS AND COMMENTS BY MEMBERS OF THE COUNCIL? COUNCILLOR QAQISH PLEASE. >> THANK YOU, MR. MAYOR. AND THANK YOU VERY MUCH TO STAFF FOR ALL OF THE WORK THAT YOU HAVE DONE ON THE REPORT AND THE SESSION WE HAD ONLINE LAST WEEK I THINK WENT REALLY WELL. I THINK CHRIS SWALE DID A GREAT JOB AND SHOWED A SOLID GRASP OF THE FILE. I HAVE A COUPLE OF QUESTIONS. THE FIRST QUESTION WITH REGARDS TO THE RESIDENTS IN BARRHAVEN. I KNOW COUNCILLOR HARDER AND EGLI ARE BRINGING THE MOTION TO ADDRESS THE WESTERN SIDE OF THAT. I WANT TO TOUCH AS AN INTERIM MEASURE. THE STUDY DONE IN 2013. IF YOU CAN TALK ABOUT THAT AND I'M THINKING ABOUT THE EASTERN PART OF BARRHAVEN IN TERMS OF HOW THOSE RESIDENTS AFTER PHASE 2 IN 2021 CAN TAP INTO THE BENEFITS OF THE STATION AND WHAT PLANS ARE IN TERMS OF BRT AND HOW THEY CAN BENEFIT FROM THAT IN THE SHORT TERM. >> YES. THAT STUDY WORK AND BRT IS AN IMPORTANT COMPONENT OF THE OVERALL MASTER PLAN. IT'S AN IMPORTANT PIECE OF THE PUZZLE. >> GOOD MORNING. YES. THE BRT WAS TO LOOK AT THE CONNECTION BETWEEN BARRHAVEN AND RIVERSIDE SOUTH WAS COMPLETED IN THE 2013, 2014 TIMEFRAME. THERE IS A RAPID TRANSIT CORRIDOR PROTECTED FOR THAT. IN THE INTERIM THE BENEFIT FOR RESIDENTS IN BARRHAVEN IS THAT WITH THE STAGE 2 WE HAVE THE O TRAIN BEING EXTENDED WITH A VERY LARGE PARK AND RIDE FACILITY THERE. RESIDENTS CAN ACCESS THAT PARK AND RIDE THROUGH LOCAL SERVICE. RIGHT NOW IT'S THE 99. THERE ARE PLANS TO INTRODUCE TRANSIT PRIORITY MEASURES ALONG EARL ARMSTRONG TO IMPROVE THAT CONNECTION. >> IN TERMS OF THE FUTURE BRT, HOW FAR AWAY IS THAT IN TERMS OF THE AFFORDABILITY PLAN FOR THE CITY? CAN WE SEE PERHAPS THE TRAINS GOING IN BEFORE THAT? OR WOULD YOU SEE A PERIOD WHERE WE WOULD HAVE THE BRT BUILT IN RIVERSIDE SOUTH AND BARRHAVEN? >> YES. THE BRT, IT WAS DETERMINED TO BE AN INTERIM MEASURE. IT'S STILL NOT IN THE AFFORDABLE PLAN. THE BRT WOULD LIKELY COME IN FIRST BEFORE THE RAIL IS EXTENDED FURTHER INTO RIVERSIDE SOUTH. >> THANK YOU FOR THAT. I WANT TO ALSO ON THE RECORD ASK SOME OF THE QUESTIONS THAT CAME UP FROM THE SATELLITE LOCAL IN THE SOUTH END THAT YOU HEARD A FEW TIMES AT THE OPEN HOUSE IN TERMS OF WHY AREN'T WE ELECTRIFYING NOW OR DOUBLE TRACKING IN SOME CASES. BUT WE'RE

UPGRADING THE PASSING TRACKS IN SOME CASES. I'D LIKE TO GET THOSE ON THE RECORD AT COUNCIL SO WE HAVE THEM. IF YOU CAN EXPLAIN TO US WHY WE'RE MOVING FORWARD WITH THIS PLAN AS OPPOSED TO ELECTRIFYING NOW RATHER THAN DOWN THE ROAD. >> THANK YOU, MR. MAYOR. THE MAIN REASON FOR NOT CHOOSING TO ELECTRIFY NOW, STAFF GOT DIRECTION TO PROCEED WITH EXTENDING THE CURRENT TECHNOLOGY WITH THE DIESEL. IN ORDER TO ASSURE OURSELVES AS A TEAM, WE WANTED TO MAKING SURE WE WEREN'T OVER THE LONG TERM IMPACTING THE CITY FINANCIALLY BY MAINTAINING THE EXISTING TECHNOLOGY. WE TOOK A CLOSE LOOKING AT THAT. THE CAPITAL COST ASSOCIATED WITH CONVERTING HOW THAT TRILLIUM LINE OPERATES NOW WITH THE EXPANSION OR GETTING INTO THINGS LIKE DOUBLE TRACKING ARE COST PROHIBITIVE AND GENERATE LITTLE BENEFIT IN TERMS OF THE OPERATION OF THE SYSTEM AND IN TERMS OF BEING ABLE TO HANDLE THE GROWTH AND CAPACITY ON THE LINE BETWEEN NOW AND WELL PAST 2031. >> SO THE RIDERSHIP NUMBERS AND FORECASTING THAT YOU HAVE TELLS US THIS WILL BE GOOD, THE EXTENSION IS GOOD FOR THE NEXT 20, 30 YEARS, CORRECT? >> YES. WE HAVE PLENTY OF CAPACITY. OUR DECISION TO RUN DOUBLE TRAINS ON THE MAIN LINE FROM BAY VIEW TO BEAUSVILLE IS FINE FOR CAPACITY. >> WHAT WILL YOU BE DOING FOR THE TRACKS IN SOME INSTANCES OR LIABILITY OF THE OTRAIN AS A RESULT OF THE WORK YOU'LL BE DOING. >> SURE. WE'VE DONE AN INVENTORY OF HOW THE SYSTEM WORKS. SO THERE'S UPGRADES WE'RE GOING TO BE RECOMMENDING THE PROPONENTS DEAL WITH, EITHER INITIALLY IN THE CONSTRUCTION OR FURTHER DOWN DURING THE MAINTENANCE PERIOD. WE HAVE TO EXTEND SOME OF THE PASSING TRACKS. RELIABILITY AS I'VE SAID MANY TIMES IS A KEY COMPONENT. THAT'S WHY WE'RE NOT LOOKING AT THE EXTENSION. WE'RE LOOKING AT IMPROVING THE EXISTING CONDITION ON THE EXISTING LINE. THAT INCLUDES UPGRADES TO THE BRIDGE AT RIDEAU, FOR EXAMPLE. I MENTIONED THE PASSING TRACKS. SIGNALS. THE TUNNEL AS WELL. WHAT YOU'RE GOING TO GET AS AN END RESULT IS A MUCH MORE RELIABLE SYSTEM THAT OPERATIONALLY HAS A LITTLE BIT OF SLACK BUILT IN. SO SHOULD YOU EXPERIENCE A DELAY OF A MINUTE OR TWO AT ONE STATION FOR AN UNPLANNED EVENT OR SOMEONE SLOW TO GET ON OR OFF, WE'LL BE ABLE TO CATCH UP IN THE SYSTEM TO BASICALLY OPERATE THOSE 12 MINUTE HEADWAYS THROUGH THE SYSTEM AS PLANNED. THE OTHER,

THANKS TO THE FUNDING WE GOT FROM THE FEDERAL GOVERNMENT, WE'RE ACTUALLY LOOKING OR DESIGNING NOW GRADE SEPARATION AT THE DIAMOND WHICH IS ONE OF THE FACTORS THAT IMPACTS RELIABILITY. IT'S WHERE THE VIA LINE CROSSES THE TRILLIUM LINE. WE'RE DESIGNING A BRIDGE RIGHT NOW. WE'RE HOPING TO BRIDGE THAT BRIDGE INTO THE SCOPE OF THE PROGRAM WHEN WE GO OUT TO TENDER. IF WE WERE TO DO THAT, IT WOULD GREATLY BENEFIT THE RELIABILITY, PERFORMANCE OF THE LINE AS WELL AS SOME OF THE LONG TERM MAINTENANCE. THE CROSSING CAN BE PRETTY HARD ON THE TRAINS CURRENTLY. >> DO YOU HAVE CONCERNS AT ALL ABOUT ANOTHER COMMENT THAT COMES UP REGULARLY IS THAT THIS BEAUSVILLE STATION IS IN THE MIDDLE OF NOWHERE. ARE THE CONCERNS IN TERMS OF RIDERSHIP FORECASTING THAT YOU'RE GOING A BIT BACK TRACKING IF YOU WILL BEFORE YOU GET TO THE TRAIN. I'M TALKING FOR THE RIVERSIDE SOUTH. SOUTH OF ME. THOSE WHO MAY DECIDE TO PARK AND RIDE THERE. THEY WON'T BE BACK TRACKED. FOR PEOPLE IN THE DEVELOPED PART OF RIVERSIDE SOUTH. IS THERE ANY CONCERN IN TERMS OF THE FORECASTING AND RIDERSHIP THAT IT MAY BE SEEN AS BACK TRACKING. >> NO. WE DON'T HAVE ANY CONCERNS ABOUT THAT WE'RE LOOKING AT THIS IN THE LONGER TERM. IN THE SHORT TERM, OUR MODELLING SHOWS QUITE A LOT OF DEMAND FOR PARK AND RIDE AT BEAUSVILLE. THE RIDERSHIP BUMP YOU'RE GOING TO SEE IN 2023 AND AS THE OVERALL LINE OPERATES AND GROWS THROUGH THE YEARS MOVING FORWARD, WE THINK IT'S GOING TO PROVIDE AN EXCELLENT OPPORTUNITY FOR PEOPLE TO GET ON TRANSIT MUCH SOONER. IT WILL COMPETE IN TERMS OF TRAVEL TIMES INTO THE DOWNTOWN CORE WITH AUTOMOBILE TRIPS AT PEAK AS WELL. THE REASON WHY WE HAVE THE ABILITY TO EXPAND THAT LINE OUT TO 3100 SPOTS IS BECAUSE OF THE DAMAGE WE'RE SEEING FOR THAT LOCATION. >> HOW MUCH TIME CAN THE RESIDENTS EXPECT TO BE ON THE TRAIN FROM BEAUSVILLE TO DOWNTOWN? >> THE RUN TIME IS ABOUT 22 MINUTES BETWEEN BEAUSVILLE TO BAY VIEW. THEN YOU TRANSFER. >> CAN YOU TALK ABOUT THE COST? IT'S ONE OF THE THEMES THAT COMES UP. OUR FEDERAL AND PROVINCIAL COUNTERPARTS ARE ON BOARD FOR THEIR SHARE. ARE WE CONFIDENT THAT WE'RE ABLE TO AFFORD THIS PROJECT? . >> I THINK THE TREASURER IS BETTER TO ANSWER THAT QUESTION. >> YES, WE'RE CONFIDENT IN THE AFFORDABILITY OF THIS PROJECT. TYPICALLY, WHEN WE DO OUR FORECASTING, WE'RE VERY

CONSERVATIVE WITH RESPECT TO THE REVENUES. WE'RE NOT SO CONSERVATIVE WITH ESTIMATING WHAT THE COSTS CAN BE. BASED ON THAT WE KNOW THIS CAN FIT INTO THE OVERALL CITY FINANCIAL STRUCTURE. IT WILL MEAN DEBT BUT IT'S WELL WITHIN THE LIMITS THAT COUNCIL HAS IMPOSED AND THE PROVINCE HAS IMPOSED ON US. >> THOSE ARE ALL MY QUESTIONS. THANK YOU, MR. MAYOR. >> Mayor: ANY COMMENTS NOW WOULD BE THE TIME. ANY WRAP-UP COMMENTS. THANK YOU. COUNCILLOR BROCKINGTON PLEASE. QUESTIONS AND COMMENTS. >> THANK YOU, YOUR WORSHIP. GOOD MORNING TO YOU AND MEMBERS OF THE COUNCIL. THIS DEFINITELY IS AN HISTORIC DAY IN THE CITY'S HISTORY AND ONE I'M VERY PROUD TO BE PART OF. AS CITIES EVOLVE I'VE ALWAYS BELIEVED THEY MUST HAVE A VERY STRONG AND SUFFICIENT TRANSPORTATION SYSTEM NOT AND FOR TODAY BUT FOR THE FUTURE. WE WANT TO BUILD A SYSTEM THAT ADDRESSES THE DEMANDS OF THE DAY BUT WE'RE FORECASTING DEMANDS FOR FUTURE DECADES. I FIRMLY BELIEVE THIS IS A STRONG BELIEVE. I'LL BE SUPPORTING THE RECOMMENDATION BEFORE US IN ITS ENTIRETY. I'M CONFIDENT AND WILL BE SUPPORTING THIS. IT DOESN'T MEAN I DON'T HAVE ADDITIONAL QUESTIONS. THE FIRST IS TO CARRY ON WITH COUNCILLOR QAQISH'S COSTING ANALYSIS. A LOT OF QUESTIONS FROM CONSTITUENTS ABOUT WHAT TYPE OF VETTING AND PROFESSIONAL ANALYSIS HAS BEEN UNDERTAKEN BY OUR STAFF TO ENSURE THAT EVERYTHING THAT'S BEING PROPOSED IS NECESSARY AND THE COSTING IS SOLID, THAT WE'RE NOT GOING TO HAVE SURPRISES. AND I A COMMENT FROM STAFF ON THE COST. >> YES, MR. MAYOR. THERE'S TWO PARTS TO THAT. THE FIRST IS WE HAVE AN OWNER'S ENGINEER TEAM WHICH IS A GROUP OF EXTERNAL SPECIALISTS WE HIRED THAT YOU APPROVED. THEY BRING TO THE TABLE THOUSANDS OF YEARS OF KNOWLEDGE AND EXPERTISE. THEIR TASK IS TO MAKE SURE THEY GET THIS THING RIGHT FROM A DESIGN PERSPECTIVE AND AN ESTIMATING PERSPECTIVE. ON TOP OF THAT, MR. SWALE AND I DID A NUMBER OF CHALLENGE FUNCTIONS TO THEM, BOTH TECHNICAL AND FINANCIAL. MS. SIM LACK'S TEAM WAS ALONG EVERY STEP OF THE WAY MAKING SURE WE STAYED IN THE PARAMETERS OF THE FINANCIAL MODELLING PROCESS WHICH HAS TO BE ROCK SOLID TO MAKE SURE HE COULD ANSWER THE QUESTION SHE JUST ANSWERED TO THE PREVIOUS COUNCILLOR. WE DID DO INTERNAL CHALLENGES IN TERMS OF THE DESIGN AND ESTIMATES TO MAKE SURE THAT EVERY STEP OF THE WAY WE WERE

ALIGNED TO OUR AFFORDABILITY AND THE DESIGN PARAMETERS AND ALL THOSE MOTIONS I REFERRED TO IN MY OPENING COMMENTS. VERY ROBUST PROCESS WITH PEOPLE HAVE THAT DONE THIS BEFORE AND COME FROM THE P3 ENVIRONMENT. WE HAVE DELOITTE AS PART OF THE TEAM. THEIR MANDATE IS TO MAKE SURE THEY CHALLENGE EVERY SINGLE NUMBER THE TEAM PUTS ON THE TABLE. THEY'VE DONE THAT EVERY STEP OF THE WAY. >> CAN YOU TALK ABOUT THE PROCESS THAT WILL BE USED FOR FUTURE PHASES WHERE THERE WILL BE RECOMMENDATIONS COMING TO EXTEND TO LINES AGAIN REGARDLESS OF WHICH DIRECTION. BUT WE'VE HEARD TODAY ABOUT INVOLVING A PRINCE OF WALES BRIDGE. WE HAVE A MOTION TO LOOK AT BARRHAVEN. FOR PHASES 1 AND 2, THERE WERE PROCESSES USED TO DETERMINE WHERE THE END POINTS WOULD BE AND WHY, BOTH FINANCIAL CHALLENGES AND JUST VOLUME CHALLENGES. ARE THE MOTIONS TODAY MORE SYMBOLIC AND THEY WOULD BE LOOKED AT ANYWAY AND WHAT TYPE OF PROCESS WILL YOU BE ENGAGED IN WHEN YOU COME BACK TO US FOR PHASE 3. >> STAFF WILL TAKE ALL THOSE MOTIONS AND PUT THAT INTO THE TRANSPORTATION MASTER PLAN PROCESS. STAFF WITH MS. CHI AS THE LEADER OF THE GROUP WILL DO WHAT THEY DO WITH EVERY TRANSPORTATION MASTER PLAN. USE THE MODELLING, THE KNOWLEDGE, THE EXPERTISE TO LOOK AT ALL THE TRANSPORTATION CORRIDORS AND BRING FORWARD A STAFF RECOMMENDED PLAN FACTORING IN ALL THOSE MOTIONS INTO THE PROCESS. SO WE'LL CERTAINLY MAKE SURE THAT WE LOOK AT ALL THOSE MOTIONS AND FACTOR THAT INTO THE PROCESS. WE'LL THEN BRING YOUR OUR PROFESSIONAL RECOMMENDATION. AND THEN YOU'LL AS COUNCIL DO WHAT YOU ALWAYS DO AND GIVE US DIRECTION AND APPROVE OR ADJUST ACCORDINGLY. >> THANK YOU. THE 10 MILLION DOLLAR PURCHASE. I'VE RAISED THIS CONCERN ABOUT THE AMOUNT. WE'VE HAD DISCUSSIONS ON THIS. SOME OF THE FEEDBACK I'VE HEARD FROM MY RESIDENTS WAS A DESIRE PARTICULARLY FOR PHASE 1 TO INCORPORATE MORE LOCAL ARTIST WORK. TO HAVE LOCAL ART OR A LOCAL FLAVOUR AT OUR STATIONS THAT WOULD BE REFLECTIVE OF THE COMMUNITIES THEY SERVE. CAN YOU TALK ABOUT HOW ART WILL BE PROCURED FOR THE PHASE 2 AND WHETHER OR NOT LOCAL ARTIST WORK WILL BE INCORPORATED AS WELL. >> YES. I'VE CHATTED WITH HIM ABOUT THIS TOPIC. I'LL ASK HIM TO EXPLAIN AND RESPOND. I THINK WE CAN ACHIEVE WHAT YOU'RE TRYING TO ACHIEVE. >> THANK YOU, MR. MAYOR.

THE CITY'S ART POLICY DOES TRY TO REFLECT THE LOCAL COMMUNITY. IT'S ALWAYS BEEN PART OF OUR MANDATE. OUR UNIT WILL COMMIT TO REACHING OUT WITH INFORMATION SESSIONS TO LOCAL ARTISTS TO GET THEM INTERESTED IN THIS PROJECT AND GET THEM TO PARTICIPATE. WE WILL DISTRIBUTE WHEN THE CALL DOES GO OUT FOR ARTISTS OR THE PROCUREMENT OF THIS ART, WE'LL WORK WITH LOCAL GROUPS TO MAKE SURE THEY ARE ALL AWARE AND THEY'RE ORGANIZED TO BE ABLE TO RESPOND TO THIS. THAT GOES AS WELL FOR THE ABORIGINAL FIRST NATIONS INUIT COMMUNITY WHICH WITH THEIR OWN ARTISTS MAY WANT TO PARTICIPATE. WE THINK THERE WILL BE INTEREST. LASTLY SOMETHING THAT MAY HELP WITH SOME OF THIS IS TO ORGANIZE A MATERIALS AND METHODS SESSION FOR LOCAL ARTISTS SO SMALLER ARTISTS THAT PERHAPS HAVE NEVER INTEGRATED THEIR OWN ART INTO SOMETHING AS LARGE AS A TRANSIT STATION WOULD UNDERSTAND THE MATERIALS AND HOW TO ADAPT THEIR ART. WE THINK WITH THESE MEASURES AND A COMPETITIVE CALL, WE'D BE ABLE TO ATTRACT LOCAL ARTISTS TO PARTICIPATE. >> THAT IS VERY GOOD. I APPLAUD YOU FOR A GREATER FOCUS ON LOCAL ARTISTS. I THINK THAT'S VERY, VERY GOOD. AT FEDCO I RAISED CONCERNS PARTICULARLY WITH THE TRILLIUM LINE AND ASSOCIATED WORKS. I NEEDED MORE INFORMATION ABOUT THE STAFF PROPOSAL TO RELOCATE THAT. I HAVE HAD CONVERSATIONS WITH STAFF WHERE IT'S PROVEN TO BE IN RESIDENTS' INTEREST. I'M VERY SATISFIED ON THAT FRONT. CONCERN WITH THE 16 MONTH SHUTDOWN. I USED TO BE A DAILY O TRAIN RIDER. I HAVE SURVIVED MULTIPLE SUMMER SHUTDOWNS. THERE IS AN IMPACT THERE. NOT JUST THE INCONVENIENCE FOR PASSENGERS BUT THE POTENTIAL THEY WOULD SUBSTITUTE THEIR MODE OF TRAVEL DURING THIS, NOT JUST DURING BUT AFTER. WHEN YOU LOOK AT THE DOWS LAKE TUNNEL WORK, THE RIDEAU RIVER BRIDGE WORK, WE'RE BUILDING TWO NEW STATIONS ON THE EXISTING LINE, THE TRACK SIGNAL WORK, A POTENTIAL BRIDGE OVER THE VIA RAIL CROSSING JUST SOUTH OF THE CONFEDERATION STATION. MR. MANCONI EXPLAINED THEY COULD DO IT THREE MONTHS AT A TIME AND REOPEN AND CLOSE AGAIN. TO ME IT'S NOT THE WAY TO GO. AS INCONVENIENT AS 16 MONTHS IT IS, I SUPPORT GETTING THE WORK DONE ALL AT ONCE AND OPENING UP BRAND NEW AND READY TO GO. I ACKNOWLEDGE THE INCONVENIENCE. BUT SUPPORT THE STAFF DIRECTION. ALSO WITH THE AIRPORT LINK. I'D LIKE TO SEE RIDERSHIP NUMBERS HIGHER. STAFF HAVE ACKNOWLEDGED

THERE WILL BE A PROMOTION CAMPAIGN TO GET PEOPLE AWARE AND USING IT. UNDERSTAND THE TECHNICAL CHALLENGES THAT EXIST NOT GOING TO DOWNTOWN AT THIS TIME. BUT CERTAINLY I THINK THERE NEEDS TO BE A FUTURE THINKING ABOUT DO WE NEED TO DOUBLE TRACK THAT LINE AT SOME POINT IN THE FUTURE. IT'S NOT GOING TO HAPPEN IN PHASE 2. BUT DEFINITELY AS THE SOUTHERN COMMUNITIES CONTINUE TO GROW AND DEMAND INCREASES, WE HAVE TO THINK ABOUT THAT. ONE QUESTION. WHEN THE TRILLIUM LINE TRAIN GETS TO BAYVIEW, WILL THERE BE CAPACITY ON THOSE TRAINS WHICH HAVE JUST ORIGINATED AT TUNNY'S PASTURE TO PICK UP THIS LARGE GROUP OF PEOPLE TO GO DOWNTOWN. OR WILL THEY REQUIRE MULTIPLE TRAINS TO FACILITATE THE BIG GROUP ALL AT ONCE? >> THAT'S A GREAT QUESTION BECAUSE AT POINT BAYVIEW IS THE PEAK LOAD POINT ON THE SYSTEM AND IS ONE OF THE KEY REASONS WHY WE INTRODUCED THE STATION RECONFIGURATION AT LINCOLN FIELDS AND HEARDMAN TO INTRODUCE AN EMPTY TRAIN AT THAT LOCATION THAT COULD SERVE THE CORE OF THE LINE, RUN ESSENTIALLY BACK AND FORTH BETWEEN LINCOLN FIELDS AND HEARDMAN IF NEED BE. IT ENSURES THAT BY THE TIME TO TRAINS GET TO BAYVIEW, AND WE ESTIMATE IT'S 1,000 PEOPLE, FROM THOSE TRAINS TO GET ON THE FIRST TRAIN THAT COMES BY AS OPPOSED TO WAITING. IT'S SOMETHING WE'LL MONITOR ON AN OPERATIONAL BASIS. IF WE NEED TO ADD THE ADDITIONAL CAPACITY WE'LL DO SO. WE'RE PROTECTING FOR THAT FLEXIBILITY TO SEE THAT IT'S DONE. >> VERY GOOD. I WANT TO COMMEND STAFF ON AN EXCELLENT WORK FOR MANY YEARS NOW. AND ALL THE COUNCILLORS PAST AND PRESENT WHO HAVE BEEN ENGAGED AS WELL. I LOOK FORWARD TO GETTING TO STAGE 2. >> Mayor: THANK YOU. COUNCILLOR McKENNEY PLEASE. >> THANK YOU, MR. MAYOR. I WANT TO TAKE THE OPPORTUNITY TO THANK STAFF AND SAY JUST HOW PLEASED I AM TO BE PART OF THIS TODAY. IT'S BIG DEAL IN OUR CITY. PHASE 1, WE WEREN'T ALL AROUND HERE, BUT CERTAINLY THE CITY WAS READY FOR PHASE 1 OF OUR LRT PLAN. AND PHASE 2 IS JUST GOING TO I THINK REALLY CHANGING THE WAY WE'RE ABLE TO MOVE AROUND THE CITY AND CHANGE SOME OF THE THINGS WE'RE ABLE TO DO IN THE CITY. I KNOW FOR MYSELF, I RARELY DRIVE ANYMORE TO SOUTH KEYS. IF I GO TO SAY CHAPTERS OR ANY OF THE SHOPS DOWN THERE THAT I NEED TO GET TO. I TAKE THE TRILLIUM LINE. IT'S CONVENIENT. IT'S RIGHT THERE. I LOOK FORWARD TO BEING ABLE TO VISIT ORLEANS, BE ABLE TO VISIT BAY SHORE

AND EVENTUALLY KANATA BY TRAIN. IT'S AN EXCITING PROSPECT FOR THE CITY. WITH ALL OF THIS CHANGE, WE'LL BE ABLE TO REALLY THINK ABOUT HOW WE MOVE PEOPLE AROUND, HOW WE'RE ABLE TO MOVE PEOPLE AROUND BECAUSE PHYSICS ALONE TELL US WE CAN'T JUST CONTINUE TO ADD CAR CAPACITY TO THE CITY. WE'LL ALWAYS NEED TO DRIVE. BUT BEING ABLE TO PUT THAT NUMBER OF PEOPLE ON LIGHT RAIL WILL CERTAINLY CHANGE HOW WE MOVE AROUND. JUST HAVE A COUPLE OF QUESTIONS. ON LAND ACQUISITIONS. IT'S SOMETHING I INHERITED. IT WAS A DECISION MADE IN THE LAST TERM OF COUNCIL. I WASN'T HERE LONG WHEN I WAS -- WHEN THE FIRST REPORT WAS BROUGHT TO ME AND I HAD SOMETHING LIKE 2 HOURS. CERTAINLY NOT PLACING ANY BLAME ON STAFF. I KNOW IT HAD TO BE DONE QUICKLY. BUT I HAD SOMETHING LIKE 2 HOURS TO LOOK AT THE REPORT, THINKING IT OVER AND CONCUR. I JUST WONDER. THE RECOMMENDATION IN FRONT OF US HAS US CONTINUING WITHOUT IT EVER COMING BACK TO COUNCIL EXCEPT FOR WHEN EVERYTHING IS FINISHED. I KNOW FOR MYSELF, I'VE GROWN UNEASY IN MY ROLE IN CONCURRING WITH THESE REPORTS MOSTLY BECAUSE -- NOT MOSTLY. I ALWAYS HAVE. BUT WHEN WE ASKED THAT IT BE CONTEMPLATED AS PART OF AN AUDIT, WE WERE TOLD IT WAS TOO COMPLEX. SO I WENT AWAY AT THAT POINT WONDERING WHY IT'S NOT TOO COMPLEX FOR ME. I'M CERTAINLY NO REAL ESTATE EXPERT. WHY IT'S TOO COMPLEX FOR OUR AUDITOR AND AUDIT COMMITTEE TO LOOK AT THESE REPORTS BIANNUALLY OR ANNUALLY AND NOT BE ABLE TO COME BACK TO COUNCIL. COULD YOU PROVIDE ME WITH A RATIONAL WHY THAT CAN'T HAPPEN. >> COUNCILLOR, TO ANSWER YOUR FIRST QUESTION WITH REGARDS TO THE ACTUAL PROCESS, ESSENTIAL WHAT WE'RE PROPOSING TO DO WITH STAGE 2 IS IMPROVE THE PROCESS WE HAD IN STAGE 1. WHAT I MEAN BY THAT IS WITH REGARDS TO THE PROPERTIES ESSENTIALLY THAT WILL BE IDENTIFIED BY STAFF. THAT'S STEP 1. ONCE THOSE PROPERTIES HAVE BEEN IDENTIFIED, FOR THE MOST PART THEY'VE BEEN IDENTIFIED, WE'LL MEET WITH THE WARD COUNCILLOR TO GO OVER THE DIFFERENT PROPERTIES TO TALK ABOUT HOW THEY COULD BE AFFECTED. IF THERE'S NO CONCERN, WE'D REACH OUT TO THE MAYOR'S OFFICE AND DO THE SAME PROCESS. ONCE WE GET THAT SIGN-OFF FROM BOTH SIDES, THEN WE'D BE MOVING FORWARD WITH A REPORT TO COUNCIL TO APPROVE THE EXPROPRIATION FOR THE VARIOUS PROPERTIES. WE'RE ADDING A NEW LAYER WITH REGARDS TO HAVING COUNCIL MORE

INVOLVED AND MORE ENGAGED. >> DOES THAT INCLUDE THEN LAND ACQUISITIONS THAT AREN'T PART OF AN EXPROPRIATION PROCESS BUT A PURCHASE OR A LAND SWAP? >> THAT WOULD INCLUDE ALL PROPERTIES. >> SO YOU WILL BE REPORTING BACK TO COUNCIL. HOW DOES THAT DIFFER THAN WHAT WE WERE DOING FOR PHASE 1? FOR PHASE 1 YOU WEREN'T COMING BACK TO COUNCIL. IT WAS ONLY GOING TO HAPPEN WHEN EVERYTHING WAS FINISHED. YOU'RE TELLING ME IN PHASE 2 THAT WON'T BE THE CASE. YOU'LL BE COMING BACK TO COUNCIL WITH A REPORT. >> I WANT TO CLARIFY WHAT I SAID EARLIER. WHAT I ATTEMPTED TO SEE IS FOR ALL PROPERTY MATTERS FOR ANY GIVEN WARD, AN ACQUISITION, A FEE SIMPLE INTEREST, WHATEVER THE CASE MAY BE, IN ALL INSTANCES WE'LL BE CONSULTING WITH THE LOCAL WARD COUNCILLOR AS WELL AS THE MAYOR AS WE MOVE FORWARD. WITH REGARDS TO THE ACTUAL REPORTING OUT, WE'RE PROPOSING A SIMILAR PROCESS BE DONE AS WAS DONE IN STEP 1, OR STAGE 1, THAT WE NOT REPORT OUT UNTIL ALL OF THE TRANSACTIONS HAVE BEEN DONE. THE REASON THAT WE'RE ASKING THAT WE CONTINUE WITH THE PROCESS IS WE WERE VERY SUCCESSFUL IN STAGE 1 IN MOVING FORWARD AND PROTECTING THE CITY'S INTEREST WITH REGARD TO FINANCIAL LIABILITY AND IN SOME CASES PROTECTING THE OWNERS BECAUSE THE OWNERS ARE IN THE PROCESS OF RELOCATING. SO WE WANTED TO PROTECT THEIR INTERESTS AND THE CITY'S INTERESTS. AT ALL POINTS IN TIME, I CAN ASSURE YOU THAT WE'VE HAD REPRESENTATIVES FROM VLG WHO ARE OUR LAWYERS. THEY WORKED WITH US ON THESE PROPERTY AND NEGOTIATIONS. WE HAVE THEM SIGN OFF ON EVERY REPORT. AND FOR EACH ONE OF THOSE REPORTS, BEFORE IT'S FINAL SIGNED OFF WE DO COME BACK TO THE LOCAL WARD COUNCILLOR. ONCE THE COUNCILLOR SIGNS OFF, THEN WE GO TO THE MAYOR'S OFFICE FOR SIGN-OFF AS WELL. >> I'LL GIVE THAT MORE THOUGHT. THANK YOU. MY NEXT QUESTION IS ON THE BUSINESS CASE. I KNOW THAT WE'VE HAD SEVERAL MEETINGS. I'VE HAD MANY QUESTIONS ANSWERED. I THANK YOU FOR THAT. SINCE FEDCO. BUT ON THE BUSINESS CASE, IF WE'RE LOOKING AT -- MY UNDERSTANDING IS THAT THE 8.2% INCREASE IN RIDERSHIP THAT WE ANTICIPATE, THAT ASSUMES THE 417 WIDENING. SO THE NUMBERS THAT WE HAVE HERE ASSUME THE 417 WIDENING, IS THAT CORRECT? >> THAT'S CORRECT. >> DO YOU KNOW WHAT THE LOSS IS BECAUSE OF THE 417 WIDENING? DO YOU KNOW WHAT THE DIFFERENCE WOULD HAVE BEEN? >>

I DO NOT. WE'VE HAD THAT QUESTION ASKED BY ANOTHER OF YOUR COLLEAGUES AS WELL. THE WAY THE BUSINESS CASE IS DONE IS IT LOOKS AT ALL OF THE PLANNED PROJECTS FROM NOW TILL 2031 ON THE OVERALL TRANSPORTATION NETWORK. SO THE INCREASES IN RIDERSHIP ALSO INCREASE THE ADDITIONAL CAPACITY ON THE OVERALL ROAD NETWORK AND THE VEHICLE KILOMETRE REDUCTIONS THAT YOU SEE THERE ARE ALSO LOOKING AT THE GLOBAL IMPROVEMENTS TO THE OVERALL TRANSPORTATION NETWORK AS WELL AS THE IMPROVEMENTS TO THE TRANSIT NETWORK. SO WE HAVEN'T SEGMENTED OUT IMPACTS TO THE 417 AND WE HAVEN'T IMAGINED A SCENARIO. WE DON'T IMAGINE A SCENARIO WHERE THAT EXPANSION DOESN'T TAKE PLACE. WE CAN GO BACK AND REVERSE ENGINEER ON THE NUMBERS. IT'S JUST GOING TO TAKE US A LITTLE BIT OF TIME. >> JUST SO I'M CLEAR, IT WAS NEVER CONTEMPLATED WITHOUT THE WIDENING. >> IT WAS NEVER CONTEMPLATED WITHOUT THE WIDENING OF THE 417, YES. >> THANK YOU. >> Mayor: THANKS VERY MUCH. COUNCILLOR FLEURY. >> Voice of Interpreter: I THINK IT'S A WONDERFUL DAY FOR THE CITY. I THINK WE ALL PLAY A ROLE FOR OUR COMMUNITIES BUT ALSO WE HAVE TO REPRESENT THE WHOLE CITY. I THINK THIS COMES AT THE RIGHT TIME. I REMEMBER BEING AT THE TABLE A FEW YEARS AGO. AL WE WERE TALKING ABOUT PHASE 1. WE'RE PRETTY ADVANCED IN THE CONSTRUCTION OF PHASE 1. TRANSIT AFFECTS ALL OF US. OUR RESIDENTS WANT TO TRAVEL THROUGHOUT THE CITY QUICKLY. PHASE 1 WAS NOT ENOUGH. SO PHASE 2 EXTENDS THE NETWORK EAST TO WEST. THAT'S IMPORTANT. IT'S NOT ALL COMMUNITIES THAT WILL BENEFIT EQUALLY. THAT'S PART OF REALITY, OBVIOUSLY. WE HAVE TO REALIGN THE NETWORK AT ONE POINT TO IMPROVE THE TRANSIT SERVICES IN CERTAIN COMMUNITIES THAT DID NOT BENEFIT FROM THE TRAIN. SO I THINK IT'S IMPORTANT TO CONSIDER THAT FOR ALL OF THE CITY. WE HAVE A RIDERSHIP THAT WILL INCREASE. SOME AREAS ARE NOT COVERED. BUT WE CAN'T COVER EVERYTHING. IF WE HAVE A GOOD STRATEGY, IF WE GO AHEAD WITH GOOD BUDGET ALLOCATIONS AND GOOD ALIGNMENT OF THE NETWORK, AND THIS IS DIFFICULT BECAUSE SOME NETWORKS ARE ESTABLISHED AND THAT'S VERY SENSITIVE BECAUSE OUR RESIDENTS ARE USED TO THE LOCATION OF A BUS STOP OR NOT WANTING TO HAVE A TRANSFER. SO IN THE NEXT PHASES WE CAN CHANGE THAT. FOR PHASE 2, I THINK PEOPLE ARE VERY PLEASED. I THINK WE CAN ALSO HAVE A MORE IN-DEPTH LOOK AT

COMMUNITIES THAT CAN BE CLOSE TO THE STATIONS BUT DO NOT BENEFIT DIRECTLY. SO I TIP MY HAT TO EVERYONE WHO HAS WORKED ON IT, WHETHER IT'S FOR RELATIONSHIPS WITH RIDEAU TRANSIT GROUP WHICH WERE COMPLEX IN THOSE PHASE 2 DISCUSSIONS. WE HAD ELEMENTS THAT WERE PART OF PHASE 1. JUST THINK OF TOILETS, WHICH IS SOMETHING IMPORTANT FOR THE INTEGRATION OF STATIONS. ALSO, IT'S AN OPPORTUNITY TO ADD COMMERCIAL ACTIVITIES. SO I THINK THIS WILL BE VERY SUCCESSFUL FOR THE WHOLE NETWORK. WE CAN SEE HOW WE CAN BRING PEOPLE CLOSER TOGETHER AND INTEGRATE COMMUNITIES. FINALLY, ONE THING THAT IS IMPORTANT ALSO IS THE CONNECTION BETWEEN TRANSIT AND THE AIRPORT. I KNOW THERE'S A BUS THAT GUESS TO THE AIRPORT. I'VE USED IT A FEW TIMES. IT'S OKAY. IT'S A GOOD SERVICE. OBVIOUSLY IN A FEW YEARS WITH PHASE 2 WORK COMPLETED, WE'D BE ABLE TO GET FROM ANY NEIGHBOURHOOD THROUGH CONNECTING WITH VIA RAIL OR THE BUS, I THINK IT'S A MAJOR ASSET. ALSO WHAT WE'LL HAVE TO CONTINUE TO CONSIDER IS THE WHOLE ASPECT OF ACCESS FINANCIALLY. WE'VE GONE THROUGH ONE STEP IN THIS PHASE BASED ON AFFORDABILITY. BUT WE'LL HAVE TO LOOK AT THE NUMBER OF USERS THAT WE WANT TO HAVE. SO IT'S IMPORTANT TO HAVE THAT THOUGHT PROCESS. SO THANK YOU TO ALL THOSE WHO WORKED ON LIGHT RAIL. WE KNOW IT'S A VERY SURE WAY OF GETTING AROUND. WHEN IT SAYS THE TRAIN WILL ARRIVE IN 1 MINUTE, IT WILL. THAT SHOULDN'T BE NEGLECTED. IT SHOULD IMPROVE TRANSIT FOR ALL RESIDENTS. MANAGERS, COUNCILLORS, EVERYONE WHO HAS PARTICIPATED, IT'S A GREAT PROGRESS. I THINK WE'LL LEAVE A MARK ON HISTORY. THOSE WHO HAVE EXPERIENCED THE CONSTRUCTION AND ALSO WILL BENEFIT FROM TRANSIT. THANK YOU. >> Mayor: COUNCILLOR NUSSBAUM. >> I WANTED TO ECHO A LOT OF THE COMMENTS ALREADY MADE ABOUT HOW IMPORTANT STAGE 2 IS TO THE ADVANCEMENT OF TRANSIT BUILDING IN OUR CITY. I THINK IT'S A GREAT OPPORTUNITY TO REALLY SEE AND REALIZE ALL SORTS OF ECONOMIC, ENVIRONMENTAL AND SOCIAL BENEFITS FOR AN INCREASINGLY LARGE NUMBER OF RESIDENTS IN OUR CITY. KUDOS TO STAFF FOR ALL OF THE WORK OVER THE YEARS. I'M ALSO SEIZED WITH THE FACT THAT APPROVING STAGE 2 COMES WITH GREAT RESPONSIBILITY. BETWEEN THE TWO STAGES WE'RE INVESTING I GUESS QUITE CLOSE TO 5.6 BILLION DOLLARS OF PUBLIC FUNDS. SO REALLY TRIED TO SPEND A LOT OF TIME WITH STAFF BEFORE THIS MEETING

UNDERSTANDING EVERYTHING PARTICULARLY IN THE BUSINESS CASE. I
THANK STAFF FOR THAT. I HAVE A COUPLE MORE QUESTIONS. AS I WENT
THROUGH IT EACH TIME, NEW ISSUES AROSE. MY FIRST QUESTION WITH
REGARD TO THE BUSINESS CASE WHICH I FOUND VERY, VERY USEFUL. I
THINK THE SCOPE OF COSTS AND BENEFITS WHICH WERE INCLUDED WAS
IMPRESSIVE AND VERY HELPFUL IN UNDERSTANDING WHAT THE BENEFITS
ACTUALLY ARE. LOOKING AT CHARTS 3 AND 4 WHICH ARE ON PAGE 39 AND
37 OF THE BUSINESS CASE, I WAS TRYING TO UNDERSTAND A LITTLE BIT
THE RELATIONSHIP BETWEEN THE TWO FOR 2031 LOOKING AT THE
KILOMETRES TRAVELLED GAINED AND LOOKING AT THE BENEFITS OF
RIDERSHIP OF 10 MILLION RIDES OVER THE BASE WHICH IS AN 8%
INCREASE. IS IT TOO SIMPLE TO SAY YOU DIVIDE THE NUMBER OF
INCREASED RIDES BY THE TOTAL VEHICLE OF KILOMETRES GAINED TO SAY
THE AVERAGE COMMUTE? THAT WASN'T THE ONE PART I WAS SURE
ABOUT. >> IT'S A LITTLE BIT MORE COMPLICATED THAN THAT IN TERMS OF
WHAT ARE THE FACTORS DRIVING SOME PEOPLE TO TRANSIT. OBVIOUSLY
THE OVERALL TRANSPORTATION NETWORK IS ONE OF THOSE FACTORS.
BUT PRICE OF FUEL, AVAILABILITY OF PARKING. THERE ARE A NUMBER OF
FACTORS. GROWTH IN THE AREA. LOCATION. WE LOOKED AT THE
POPULATION GROWTH THROUGH THERE. AND VICE VERSA. SO THEY DO
CORRESPOND WITH EACH OTHER ABSOLUTELY IN TERMS OF INCREASED
RIDERSHIP AND DECREASED VEHICLE KILOMETRES. BUT TO MAKE A SIMPLE
ANALOGY ISN'T QUITE HOW THE MODEL WORKS. >> IN ORDER TO COME UP
WITH A VEHICLE KILOMETRES TRAVELLED, DID YOU HAVE TO USE AN
AVERAGE COMMUTE FIGURE? >> WHAT FEEDS THAT AND PERHAPS V CAN
TALK ABOUT THE ORIGINS BUT WHAT FEEDS THAT IS WHERE THE PEOPLE
ARE GOING TO IN THEIR MAIN COMMUTES. SO THAT'S DONE. LAST TIME
THAT WAS UPDATED WAS I THINK 2011. WAS IT UPDATED MORE RECENTLY?
NO. 2011. YOU LOOK AT THE COMMUTE TIMES IN EACH OF THE MAIN
LOCATIONS TO THE PRIMARILY MAIN EMPLOYMENT HUBS IN THE CITY.
YOU FACTOR IN THAT AND THE COMMUTE TIME AND HOW QUICKLY WE CAN
MOVE QUICKLY ON TRANSIT VERSUS THE AUTOMOBILE TRIP ALSO IS A
FACTOR IN TERMS OF WHAT DRIVES PEOPLE EITHER TO BEGIN TO CHOOSE
TRANSIT AS A FIRST CHOICE VERSUS STAYING IN THEIR CAR. >> OKAY.
THANKS. >> I THINK WE CAN GIVE YOU SOME FORM OF AN ANSWER ALONG
THOSE LINES IN THE COMING WEEK. >> OKAY. SIMILARLY FOR THE 174, I
KNOW THE STAFF ANALYSIS, THE ORIGINAL ANALYSIS ASSUMED A

WIDENING BETWEEN I GUESS JEANNE D'ARC AND THE SPLIT. NOW IT'S ONLY THE ADDITION OF THE HOV LANE. I KNOW THIS WAS IN THE POST 2031 IN TERMS OF THE AFFORDABILITY PLAN. IS THERE ANY PLAN FOR WHAT WOULD HAPPEN TO THE SECOND PIECE? DO WE KNOW WHAT WOULD HAPPEN TO THE SECOND PIECE OF THE WIDENING FOR THE HOV LANE? >> COUNCILLOR, I'M ASSUMING YOU'RE REFERRING TO FIXING THE SPLIT? >> YEAH. >> THAT'S IN THE TMP. SO WHEN THAT OCCURS, THEN THAT HOV LANE WOULD CONTINUE THROUGH. THAT WOULD BE PART OF THE DETAILED DESIGN ASSESSMENT. >> BUT DO WE HAVE ANY SENSE OF WHEN? WOULD THAT SECOND LEG ONLY HAPPEN POST 2031? >> I BELIEVE IT'S POST 2031. THAT'S RIGHT CORRECT. CURRENTLY. >> DO WE HAVE ANY SENSE WITH THE BUNDLED PROJECT WHAT THE IMPACT IS FOR THAT LEG? >> SO AT THIS POINT NO. IT WOULDN'T BE PART OF THE MODELLING THAT WE'VE DONE TO DATE WITH RESPECT TO THE BUSINESS CASE. >> OKAY. IS THAT SOMETHING THAT CAN BE DISENTANGLED? >> I'LL SAYING NOTIONALLY YES. IT'S DIFFICULT TO DO. THIS KIND OF MODELLING IS MEANT TO BE MORE OF A GLOBAL SCIENCE. WE CAN CERTAINLY GIVE YOU AN ANALYSIS WITH ALL OF THE APPROPRIATE CAVEATS AT THE TIME. >> GREAT. JUST TO EXPLAIN WHY I'M ASKING. USING THE COST BENEFIT ANALYSIS IN THE BUSINESS CASE, WHICH I THOUGHT WAS VERY GOOD, I'M TRYING IN MY OWN MIND TO FIGURE OUT WHAT ARE THE BENEFITS AND COSTS OF THE BUNDLE PROJECTS AND EVEN THOUGH THE CAPITAL COSTS WILL NOT BE INCURRED BY THE MUNICIPAL, WHAT ARE THE OPERATIONAL COSTS IN TERMS OF MAINTENANCE OF THE ROAD, IN TERMS OF THE QUANTIFIABLE LOSSES I GUESS IN TERMS OF THE INCREASED BKTs FOR TRAVEL TIME AND GREENHOUSE GAS EMISSIONS AND AIR QUALITY CONTAMINANTS AND AS WELL SOME OF THE PRIVATE SAVES THAT ARE REALIZED IN THE WHOLE PLAN. YOU'D HAVE TO PUT ON THE COST LEDGER IN TERMS OF UNDERSTANDING WHAT THE BUNDLE PROJECTS WOULD BE. I TRIED TO DO IT. BUT IN THE ABSENCE OF HAVING SOME OF THAT DATA, IT'S VERY, VERY HARD. I APPRECIATE THE EFFORT OF STAFF TO TRY TO GET THAT INFORMATION. WHAT IT DOES MEAN IS IT'S -- I'M WORRIED. THE CONCERN IS EVEN WITH THE OTHER LEVELS OF GOVERNMENT PAYING FOR THIS, ARE WE GOING TO END UP IN A SITUATION WHERE THERE'S GOING TO BE A NET COST TO US. I GUESS WE DON'T KNOW THAT AT THIS STAGE BECAUSE WE CAN'T DO SOME OF THOSE CALCULATIONS. BUT I DO APPRECIATE ALL THE WORK THAT STAFF DID ON

MODELLING THE TRANSIT RIDERSHIP AND ALL OF THE VARIOUS ANSWERS WHICH WERE GIVEN TO MY QUESTIONS. THANK YOU. >> Mayor: THANK YOU. COUNCILLOR WILKINSON PLEASE. >> THANK YOU, MR. MAYOR. JUST A FEW COMMENTS. WE'RE HAPPY TO SEE THE EXTENSION TO MOODY AS WE SAID BEFORE. I NOTICE YOU HAVE TO DO AN EXTENSION TO PHASE 2EA TO DO THAT. IS THAT GOING TO HAVE PUBLIC MEETINGS? HOW IS THAT BEING DONE? >> YES, WE'LL HAVE TO DO AN ENVIRONMENTAL ASSESSMENT WHICH WOULD BE PRIMARILY AROUND CONVERTING THE TECHNOLOGY FROM BUS TRANSIT TO LRT. THE FIRST PUBLIC CONSULTATION FOR THAT I BELIEVE IS SCHEDULED FOR MARCH 22nd. SO INVITES ARE GOING OUT IMMINENTLY AND THEY HAVEN'T ALREADY GONE OUT THE DOOR. I BELIEVE THERE'S ONE LATER IN JUNE. THE GOAL IS TO HAVE THE ENVIRONMENTAL ASSESSMENT BACK BEFORE COUNCIL SOMETIME EARLY SEPTEMBER SO WE CAN BRING IT INTO THE MARKET PERIOD AS PART OF THE RFP PROCESS. >> IN THE PAST THEY'RE NOT SENT TO THE COUNCIL. WE HAVE TO PICK THEM UP ON PUBLIC NOTICES. CAN YOU MAKE SURE IT GETS TO ALL OF US IN THE WEST OF THE GREENBELT BECAUSE IT'S VERY IMPORTANT. >> ABSOLUTELY. WE'LL MAKE SURE EVERYONE IS INVITED. >> THE SAME THING IS TRUE PROBABLY FOR BARRHAVEN. SEND TO ALL COUNCILLORS. THAT'S THE EASIEST. THE QUESTION ABOUT WASHROOMS. THEY SAID THEY WANTED TO PUT IN WASHROOMS WITHOUT ADDITIONAL COSTS. I'M TRYING TO FIGURE OUT HOW THAT'S POSSIBLE. >> THE MOTION REFERS TO WITHOUT ADDITIONAL CAPITAL COSTS. WE HAD A WASHROOM AT PLACE ORLEANS. IF WE COULDN'T GET THE FEDERAL AND PROVINCIAL FUNDING REQUIRED TO EXTEND FURTHER TO TRIM. THE CAPITAL BUDGET AND THERE AND PROTECTED TO IMPLEMENT THE PUBLIC WASHROOMS. BUT THERE WILL BE INCREMENTAL MAINTENANCE COSTS ASSOCIATED WITH HAVING THAT PUBLIC WASHROOM IN THE STATION MOVING FORWARD. >> ARE YOU GOING TO BE LOOKING AT THAT FOR MOODY AS WELL SINCE THAT'S A TERMINUS WITH A LOT OF PEOPLE CHANGING BUSES? >> IF WE'RE SUCCESSFUL AT GETTING THE EXTENSION TO MOODY WE'LL HAVE A WASHROOM BECAUSE IT'S THE TERMINUS. AND WE WON'T HAVE A WASHROOM AT BAY SHORE DUE TO THE REDUCTION IN TRANSFERS. >> I DON'T SEE ONE AT BASELINE EITHER. >> SORRY, COUNCILLOR, THERE IS ONE AT BASELINE. >> WHEN YOU'RE PUTTING IN WASHROOMS, IT SAYS PLURAL. NOWADAYS YOU CAN PUT IN ONES THAT CAN BE USED BY ANYBODY. JUST PUT A SINGLE ONE IN JUST TO HAVE A

PLACE. SOME PEOPLE HAVE PROBLEMS AND NEED TO HAVE THEM CLOSE BY. HAVE YOU LOOKED AT THE NUMBERS -- RATHER THAN HAVING MALE AND FEMALE. AS WE DO HERE. >> THERE ARE BUILDING CODE STANDARDS THAT APPLY TO TERMINUS STATIONS ON ELECTRIFIED RAIL SYSTEMS. WE HAVE TO BUILD THOSE TO THE CODE. I'M NOT SURE IF THERE HAVE RECENT UPDATES ABOUT SINGLE STALLS. >> I GUESS YOU HAVE TO DO THAT. THE COST OF THE PUBLIC ART FOR THIS WHOLE SYSTEM. WE DO THE 1%. >> COUNCILLOR, CAN YOU SPEAK CLOSER TO THE MIC. >> 1% ON A LARGE PROJECT LIKE THIS ENDS UP BEING A VERY LARGE AMOUNT OF MONEY. THERE'S BEEN TALK OFF AND ON. ARE THERE SOME KINDS OF DEVELOPMENTS WE SHOULDN'T DO IT FOR? I ALWAYS FOUND IT STRANGE TO PUT IT INTO A SERVICE GARAGE WHERE IT'S ONLY THE PEOPLE WHO WORKING THERE GO, ETC. IS ANYTHING TAKING A LOOK AT HOW THAT WILL HAPPEN. WE'RE GETTING PEOPLE CONCERNED ABOUT THE VALUE. NOT TO HAVE NO PUBLIC ART. BUT SHOULD THERE BE DIFFERENT PERCENTAGES ON A VERY LARGE PROJECT. >> MR. MAYOR, THE POLICY THE COUNCIL APPROVED IN THE 2015 DID NOT REDUCE THE AMOUNT BUT DID INTRODUCE THE FLEXIBILITY WHERE CERTAIN BUILDINGS HAD LESS PUBLIC EXPOSURE AND WHERE PUBLIC ART WAS PERHAPS LESS OF A PRIORITY. THERE WAS AN ABILITY TO MOVE IT AND PUT IT IN A BETTER LOCATION. A POOLING OF FUNDS IF YOU WILL SO WE COULD BETTER USE THE FUNDS THAT ARE COLLECTED. THERE WAS NO PROVISION TO REDUCE THE 1% EVEN THOUGH WE DID RESIST THE TEMPTATION TO INCREASE IT. BY MAINTAINING THE 1% BUT ALLOWING FLEXIBILITY TO BETTER POSITION, IT WAS IT RIGHT WAY TO GO. >> I FORGOT. I DON'T REMEMBER EVERY SINGLE MOTION. OKAY. THANK YOU. I'M LOOKING FORWARD TO THIS HAPPENING AND FOR FINDING A GOLDEN TREE THAT WILL PROVIDE THE FUNDS TO EXTEND IT OUT TO KANATA. I'M STILL NOT HAPPY THAT YOU'RE SENDING IT ALL THE WAY THROUGH ORLEANS BEFORE YOU GET TO THE EDGE OF KANATA. BECAUSE WE DON'T HAVE A BUS RAPID TRANSIT SYSTEM INTO OUR CORE AREA EITHER. IT'S THE ONLY AREA THAT DOESN'T HAVE A SYSTEM ALL THE WAY YET IT HAS PEOPLE GOING IN ALL DIRECTIONS BECAUSE THERE'S A LARGE EMPLOYMENT BASE. I THINK THEY REALLY START TO THINK ABOUT WHAT THE NEEDS OF THE COMMUNITY ARE AND NOT JUST SO PEOPLE DON'T HAVE TO TRANSFER FROM A BUS TO A TRAIN ON ONE END OF TOWN WHERE AT THE OTHER END OF TOWN PEOPLE HAVE TO GET CAUGHT UP IN

TRAFFIC WITHIN THEIR OWN COMMUNITY AS WELL. DESPITE THAT I'LL HOLD MY NOSE AND VOTE FOR THE EXTENSION THE WAY IT IS BECAUSE IT'S THE WAY COUNCIL WANTS TO GO. IT MEANS WE REALLY HAVE TO LOOK HARD HOW WE CAN GET TO THE OTHER AREAS. THE WEST END IS GROWING VERY QUICKLY. >> Mayor: COUNCIL DEANS PLEASE. >> THANK YOU, MR. MAYOR. LET ME START BY ACKNOWLEDGING THE UNBELIEVABLE AMOUNT OF WORK. I APPRECIATE THAT. I ALSO WANTED TO THANK STAFF FOR FACILITATING THE WEB BASED CONSULTATION LAST WEEK. I THOUGHT IT WAS GOOD. IT WAS A NEW EFFORT. I THOUGHT IT WAS VERY WORTHWHILE. AT A SOUTH END COUNCILLOR, I HEARD A LOT OF DISCUSSION ABOUT THE TRILLIUM LINE. I'VE BEEN HEARING A LOT MORE FROM RESIDENTS. ONE OF THE QUESTIONS COUNCILLOR BROCKINGTON ASKED ABOUT HOW PEOPLE MOVE BETWEEN THE TWO LINES IS IMPORTANT TO UNDERSTAND. ONE OF THE THINGS THAT COUNCILLOR BROCKINGTON AND I ARE CONCERNED WITH IS BATHROOM FACILITIES. THE TERMINUS STATION IS FURTHER DOWN BUT IT'S A LARGE SHOPPING CENTRE AREA THAT HAS A CDP COMPLETED ON IT AND WILL HAVE A LARGE VOLUME OF PEOPLE GOING THROUGH IT. I'M WONDERING IF THERE'S A POSSIBILITY OF LOOKING INSIDE THE AFFORDABILITY PLAN OF HAVING WASHROOMS AT THE SOUTH QUAY STATION. >> THROUGH YOU, MR. MAYOR, AT THIS POINT WE RECOGNIZE THAT A LOT OF TRANSFERS WILL TAKE PLACE AT SOUTH QUAYS. THERE WAS AN IMPROVED CDP. YOU'LL SEE A LOT OF GROWTH PERHAPS IN THAT AREA. EVEN WITH THAT GROWTH, THE AMOUNT OF TRANSFERS THAT WILL TAKE PLACE BETWEEN TRILLIUM LINE AND THE SOUTHEAST TRANSIT WAY ARE AROUND 15% OF THE TRANSFERS OF VOLUMES AT THE NEXT HIGHEST STATIONING WHICH IS BAYVIEW I BELIEVE. SO IN THE PEAK HOUR WE'RE IMAGINING ABOUT 270 PEOPLE TRANSFERRING. THE MOTION TODAY IS PLACE ORLEANS IS 2,000. >> HOW MANY AT SOUTH QUAYS? >> 270. >> GENERALLY SPEAKING, I'VE BEEN A STRONGER SUPPORTER OF LRT IN THE CITY. COUNCILLOR HARDER AND I ARE THE EARLY ADOPTERS FROM EARLY IN THE 2000s. OF COURSE I THINK WE'RE ALL VERY HAPPY TO SEE THIS PROJECT MOVING FORWARD. CLEARLY IT'S TRANSFORMATIONAL IN THE CITY. IT WILL CHANGE THE WAY MANY OF US WILL MOVE AROUND THE CITY WELL INTO THE FUTURE. I LOOK FORWARD TO SUPPORTING THIS REPORT TODAY. I WOULD HOWEVER LIKE TO TAKE A MOMENT TO LOOK A LITTLE FURTHER INTO THE FUTURE. JUST PERHAPS PROVIDE A BIT OF A CAUTIONARY NOTE

TO MEMBERS OF THE COUNCIL THAT WE MUST ALWAYS DO OUR DUE DILIGENCE. WE MUST ALWAYS LOOK AT THE NUMBERS TO GUIDE US. WE CAN NEVER ALLOW THE NEXT PHASES TO TURN INTO A POPULARITY CONTEST. THEY HAVE TO BE BASED ON MERIT AND WHERE OUR RESIDENTS ARE TRAVELLING AND THEY HAVE TO ALWAYS MAKE SENSE FROM A BUSINESS CASE PERSPECTIVE. TO THAT END, I KNOW WE'VE VEERED AWAY FROM OUR LAST PEER REVIEW WITH THE PASSING OF THIS REPORT TODAY, AND I THINK I WOULD JUST SUGGEST AT SOME POINT WE SHOULD PERHAPS LOOK AT A NEW PEER REVIEW AS WE MOVE FORWARD WITH FUTURE PHASES IF WE'RE FORTUNATE ENOUGH TO GET FUNDING. AS WELL, IN REVIEWING THIS REPORT, I SAW A NUMBER OF THINGS THAT I THINK ARE WARNING SIGNS THAT I THINK COUNCIL NEEDS TO PAY ATTENTION TO AS WE MOVE FORWARD. FOR EXAMPLE, THE BUSINESS CASE. IT'S NO LONGER AS STRONG AS IT WAS IN STAGE 1. MANY OF THE INDICATORS HAVE BEEN REVISED DOWNWARD. I THINK THERE'S STILL A BUSINESS CASE. BUT THE STRENGTH OF IT PERHAPS JUST ISN'T AS STRONG. I THINK WE HAVE TO WATCH THOSE INDICATORS AS WE MOVE FORWARD. I'M PERSONALLY CONCERNED ABOUT THE RECOMMENDATION HERE TODAY TO LOOK AT EXPANDING THE 174. THE EVIDENCE CLEARLY SHOWS IT COMPETES DIRECTLY WITH OUR EXPANDED LRT LINE BOTH FROM A RIDERSHIP AND REVENUE PERSPECTIVE. I'M ALSO CONCERNED ABOUT THE AFFORDABILITY MODEL WHICH EMBEDS IN THAT A 2.5% FARE INCREASE EVERY YEAR FOR 30 YEARS. THAT'S A WORRY POINT. HAVING SAID THAT, IT IS OUR JOB TO ENSURE THAT WE HAVE A STRONG BUSINESS CASE WHEN WE'RE EMBARKING ON SPENDING BILLIONS OF DOLLARS. VALUE FOR MONEY IS ESSENTIAL. WE JUST HAVE TO BEAR THAT IN MIND AS WE MOVE FORWARD. HAVING SAID THAT I'LL BE SUPPORTING THIS REPORT TODAY. I'LL DISSENT AS I DID AT THE COMMITTEE MEETING ON THREE CAUSES. HOWEVER, THE ONE THAT EXPLORES ADVANCING THE 174 FOR THE REASONS I JUST OUTLINED. 4CC WHICH IS THE SECRECY SURROUNDING REAL ESTATE TRANSACTIONS. I FIRMLY BELIEVE COUNCIL HAS A DUE DILIGENCE TO UNDERSTAND THOSE TRANSACTIONS AND KNOW HOW THEY'RE BEING HANDLED. THAT'S WHY WE HAVE IN CAMERA SESSIONS. I DON'T SEE ANY REASON WHY THAT SHOULDN'T OCCUR. AND FINALLY, THE THIRD ONE IS 41. IT'S MORE SYMBOLIC. I JUST PICKED ONE TO INDICATE THAT I FEEL THAT COUNCIL IS GIVING TOO MUCH DELEGATED AUTHORITY TO STAFF. I THINK THE HAS TO BE MORE CONTINUOUS

REPORTING BACK AT KEY POINTS TO COUNCIL THAN JUST THIS MUCH DELEGATED AUTHORITY. FOR THAT REASON THAT'S WHY I PICKED THAT ONE. WITH THAT, MR. MAYOR, I TURN IT BACK OVER TO YOU. >> Mayor: THANK YOU. COUNCILLOR MONETTE. >> THANK YOU, MR. MAYOR. I'LL START OFF BY READING SOME OF THE EXCERPTS OF AN EMAIL THAT WE ALL RECEIVED FROM RICHARD, DIRECTOR OF COMMUNITY RELATIONS. SOME OF THE COMMENTS HE MAKES. WE NEED YOUR HELP TO ALLEVIATE MANY OF THE TRANSIT ISSUES AND OTTAWA'S 110,000 TAXPAYERS OFTEN APPEARANCE WHILE COMMUTING TO AND FROM ORLEANS. HIGHWAY 174 WILL HELP -- ON SOME OF THE CONCERNS THAT HAVE BEEN VOICED FOR DECADES. THAT'S TRUE, FOR DECADES. YOU'RE ASKED TO TAKE A LEADERSHIP INITIATIVE TO SUPPORT EAST END TAXPAYERS, NEIGHBOURS ON BOTH SIDES OF OTTAWA EASTERN BOUNDARIES. WE DEPEND ON CITY COUNCIL TO SUPPORT OUR INFRASTRUCTURE JOB CYCLE STARTING WITH DIRECT CONSTRUCTION JOBS AND INDIRECT INDUSTRY JOBS LINKED TO OUR INDUSTRY. AS THE ECONOMY GROWS, OUR CITY'S POPULATION EXPANDS. 25 MILLION DOLLARS INVESTMENT WILL BE RECAPTURED MULTIPLE TIMES OVER. WE WISH YOU AND YOUR FAMILY FRIENDS A SAFE TRIP ON YOUR 174 HIGHWAY ADVENTURE. SOMETIMES IT IS AN ADVENTURE. WHEN HE MENTIONS IT'S 110,000 POPULATION OF ORLEANS. WHEN WE TALK ABOUT A COMPLETE ROAD SYSTEM, WE ALSO HAVE TO TAKE INTO ACCOUNT PRESCOTT RUSSELL WHICH IS CLOSE TO 185,000 POPULATION THAT WOULD USE THAT TYPE OF ROAD SYSTEM. THE COMPLETE ROAD SYSTEM IS NOT JUST ADDITION OF LANES. WHAT WE'RE LOOKING FOR IS WE WANT CONTINUED USE OF TRANSIT COMBINED WITH REGULAR TRAFFIC ON THE 174 PLUS A HOV LINE. WE ALREADY HAVE MOST OF THE WORK COMPLETED. WE HAVE THE BUS LANES IN EFFECT. THE 25 MILLION DOLLARS IS NOT BUILDING A BRAND NEW ROAD. IT'S JUST ADDING TO THE BUS LANE THAT WE HAVE. THE HOV LANES WILL NOT ADD MORE TRAFFIC. JUST LIKE THE WEST END, WHEN YOU COME BACK FROM THE CANADIAN TIRE PLACE, YOU SEE THE HOV LANES. PEOPLE WITH 2 OR 3 OR 4 PEOPLE IN VEHICLES USING IT. THAT'S THE OVERALL GOAL OF WHAT WE'RE PROPOSING. IT'S NOT ADDING 3 LANES OF TRAFFIC AND SAYING THAT YOU'RE SOLVING A SOLUTION. YOU'LL NEVER SOLVE A SOLUTION IF YOU JUST ADD A LANE OF TRAFFIC. BUT YOU WILL SOLVE A SOLUTION IF YOU ADD LRT RIGHT UP TO TRIM ROAD. THAT'S COMING. YOU WILL SOLVE A SOLUTION WHEN YOU ENCOURAGE PEOPLE TO USE CAPACITY WHEN

THEY USE THEIR VEHICLES INSTEAD OF JUST ONE INDIVIDUAL USING THE 174. I WAS SURPRISED ANY COUNCILLOR WOULD HAVE VOTED AGAINST EXPANDING THE 174 IN THE EAST. WE LOOK AT THE 417 EXPANSION. I DIDN'T HEAR COMPLAINTS BACK THEN. BUT FOR SOME REASON, COUNCILLORS WHO DON'T EVEN LIVE IN ORLEANS DECIDE THIS IS NOT THE APPROPRIATE WAY TO GO. I WOULD CAUTION MEMBERS OF THE COUNCIL THAT WE SHOULD ALL SUPPORT THIS EXPANSION. IT'S A VERY WISE EXPANSION. IT WILL NOT TAKE RIDERSHIP AWAY FROM LRT. A REPORT THAT WAS LEAKED, AND I'M NOT SURE WHAT COUNCILLOR LEAKED IT, BUT I CHECKED WITH STAFF, AND THE REPORT IS NOT ACCURATE. IN FACT THE NUMBERS ARE QUITE DIFFERENT THAN WHAT THE REPORT IS. WHEN WE'RE LOOKING AT DOING A COMPLETE SYSTEM, WE'RE LOOKING AT DISCUSSIONS THAT GO BACK TO 2006. I'VE BEEN PART OF IT ALSO. WE'RE LOOKING TODAY NOT ONLY EAST, WEST AND SOUTH. WE HAVE A MOTION TODAY THAT'S LOOKING NORTH. THE LEADERSHIP OF MAYOR WATSON, LOOKING FURTHER INTO THE FUTURE AND SEEING A COMPLETE TRAFFIC SYSTEM. LET'S NOT GET BOGGED DOWN ON ONE LANE ON THE 174. IF YOU'RE DISSENTING ON 3 OR 4 ITEMS, DISSENT ON THE WHOLE ITEMS. YOU'RE LOOKING AT TRANSPORTATION. WE STARTED OFF TALKING ABOUT TUNNY'S PASTURE. IT'S WHAT THE LEADERSHIP IN THE WEST END COUNCILLORS MADE THAT HAPPEN. TOGETHER AS COUNCIL, I THINK WE CAN IMPROVE THE SYSTEM AND KEEP ON IMPROVING IT. I SEE MY TIME IS UP. THANK YOU, MAYOR. >> Mayor: THANK YOU. COUNCIL EGLI. >> THANK YOU, MR. MAYOR. I WANT TO TAKE THIS OPPORTUNITY TO THANK STAFF. AS CHAIR OF THE TRANSPORTATION COMMITTEE, I'VE BEEN IN MANY OF THE MEETINGS. I'VE BEEN IN MANY OF THE PUBLIC CONSULTATIONS. I'VE SEEN THE EFFORT AND HOURS THAT JOHN AND CHRIS AND THEIR TEAMS HAVE TAKEN TO RESPOND TO COMMUNITY CONCERNS, TO RESPOND TO COUNCILLORS' QUESTIONS, TO KEEP INFORMATION CURRENT, TRANSPARENT. THE EFFORT HAS BEEN EXCEPTIONAL ON THIS PROJECT. THIS WILL BE A PROJECT THAT'S GOING TO SEE IMPACT ON THE CITY FOR MANY YEARS TO COME. SO THANK YOU FOR THAT. I ALSO WANT TO THANK THE MAYOR AND HIS OFFICE FOR THE WORK THEY'VE DONE ON THIS. AND STRANGELY ENOUGH, IT'S STEVE WILLIS' FIRST DAY. WE DON'T HAVE ISSUES. STEVE WAS ON THE OTHER SIDE OF THE TABLE WHEN WE WERE HAVING DISCUSSIONS ABOUT THE ROOT DURING THE 100 DAY DISCUSSIONS. STEVE WAS A BIG PART OF THAT. HE WAS A GOOD

REASONABLE VOICE IN THE ROOM. AND I'M VERY PLEASED THAT HE'S GOING TO BE NOW HELPING US MOVE THIS PROJECT FORWARD ON THE CITY SIDE. IT'S GOOD THIS IS YOUR FIRST MEETING. IT'S VERY TIMELY. AS I SAY, I'VE BEEN IN SOMEWHAT OF A UNIQUE PERSPECTIVE OF THE PROJECT BECAUSE OF THE NATURE OF IT. THIS IS A HUGE OPPORTUNITY FOR THE CITY. I HAVE TO AGREE WITH BOB MONETTE. WE SHOULDN'T GET BOGGED DOWN ON THE LITTLE DETAILS. THIS IS A SIGNIFICANT OPPORTUNITY FOR THE CITY. IT'S AN OPPORTUNITY TO BUILD ON PHASE 1 WHILE WE HAVE THE STAFF THAT ARE CURRENT WITH THE PROCESSES AND IDEAS WHILE WE HAVE THE MOMENTUM AND THE EXCITEMENT OF THE RESIDENTS GOING FORWARD FROM PHASE 1. THIS IS AN OPPORTUNITY THAT WE HAVE TO SEIZE. I WOULD HOPE EVERYONE AROUND THE TABLE AND I BELIEVE EVERYONE AROUND THE TABLE UNDERSTANDS THAT AND WILL ACT ON THAT ACCORDINGLY. I THINK THIS IS A PROPOSAL THAT WE ACCEPT WHOLEHEARTEDLY, THAT WE ACCEPT AS ONE PIECE. IT'S LOTS OF LIKE A JIGSAW PUZZLE. A PUZZLE IS MORE SATISFYING WHEN YOU HAVE ALL THE PIECES. WHEN YOU SPEND HOURS AND HOURS AS STAFF AND COUNCIL HAVE, TO AT THE END OF THE DAY HAVE A PUZZLE WITH ONE OR TWO PIECES MISSES OUT OF THOUSANDS IT'S JUST NOT RIGHT. WHAT'S RIGHT IS TO RECOGNIZE THE HARD WORK THAT'S BEEN PUT IN BY EVERYBODY. RECOGNIZE WHAT WE'RE HEARING FROM OUR RESIDENTS, THAT THEY WANT THIS, THEY'RE HUNGRY FOR IT, THEY'RE EXCITED ABOUT IT. THAT EXCITEMENT IS ONLY GOING TO BUILD AS PHASE 1 OPENS AND PHASE 2 STARTS TO BUILD. SO WHY SUGGESTION TO EVERYBODY AROUND THE TABLE IS WE ALL PUT IN OUR PIECES AND FINISH THAT PUZZLE AND IT'S COMPLETE. THERE ARE PARTS YOU MAY NOT LIKE AS WELL AS OTHERS. THAT'S THE NATURE OF COMPROMISE. WITH A PROJECT THIS BIG, THERE ARE GOING TO BE PIECES THAT AREN'T QUITE AS GOOD AS OTHERS. BUT WHEN YOU PUT THEM ALL TOGETHER, YOU GET A REALLY SUPER PROJECT. THAT'S WHAT WE HAVE IN FRONT OF US. WE HAVE A PROJECT THAT'S GOING TO MOVE THE CITY FORWARD. WE'RE AT A TIPPING POINT FROM GOING TO A SMALL CITY TO A REAL LARGE CITY. THIS IS ONE OF THE WAYS TO GET THERE. I URGE EVERYBODY TO SUPPORT THIS PROJECT IN ITS ENTIRETY. TO GET BEHIND IT. THE MORE WE GET BEHIND IT, THE MORE LEVELS OF GOVERNMENT WILL GET BEHIND IT IN TERMS OF FUNDING. THE MORE RESIDENTS WILL GET BEHIND IT IN TERMS OF JUMPING ON BOARD THE TRAIN SO TO SPEAK AND THE MORE EVIDENCE

WE'LL GO TO THE MAYOR AS HE ENTERS INTO DISCUSSION WITH OUR COUNTERPARTS IN TERMS OF EXTENDING THE PROJECT. IN TERMS OF DISCUSSION WE'LL HAVE GOING FORWARD WITH OTHER LEVELS OF GOVERNMENT AND IN MOVING THE PROJECT WHETHER IT'S TOWARD KANATA OR BARRHAVEN OR OTHER PARTS OF THE CITY. I URGE ALL OF YOU TO SUPPORT THIS. SUPPORT IT IN ITS ENTIRETY. LET'S SEND A MESSAGE TO OUR RESIDENTS. LET'S SEND A MESSAGE TO ALL LEVELS OF GOVERNMENT THAT THIS COUNCIL IS 100 PERCENT SUPPORTIVE OF THIS PROJECT AND WE WANT TO SEE THE CHANGE CONTINUE TO HAPPEN IN THE CITY AND CONTINUE TO TRANSFORM THE CITY ISN'T A MULTIMODAL BETTER ENVIRONMENT, BETTER EFFICIENCY WISE, BETTER TRANSIT SYSTEM OVERALL, BETTER TRANSPORTATION SYSTEM OVERALL FOR ALL OF OUR RESIDENTS. LET'S BE -- WE'RE ON THE -- JOHN MANCONI SAYS I DON'T WANT TO BE ON THE BLEEDING EDGE. I WANT TO BE ON THE LEADING EDGE. LET'S STAY THERE. LET'S WORK WITH OUR TEAM. LET'S MOVE THIS FORWARD. THANK YOU. >> Mayor: WELL SAID. THANK YOU, COUNCILLOR. THANK YOU FOR YOUR WORK AS CARE OF TRANSPORTATION. COUNCIL TAYLOR PLEASE. >> THANKS VERY MUCH. I TOO WANT TO START OFF BY THANKING THE STAFF VERY MUCH. I DID THIS AT FEDCO. I THINK IT BEARS REPEATING. THE STAFF AND PARTNERS HAVE BEEN TREMENDOUS ALLIES NOT JUST IN GETTING THE PROJECT IN SHAPE AND MOVING FORWARD BUT ALSO SURMOUNTING A LOT OF THE CHALLENGES AND PROBLEMS THAT COME WITH WHEN YOU'RE NOT BUILDING SOMETHING IN ISOLATION, WHEN YOU'RE BUILDING IT IN A WARD LIKE MINE WHEN YOU'RE TRAVERSING THROUGH ESTABLISHED COMMUNITIES. TO HAVE THE STAFF APPROACH THIS IN SUCH A DELICATE FASHION IS THE RESPECTFUL DEMONSTRATION OF HOW IMPORTANT THEY TAKE THIS WORK. I ALSO WANT TO THANK -- I MENTIONED THE PARTNERS. BUT I ALSO WANT TO THANK THE RESIDENTS. THE RESIDENTS OF NOT JUST MY WARD BUT THE WEST END OF THE CITY AS A WHOLE HAVE BEEN I THINK MORE INTIMATELY ENGAGED IN THIS PROJECT THAN I HAVE SEEN IN I THINK ANY PROJECT SINCE I'VE HAD THE HONOUR TO SIT AROUND THIS TABLE. RESIDENTS HAVE PROVIDED OPINIONS, GUIDANCE, HISTORY, FEEDBACK, ANCIENT DOCUMENTS AND PICTURES PRODUCED FROM BASEMENTS THAT HAVE HELPED TO MAKE THIS PROJECT BETTER, HAVE HELPED TO SHAPE HOW THINGS ACTUALLY GET IMPLEMENTED, AND HAVE IMPROVED I THINK THE OVERALL QUALITY OF WHAT WE'RE GOING TO SEE

EMERGE. I'M LOOKING FORWARD TO CONTINUING WITH THE STAFF AS WE WORK THROUGH ALL OF THE FINISH ISSUES AS WE GET INTO THE LITERALLY THE WEEDS I THINK IN SOME OF THE NEIGHBOURHOODS ABOUT HOW WE'RE GOING TO DELIVER THIS ON THE GROUND. I DO WANT NOTE THE TREMENDOUS AMOUNT OF PROGRESS WE'VE MADE ON THIS FILE. AT LEAST SINCE 2010. SINCE MANY OF US AT THIS TABLE TODAY HAVE HAD THE OPPORTUNITY TO SIT DOWN HERE. WHEN WE SAT HERE IN 2010, I KNOW LOOKING AT MY WARD, GETTING RAIL TO MY WARD WAS A QUESTION MARK. NOBODY KNEW HOW YOU WERE GOING TO GET FROM TUNNY'S TO LINCOLN FIELD. IT WAS STILL AN UNKNOWN. NOW WE SIT HERE NOT TOO LONG SINCE 2010 AND YOU'RE MOVING ALL THE WAY NOT JUST TO BAY WARD BUT THROUGH BAY WARD ALMOST COMPLETELY TO THE OTHER SIDE WITH THE EXTENSION TO MOODY. CERTAINLY THROUGH THE POPULATED SECTIONS OF THE WARD. I DID WANT TO TAKE A MOMENT TO SAY WHILE WE'RE TALKING ABOUT RAIL TODAY, I DO THINK IT BEARS REPEATING AND SOME COUNCILLORS HAVE MENTIONED THIS, I DO SUPPORT THE EXPANSION OF THE ROAD NETWORKS THAT ARE CONTEMPLATED AS PART OF THIS PROJECT AND ANCILLARY TO THE PROJECT AS I DO ALSO SUPPORT THE EXPANSIONS AND INVESTMENTS BEING MADE IN OUR CYCLING NETWORK AND OUR PEDESTRIAN NETWORK. WE SAW SOME OF THESE CYCLING INITIATIVES TODAY ON THE REPORT THAT CAME BEFORE US. GROWING OUR CITY AND BETTER CONNECTING OURSELVES TO EACH OTHER, TO OUR PLACES OF EMPLOYMENT, OUR PLACES OF LEISURE, THAT'S WHAT IMPROVES OUR CITY. BUT IT HAS TO BE AN ALL OF THE ABOVE SOLUTION. YOU CAN'T MOVE FORWARD WITH ONE APPROACH. WE HAVE TO PICK UP ALL THE TOOLS. DOING IT IN A COMPREHENSIVE FASHION IS THE WAY TO DO IT. I WANT TO JUST FINISH OFF BY MENTIONING SOMETHING I THINK THAT PERHAPS WE HAVEN'T FOCUSSED ON A LOT. JUST TODAY THE INSTITUTE OF RESEARCH AND PUBLIC POLICY RELEASED A REPORT CALLED HOW CANADIAN SUBURBS CAN BECOME AGE FRIENDLY. WE PRIDE OURSELVES IN BEING AN AGE FRIENDLY CITY. IT WAS AN INITIATIVE OF THIS COUNCIL AND THE PAST COUNCIL THAT GOT US TO THAT POSITION WHERE WE HAVE AN AGE FRIENDLY CITY. OF COURSE COUNCIL DEANS CHAIRS OUR SENIORS ROUND TABLE. IT WAS INITIATED UNDER YOU, MR. MAYOR. SO THANK YOU VERY MUCH FOR THAT. [Please stand by for captioning]. >> I MIGHT BE ABLE TO ANSWER THAT FOR YOU, COUNCILLOR. WE HAVE HAD VERY POSITIVE

DISCUSSIONS AT BOTH THE POLITICAL AND PUBLIC SERVICE LEVELS WITH RESPECT TO PHASE 2 OF LRT. AS YOU KNOW, WE HAD -- WE LAUNCHED PHASE 2 OF LRT IN THIS VERY SAME ROOM. I BELIEVE WE HAD FOUR OR FIVE FEDERAL MEMBERS OF PARLIAMENT HERE. AND I HAVE EVERY INDICATION THAT WE WILL BE HEARING POSITIVE NEWS FROM THE FEDERAL GOVERNMENT PRIOR TO THE END OF MAY, WHICH IS THE DEADLINE WE HAVE SET OURSELVES IN ORDER NOT TO MISS THE CONSTRUCTION SEASON AND GET THE RFP OUT ON THE STREET AT THAT TIME. SO IT'S BEEN A VERY POSITIVE AND I CAN CERTAINLY RELAY THAT WHEN I MET WITH THE PREMIER AND VARIOUS MINISTERS AT QUEEN'S PARK WITH OUR DELEGATION, WE UPDATED THE PROVINCIAL GOVERNMENT. AND THEY OFFERED ANY ASSISTANCE IN TERMS OF THE BUNDLING AND CHALLENGES WITH WORKING WITH TWO DIFFERENT SETS OF CRITERIA. SO I'M FEELING VERY, VERY GOOD. AND WE HOPE TO BE ABLE TO ANNOUNCE SOMETHING FROM THE FEDERAL GOVERNMENT IN THE NOT TOO DISTANT FUTURE. >> GOOD. AND THANK YOU, MR. MAYOR, AND THANK YOU FOR YOUR WORK ON THIS FILE AND THAT VERY IMPORTANT PART OF IT IN TERMS OF OUR FINANCIAL LONG-RANGE PLAN. A QUESTION, THE CITY IS BIDDING ON THE CANADA GAMES. THEY ARE EXPECTED IN AUGUST 2021. I THANK COUNCILLORS QAQISH AND BROCKINGTON. IN TERMS OF ECONOMIC DEVELOPMENT AND DELIVERING THOSE GAINS, SHOULD WE WIN, THE ANNOUNCEMENT WILL BE ON MARCH 30TH. DO YOU -- ARE YOU ABLE TO BUILD INTO WHATEVER CONTRACT AN INCENTIVE TO HAVE THAT SOUTH END TRILLIUM LINE OPEN BY AUGUST 2021? IS THAT IN YOUR -- ON YOUR RADAR? >> THAT'S A GREAT QUESTION. IT CAME UP LAST WEEK WHEN WE HAD THE BIG COMMITTEE ON THE TOUR. I WAS ON THE BUS WITH THEM AND THAT WAS ONE OF THE QUESTIONS THEY PUT TO ME. THE CURRENT PLAN IS THAT WE WILL HAVE BUS SERVICE, ENHANCED BUS SERVICE ALONG THAT ENTIRE CORE DOWNTOWN CORE. THE TEAM HAVE BEEN TASKED WITH MAKING IT THE BEST IT CAN BE. AND IT WILL BE PHENOMENAL AS THE SERVICE. AND THAT'S THE MANDATE I HAVE GIVEN HIM. AND THE TEAM HAS BEEN INSTRUCTED TO MAKE SURE WE HAVE THE CAPACITY AND THE LATITUDE TO BUILD WHATEVER WE NEED TO IN TERMS OF MAKING SURE THAT BUS SERVICE IS THERE. WHAT WE TOLD THE BID COMMITTEE IS THAT WE HAVE ALL OF THAT FACTORED IN. WE WILL MAKE SURE WE GET THOSE ATHLETES AND THE PEOPLE VISITING TO THE SITES TO THE VENUES THAT THEY NEED TO GET TO. WE WILL ALSO INCLUDE EVERYTHING AND ANYTHING WE CAN IN THE BID DOCUMENTS TO ENTICE

BIDDERS TO BE INNOVATIVE IN THAT SPACE. BUT IT WILL BE A CHALLENGE. BUT THE FALLBACK POSITION IS THAT THE BUS SERVICE MUST EXCEED EXPECTATIONS. AND AS I TOLD THE BID COMMITTEE, SUCCESS IS THAT THEY DON'T NEED TO WORRY ABOUT THE TRANSPORTATION LOGISTICS. WE WILL TAKE CARE OF ALL THAT FOR BOTH THE ATHLETES AND THE VISITORS TO THE VENUES. >> THANKS FOR THAT, MR. GENERAL MANAGER. I WOULD URGE YOU TO KEEP THAT TOP OF MIND. WE WANT THE ATHLETES' EXPERIENCE FROM ACROSS THE COUNTRY TO THE CAPITAL TO BE AS POSITIVE AS POSSIBLE, SHOULD WE WIN THE BID. I HAVE A HIGH DEGREE OF CONFIDENCE. AND I THINK OUR SMASHING NEW LRT LINE WOULD BE A GREAT WAY TO FEATURE SOME OF THAT. >> [VOICE OF TRANSLATOR]: CAN YOU TALK ABOUT THE USE OF 174 AND 417 DURING THE BUILDING OF PHASE TWO? [END OF TRANSLATION] >> 417 TO MOVE BUSES. IS THAT THE PLAN DURING CONSTRUCTION OF PHASE 2? CHOOSE THE 174 AND THE 417. HOW DOES THE EXPANSION OF THOSE ROADS FIT INTO THOSE PLANS? >> [VOICE OF TRANSLATOR]: IN PHASE 2 OF LIGHT RAIL, WHAT WE WANT TO DO IS TO MAKE SURE THAT THE LINE GOES THROUGH, THE 174 WEST. THINGS ARE A BIT MORE COMPLICATED AROUND THE PARKWAYS, STREETS, THAT SORT OF THING AND PRESTON STREET. BUT HERE AGAIN, THE TEAM ARE PLANNING TO USE ROADS THAT APPLY THE SAME PRINCIPLES THAT WE USE FOR PHASE 1, LIMIT INCONVENIENCE FOR PEOPLE WHO USE TRANSIT AND ALSO PAY ATTENTION TO ALL THE SPACE THAT WE IMMEDIATE FOR DETOURS. AND THE OTHER THING IS THE REPORT THAT IS IN FRONT OF YOU TODAY. WE WILL BE ADDING BUSES FOR THE DETOURS BECAUSE WE WANT FOR THE -- TO MAKE THAT THE FLEET IS NEW. AND THE MOST IMPORTANT THING IS TO TAKE CARE OF PASSENGERS. [END OF TRANSLATION] >> ONE, THAT'S THE TOP PRIORITY AND THE EAST THINGS ARE MUCH SIMPLER BECAUSE OF THE ALIGNMENT. ON THE WEST THERE ARE SOME CHALLENGES THAT WE ARE FACTORING THROUGH. AND THEN PART OF THE PACKAGE TODAY HERE IS ALSO THE NEW BUSES THAT WE SPEAK ABOUT IN THE REPORT. >> BUT THE INTENTION IS TO RUN BUSES ON THE 417 AND THE 174, IS THAT CORRECT? >> IN THE EAST, IT WILL BE THE CASE. AND ON THE 417 WE'LL BE DEAD HEADING AND THEN WE'RE LOOKING THROUGH ALL THE OPTIONS FOR THE WEST RIGHT NOW. AND WE WILL ALSO BE ENTICING THE BIDDERS TO GIVE US THEIR THOUGHTS. >> AND THE WIDENING OF THOSE ROADS, HOW WOULD YOU QUALIFY IT? NECESSARY? IMPORTANT? INTEGRAL TO DELIVERING THAT PLAN? LIKE IT WAS IN PHASE ONE. >> NO. THEY'RE

DIFFERENT ISSUES. THE 417 WAS ALWAYS CONTEMPLATED IN THE WEST FOR THE EXPANSION OF THAT CRITICAL OVED. AND AS YOU HAVE HEARD MANY COUNCILLORS TALK ABOUT, IT'S IMPORTANT IN TERMS OF MULTI-MODAL MOVEMENT THROUGHOUT THE DID I. WITH RESPECT TO 174, THIS IS AN OPPORTUNITY TO LEVERAGE THE FACT THAT WE'RE THERE AND THE IMPACT ON RIDERSHIP IN THAT THREE AND A HALF KILOMETRE STRETCH IS VERY, VERY MINOR. AND IT RANGES SOMEWHERE BETWEEN ZERO AND .3%. AND AS I SAID AT THE FEDCO MEETING, I TASKED STAFF TO REVIEW THE NUMBERS. I DIDN'T UNDERSTAND ALL THE ASSUMPTIONS THAT WENT INTO THAT. THE NUMBERS HAVE BEEN REVISED. WITHIN THAT CORE DOWNTOWN CORE IT'S BETWEEN ZINE AND .3% ON RIDERSHIP AND REVENUE. >> IF I COULD JUST ADD TO THE 417 QUESTION, COUNCILLOR, BECAUSE YOU ASKED WHAT'S FACTORED INTO THE BUDGE OF THE 417 WITH OUR WORKS. AND PRIMARILY THAT'S AROUND THE STRUCTURES. THAT PROJECT REQUIRES THE REPLACEMENT OF SEVERAL OF THE OVERPASSES ALONG THE 417 CORRIDOR. A NUMBER OF THOSE ARE DIRECTLY ADJACENT RIGHT SIDE ON THE NORTH WHERE WE RUN THE BRT CORRIDOR BEING CONVERTED FOR LRT IN PINECREST AND INTO BAY SHORE. FROM A CONSTRUCTION COORDINATION PERSPECTIVE, IT IS IMPERATIVE. YOU CAN DESIGN WHERE THE CARS GO UNDER OR WHERE THE TRAIN GOES UNDER AN OVERPASS. ON TOP THERE'S A ROADWAY. WE WANT TO ENSURE A GOOD SOLID DESIGN OF THAT ROADWAY, A DESIGN, WE HAVE SPOKEN THIS BEFORE, THAT ALLOWS BETTER PEDESTRIAN CONNECTIVITY ACROSS THE CORRIDOR AND CYCLING AND THOSE THINGS. ABOUT HOW MANY OF THE THE PROXIMITY OF THOSE TWO PROJECTS, IT'S MUCH BETTER, COST EFFICIENT, REDUCES SCHEDULE AND GENERAL RISK ALONG THE PROJECT AS WELL TO HAVE THE THEM ACCORDING TOED AND DELIVERED BY A SINGLE COMPANY AND ALSO FOR THAT SECTION WHEN WE DO DO THE CONVERSION FROM BRT TO LRT, HAVING THOSE LANES AVAILABLE WITH A BIT OF ADDITIONAL CAPACITY FOR THE OUTSIDE FOURTH LANE TO GO THROUGH WILL HELP IN TERMS OF DELIVERING THE SERVICE RELIABILITY PIECE. >> THANK YOU, THANK YOU. I THINK COUNCILLOR BROCKINGTON MENTIONED HOW MUCH WE IN THE SOUTH END APPRECIATED YOUR -- THE MEETING WE HAD LAST THAT YOU HOSTED AT CITY HALL AND THAT WE WERE A SATELLITE OF. OUTSTANDING ANSWERS. I THINK THIS ONE IS FOR YOU. CAN YOU COMMENT, COUNCILLOR DEANS MENTIONED THE PEER REVIEW. I DON'T KNOW WHAT THAT IS. CAN YOU TELL ME WHAT A PEER REVIEW IS? AND HAVE WE HAD ONE? IS IT

NECESSARY? >> I BELIEVE THE COUNCILLOR WAS REFERRING TO THE PREVIOUS PEER REVIEWS THAT WERE DONE FOR THE PLAN, THE OVERALL PLAN, AND ALSO I KNOW PREVIOUS OC TRANSPORT ADMINISTRATIONS DID A PEER REVIEW. WHAT A PEER REVIEW, IF I COULD USE THE AMERICAN PUBLIC TRANSPORTATION ASSOCIATION -- OR TRANSIT ASSOCIATION IS THE PEER REVIEW IS WHERE YOU GET A PANEL OF OTHER AGENCIES, USUALLY AT THE CEO OR THE GENERAL MANAGER LEVEL TO COME IN AND THEY WILL ASSESS ANY PART OF YOUR OPERATION. WITH RESPECT TO THIS PLAN, MY PROFESSIONAL ADVICE TO YOU WOULD BE THAT YOU DO NOT NEED A PEER REVIEW PLAN FOR A BUNCH OF REASONS. THE FIRST AND FOREMOST IS YOU APPROVED AN OWNER'S ENGINEER. THAT'S AN INDEPENDENT ENGINEER. I THINK THE BUDGET FOR THAT IS ABOUT \$80 MILLION. THAT'S SOME OF THE DATES THAT I TALKED ABOUT. THOSE ARE EXTERNAL PEOPLE THAT ARE HIRED TO COME IN AND BRING THAT EXPERTISE. ALSO YOU HAD IO, INFRASTRUCTURE ONTARIO, A PART OF THE PROCESS BOTH IN STAGE ONE AND CERTAINLY A LOT OF THE ELEMENTS OF STAGE 2. YOU ALSO HAVE STRICT OVERSIGHT FROM PEOPLE LIKE THE CITY MANAGER AND THE TREASURER, WHO I CAN TELL YOU ASKED VERY POINTED QUESTIONS ABOUT AFFORDABILITY, ABOUT CHALLENGES, ABOUT ASSESSMENTS. THE OTHER PIECES, THE LENS THAT I BROUGHT TO IT, I WAS GIVEN THIS PORTFOLIO FROM KANELAKOS IN JULY. I CAN ASSURE YOU I DID A LOT OF ASSESSMENT AND BROUGHT IN PEOPLE TO GIVE ME THEIR REVIEW OF WHERE ARE WE, WHERE IS THE PLAN GOING? AND THAT'S NOT CRITICISM TO MR. SWALE OR THE TEAM. HAD THERE BEEN ALARM BELLS OR CONCERNS OR MISALIGNMENTS ON AFFORDABILITY OR GOVERNANCE OR ALL THOSE MANDATES GIVEN IN ALL THOSE COUNCIL DIRECTION, I WOULD HAVE RAISED THAT WITH THE CITY MANAGER. AND THAT'S NOT THE CASE. THE OTHER THING THAT I'M GOING TO REMIND EVERYONE IS YOU WON A P-3 AWARD IN STAGE ONE. I WENT TO THE P-3 CONFERENCE IN TORONTO LAST YEAR. I CAN TELL YOU, MR. SWALE, THE OWNER'S ENGINEER'S TEAM T STAFF THAT WORK ON THIS, IF THEY WERE PAID A NICKEL FOR EVERY QUESTION THEY WERE ASKED ON HOW TO DO THINGS, THEY WOULD BE MULTI-MILLIONAIRES. WE ARE LEADING THE PACK IN CANADA AND NORTH AMERICA ON P-3S FOR LIGHT RAIL. WE HAVE HAD AT LAST COUNT, I BELIEVE WE'RE UP TO 6 OTHER JURISDICTIONS COME HERE TO ASK US HOW TO DO THINGS. WHAT'S INTERESTING IS THEY'RE ALREADY RUNNING LIGHT RAIL. EDMONTON, CALGARY, VANCOUVER, TORONTO, EVEN HAD DISCUSSIONS WITH

METROLINX. WE HAVE HAD JERUSALEM WAS IN. PEOPLE UP FROM BOSTON. PEOPLE COME HERE TO LEARN AND SEE HOW WE'RE DOING THINGS. AND EVEN ON STAGE 2, THEY HAVE ASKED US WHERE WE'RE GOING. AND I CAN TELL YOU, PEOPLE ARE READING THIS REPORT. AND THEY'RE ALREADY LINING UP TO COME AND TALK TO THE TEAM AS TO HOW TO DO THINGS. I SEE NOTHING FROM MY PROFESSIONAL LENS THAT WOULD SUGGEST THAT YOU NEED A PEER REVIEW. WE ALSO HAVE AN INDEPENDENT LAWYER THAT HAS BEEN WATCHING THIS FROM EVERY ANGLE AND HE'S BEEN ON VERY LARGE SCALE PROJECTS IN CANADA. AND HE HAS NO CONCERNS. OUR CHIEF PROCUREMENT OFFICER HAS VETTED THE WHOLE PROCESS. NO CONCERNS THERE. AND THEN WHEN WE GET INTO THE PROCUREMENT PHASE, WE WILL HAVE AN INDEPENDENT PROCUREMENT OFFICER OVERSEEING THE ENTIRE THING ALSO. SO I DON'T SEE THE NEED FOR A PEER REVIEW. >> THANK YOU. >> I HAVE NO OTHER QUESTIONS. SO I GUESS I -- WE'RE COMMENTING NOW. AND I HAVE TO THANK YOU FOR YOU AND YOUR TEAM, THE ENTIRE TEAM, FOR ALL THE WORK YOU HAVE DONE ON THIS PROJECT. IT IS -- I HAVE ASKED A LOT OF QUESTIONS. I GOT ANSWERS. NOT ALWAYS THE ANSWERS I WANT. BUT ABSOLUTELY GOT ANSWERS ON THIS PROJECT THAT IS FAR FROM PERFECT. WE ARE BOUND BY THIS COUNCIL'S PAST DECISIONS, MONEY, TECHNOLOGY. BUT THERE ARE SO MANY BENEFITS FOR THIS TO GO AHEAD WITH THIS, RENEWED CONSTRUCTION AT THE BELFAST YARDS IS SOMETHING THAT WILL CAUSE DISRUPTION TO OUR COMMUNITY. I'M LOOKING FORWARD TO REDUCED CONGESTION IN ALTA VISTA AS A RESULT OF THE TRILLIUM LINE COMING ONLINE. SO LIKE COUNCILLOR MONETTE SAID, I URGE MY COLLEAGUES TO SUPPORT THIS ENTIRE -- TO HAVE THE COURAGE TO SUPPORT THE ENTIRE REPORT. IT ALL FITS TOGETHER FROM AN OPERATIONAL, A FINANCIAL, AN ENGINEERING POINT OF VIEW. COUNCILLOR EGLI, I THINK, USED THE ANALOGY OF A JIGSAW PUZZLE. I WOULD USE THE ANALOGY OF A CASSEROLE THAT HAS SPECIFIC INGREDIENTS IN CERTAIN AMOUNTS AND PRODUCES A WHOLE PRODUCT. IT'S NOT A BUFFET. I SUSPECT THAT SOME COUNCILLORS WHO WANT TO VOTE NO ON CERTAIN ASPECTS OF THIS REPORT WOULD BE VERY UPSET IF IT WOULDN'T GO THROUGH BECAUSE THE RESULT WOULD NOT, WOULD NOT, PRODUCE WHAT OUR RESIDENTS EXPECT. THEY ARE -- IF THEY VOTE NO, THEY EXPECT THE REST OF COUNCIL TO VOTE YES TO DO THE RIGHT THING. THE PEOPLE THAT WOULD BE HAPPY IF WE DIDN'T APPROVE THIS REPORT TODAY WOULD BE THE PEOPLE IN HAMILTON AND IN THUNDER BAY AND IN TORONTO BECAUSE

THEY WOULD SUDDENLY FIND THEMSELVES WITH AN EXTRA BILLION FOR THEIR TRANSIT PROJECTS. SO LIKE THE MAYOR SAID, I THINK, EARLIER, IT'S A PROUD DAY, IT'S A BOLD DAY, IT'S A TRANSFORMATIVE DAY WHERE WE LOOK FORWARD TO THE FUTURE. AND IT'S A TIME TO BE BOLD AND TO MOVE FORWARD. AND, AGAIN, THANK YOU FOR YOUR WORK ON THIS PROJECT. >> COUNCILLOR BLAIS, PLEASE. >> THANK YOU VERY MUCH, MR. MAYOR. AND LIKE MANY OTHERS TODAY, I WOULD LIKE TO START BY THANKING OUR DEDICATED STAFF FOR LITERALLY YEARS OF HARD WORK PUT INTO THIS PROJECT. CHRIS, YOU AND YOUR TEAM IN PARTICULAR, MR. MANCONI OBVIOUSLY VERY RECENTLY TAKING RESPONSIBILITY FOR THE PROJECT. I KNOW IT'S BEEN THOUSANDS, MAYBE TENS OF THOUSANDS OF HOURS COLLECTIVELY TRYING TO FIGURE OUT HOW TO MAKE THIS WORK FOR ALL RESIDENTS OF OTTAWA. AND I WOULD LIKE TO BRING PEOPLE BACK TO 2010 WHEN MANY OF US, MOST OF US, I THINK, STARTED, DECEMBER 1ST, 2010. IT WAS A DARK AND STORMY NIGHT, ACTUALLY, MR. MAYOR, IF YOU REMEMBER. WHEN WE ARRIVED AT THE ARTS CENTRE THAT NIGHT FOR OUR SWEARING IN CEREMONY, I RECALL HOW MANY OF OUR COLLEAGUES COMMENTED TO ME AND TO COUNCILLOR MONETTE HOW TOUGH IT WAS TO GET TO THE SHENKMAN ARTS CENTRE AT 6 O'CLOCK OR 6:30 AT NIGHT IN RUSH HOUR TRAFFIC AT NIGHT HEADING BACK. FOR PERSPECTIVE, FOR PEOPLE WHO AREN'T AS FAMILIAR WITH ORLEANS AS OTHERS, IT'S HALFWAY THROUGH ORLEANS. IT'S QUITE A STRETCH STILL TO GET TO TRIM ROAD. THAT HIGHLIGHTS THE NEED FOR IMPROVEMENTS ON HIGHWAY 174. A STUDY BY ACOM WHICH EVERYONE UNDERSTANDS IS A LARGE FIRM THAT DOES WORK IN THIS AREA SAYS THAT THE TRAVEL TIME BETWEEN TRIM ROAD AND THE SPLIT ON HIGHWAY 174, IF PEOPLE WERE FLOWING AT THE SPEED OF -- AT THE POSTED SPEED LIMIT SHOULD ONLY TAKE 9 MINUTES. DURING RUSH HOUR, IT TAKES 23 MINUTES. AND THAT'S TO GET TO THE SPLIT WHICH IS BASICALLY THE ST. LAURENT STATION. TO GET INTO THE DOWNTOWN, YOU'RE INTO THE 45 MINUTES TO AN HOUR. LRT FROM TRIM TO DOWNTOWN WILL BE 25 OR 30 MINUTES. THAT'S EXCEPTIONAL SERVICE FOR THE RESIDENTS OF ORLEANS AND FOR THE ENTIRETY OF THE EAST END. AS MR. MANCONI HAS SAID, A RELATIVELY MONDAYS COST EFFECTIVE EXPANSION OF A SHORT PIECE OF 174 TO ADD AS A CARPOOL LANE WILL NOT DRAMATICALLY CHANGE THE OVERALL RIDERSHIP OF OUR SYSTEM HERE IN OTTAWA. AND THEN WHEN WE LOOK AT ORLEANS RIDERSHIP, A MEMO FROM JOHN MOSHER IN 2012 TOLD US THE TRANSIT MODAL SPLIT FROM ORLEANS

TO DOWNTOWN IS 64%. HE FURTHER SAID THAT IT'S LIKELY THAT THE 64% TRANSIT MODAL SPLIT FROM ORLEANS TO DOWNTOWN IS THE HIGHEST SUBURBAN TO DOWNTOWN TRANSIT MODAL SPLIT IN NORTH AMERICA FOR A CITY OF OUR SIZE. IF YOU ARE TAKING THE 174 TO WORK, YOU'RE GOING DOWNTOWN. THAT'S THE CORRIDOR YOU TAKE TO GO DOWNTOWN. SO WE HAVE 64% MODAL SPLIT ON TRANSIT, WHICH USES THE HIGHWAY CORRIDOR TODAY WITH BUS LANES AND THE HIGHWAY IS ALREADY SLOWER BY A FACTOR OF THREE TIMES THAN IT SHOULD BE. IT'S NOT LIKE WE'RE NOT EXPECTING POPULATION GROWTH IN ORLEANS. ALMOST HALF OF THE URBAN EXPANSION FROM THE LAST OP IS IN MY WARD ALONE. AND THAT DOESN'T INCLUDE THE GROWTH IN COUNCILLOR MONETTE'S WARD OR COUNCILLOR MITIC'S. IF ALL THINGS WERE EQUAL AND THERE WAS NO GROWTH IN ORLEANS, PERHAPS WE COULD GET AWAY WITH NOT ADDRESSING THE 174. THAT'S NOT WHAT'S HAPPENING. EVEN WITH TODAY'S POPULATION, THE DEMAND IS THERE FOR BOTH TRANSIT AND FOR HIGHWAY CAPACITY. AND THAT DEMAND WILL ONLY GROW GREATER AS WE MOVE FORWARD IN TIME AND AS OUR POPULATION GROWS. I DID A LITTLE RESEARCH PREPARING FOR THE MEETING TODAY, MR. MAYOR, ON HOW MANY MOTIONS, HOW MANY REPORTS HAVE COME TO THIS COUNCIL SINCE 2010 TALKING ABOUT ENVIRONMENTAL ASSESSMENTS, RECOMMENDATIONS FOR 174 AND LRT AND BUNDLING THEM TOGETHER. THERE ARE AT LEAST 6 OR 7 THAT HAVE COME TO THIS PLACE ALREADY. ALL OF THEM HAVE PASSED UNANIMOUSLY. IF THERE WAS A DESIRE NOT TO DO THIS PROJECT TOGETHER, WHY HAS IT BEEN VOTED ON UNANIMOUSLY THE ENTIRE TIME? NOW AT THE ELEVENTH HOUR, PEOPLE WANT TO CHERRY PICK AND PULL IT OUT. AND I'M ALSO CALLED TO REMEMBER THAT THE SAME PEOPLE WHO ARE INTERESTED IN CHERRY PICKING OUT THE 174 ARE THOSE WHO MOST PASSIONATELY SPEAK ABOUT THE NEED TO WIDEN THE AIRPORT PARKWAY AT THE SAME TIME AS EXPANDING THE O-TRAIN FURTHER SOUTH AND EXTENDING IT TO THE AIRPORT. I SUPPORT ALL THOSE THINGS. I DON'T THINK THEY'RE MUTUALLY EXCLUSIVE. WE NEED A MULTI-MODAL TRANSIT SYSTEM THAT PROVIDES OPTIONS FOR EVERYONE. NOT EVERYONE CAN WALK TO WORK. NOT EVERYONE CAN BIKE TO WORK. NOT EVERYONE CAN TAKE TRANSIT TO WORK. PEOPLE NEED CARS OR TRUCKS FOR JOBS. THEY WORK ODD HOURS. EVERYONE HAS REASONS. WE NEED A COMPLETE SYSTEM FOR ALL RESIDENTS OF OTTAWA. I'M VERY PROUD THAT THE STAGE TWO PLAN DOES THAT, EAST, WEST, AND SOUTH TOGETHER. FINALLY, IF WE

GO BACK AGAIN TO 2010, WE RECALL THAT THE STAGE 1 PLAN AT THAT TIME WASN'T LOOKING VERY GOOD EITHER. IT WAS GOING TO BE A LOT MORE EXPENSIVE THAN WE WERE TOLD DURING THAT ELECTION. AND HARD WORK FROM MAYOR, YOURSELF, AND OTHERS BROUGHT THAT UNDER CONTROL, CHANGED THE ALIGNMENT THROUGH THE DOWNTOWN AND EVEN DESPITE THAT, IT WAS LOOKING MORE LIKELY WE WOULD LAND SOMEONE ON MARS BEFORE WE EXTENDED IT OUT TO ORLEANS OR OUT TO MOODY DRIVE. WE SHOULD BE PROUD WE'RE CONNECTING THE ENTIRE CITY WITH LIGHT RAIL TRANSIT WITH THIS REPORT. I WOULD URGE EVERYONE TO VOTE FOR IN ITS ENTIRETY. >> GOOD HISTORY PERSPECTIVE THERE. COUNCILLOR LEIPER.

>> THANK YOU, MR. MAYOR. BRIEFLY, I'M EXCITED, THE RESIDENTS ARE EXCITED AS STAGE TWO MOVES FORWARD, WE'RE GOING TO CONVERT A COUPLE OF STATIONS TO RAIL AND WE'RE GOING TO BUILD A COUPLE OF NEW RAIL STATIONS. AND EACH OF THOSE STATIONS IS POISED TO IMPROVE NOT JUST THE TRANSIT ACCESS TO OUR WARD, BUT EACH OF THEM IS DRIVING PEDESTRIAN AND CYCLING CONNECTIONS AROUND THE WARD AS WELL. SO I AM VERY EXCITED TODAY. I WANT TO THANK STAFF. WE'RE APPROVING A HIGH LEVEL PLAN TODAY. THE WORK OF CONSULTATION HAS ALREADY BEEN WELL UNDER WAY ON STAGE 2 PRETTY MUCH SINCE THE BEGINNING OF THIS TERM. I HAVE HAD FREQUENT AND REGULAR MEETINGS WITH THE AFFECT STAKEHOLDERS AND THE SENIOR LRT TEAM. WHILE I HEAR THAT WE ARE DELEGATING A LOT OF WORK THROUGH APPROVAL OF THIS PLAN TO STAFF, I KNOW THAT THE DIALOGUE BETWEEN MY OFFICE, THE STAGE 2 TEAM, RESIDENTS AND BUSINESSES HAS BEEN CONSISTENTLY PRODUCTIVE ON ISSUES LIKE CONSTRUCTION IMPACTS, DETOURS, LAND ACQUISITIONS, ROUTE ALIGNMENT AND THE PROPOSED STATION ORIENTED DEVELOPMENT AT CLEARLY. I WANT TO ASK TODAY, STAFF, TO MAKE SURE THAT THEY CONTINUE IN THIS SPIRIT OF COLLABORATION WITH RESIDENTS. THE BENEFITS OF LRT, WE ALSO HAVE THE IMPACTS OF THE CONSTRUCTION OF LRT. IT'S CRITICAL TO ME AND TO RESIDENTS THAT WE CONTINUE TO TAKE EVERY MEASURE NECESSARY TO MITIGATE THE IMPACT -- MITIGATE THOSE IMPACTS AND TO MAKE SURE THAT WE KEEP THE LINES OF COMMUNICATION OPEN BETWEEN THE SENIOR LRT TEAM AND RESIDENTS. IT'S BEEN A VERY GOOD DISCUSSION MOVING FORWARD. AND IF LRT IS GOING TO BE A SUCCESS, WE WILL NEED TO MAKE SURE THAT THOSE LINES OF COMMUNICATION STAY OPEN FOR THE NEXT SEVERAL YEARS AS WELL. SO THANK YOU TO THE SENIOR LRT TEAM, THANK YOU TO THE COUNCIL WHO

ARE VOTING TO APPROVE A PROJECT THAT IS REALLY GOING TO IMPROVE TRANSIT IN MY WARD. >> COUNCILLOR CHIARELLI, PLEASE. >> THANK YOU, YOUR WORSHIP. FIRST, I JUST HAD A COUPLE OF QUESTIONS FOR MR. SWALE. DEALING WITH THE KEY INDICATORS ON THE PROJECT THAT HAVE BEEN DOWNGRADED SINCE WE FIRST LOOKED AT THIS, ARE WE -- WHAT IS THE POPULATION INCREASE PROJECTED BETWEEN NOW AND 2031 FOR OTTAWA? >> I WOULD HAVE TO LOOK THAT UP AND GET BACK TO YOU ON THE TOTAL POPULATION FOR THE CITY. >> OKAY. BECAUSE WE HAVE REDUCED THE PROJECTED INCREASE IN RIDERSHIP TO 8% AS A RESULT OF DOING THIS. SO I'M WONDERING HOW MUCH OF THAT WOULD HAVE HAPPENED ANYWAY EVEN IF WE DID NOTHING JUST BECAUSE THE POPULATION INCREASES? >> SO THE INCREASE THAT THE BUSINESS CASE SPEAKS TO AND THE 8% IS AN INCREASE WHERE THE PROJECT IS IMPLEMENTED AS OPPOSED TO A SCENARIO WHERE STAGE 2 WASN'T IMPLEMENTED. SO THAT 8% INCREASE IS OVER AND ABOVE AS A PRODUCT OF STAGE 2 ITSELF. >> OKAY. OKAY. SO WE ARE -- NOW, WHAT SORT OF FLEXIBILITY DO WE HAVE IF THESE INDICATORS CONTINUE TO DROP OVER THE NEXT 15 YEARS? >> SO, I GUESS A COUPLE OF THINGS THAT I SHOULD JUST CLARIFY, THE BUSINESS CASE THAT ACCOMPANIED THE STAGE 2 REPORT FOR THE FUNCTIONAL DESIGN BACK IN 2015 WAS UPDATED BASED ON ACTUAL RIDERSHIP NUMBERS. WE HAD IN THAT BUSINESS CASE BEEN PROJECTING RIDERSHIP FORWARD FROM 2011. AND WE HADN'T TAKEN THE TIME TO REALIGN WHAT OUR CURRENT RIDERSHIP WAS. AND SO THE CHANGES YOU SEE BETWEEN THE TWO REPORTS ARE SIMPLY A REFLECTION OF RESETTING THE BASELINE FOR RIDERSHIP AND UPDATING IT. AND THEN WE WANTED TO PROVIDE, AS THE TREASURER SPOKE TO BEFORE, YOU KNOW, STRETCH OUT THE GROWTH THAT WE COULD ANTICIPATE IN ORDER TO CREATE A LITTLE BIT MORE RESILIENCY IN THE OVERALL AFFORDABILITY MODEL. SO THE OTHER DIFFERENCE IS WE STRETCHED OUT THAT GROWTH TO BE A LITTLE BIT LESS OF A SHARP INCREASE THAN HAD PREVIOUSLY BEEN CALIBRATED IN ORDER TO INOCULATE OURSELVES AND PROVIDE, YOU KNOW, MORE RESILIENCY OR FLEXIBILITY IN THE OVERALL SYSTEM TO ENSURE OURSELVES THAT IT WAS AFFORDABLE. >> OKAY. THEN ON TO THE QUESTION OF LAND ACQUISITION, HOW MUCH OF THE LAND ACQUISITION ARE WE ACTUALLY SEEKING FROM PRIVATE SECTOR OR PRIVATE OWNERS VERSUS PUBLIC LAND? >> DO YOU WANT ME TO -- I BELIEVE THERE ARE 59 PRIVATE PROPERTY OWNERS THAT ARE IMPLICATED IN STAGE 2, EITHER

WITH RESPECT TO TEMPORARY ACCESS FOR STAGING AND CONSTRUCTION OR EASEMENTS, AS WELL AS FULL TAKINGS. THIS HAS BEEN THE CASE THAT'S COME UP BEFORE WITH 747 RICHMOND ROAD. >> SO FAR FEWER THAN STAGE 1? >> IN STAGE 1, WE HAD A TOTAL OF 79. AND IN THIS STAFF PROJECT, WE HAVE AS CHRIS MENTIONED A LITTLE OVER 50, PLUS 7, 7 GOVERNMENT AGENCIES. >> OKAY. WELL, JUST A COUPLE OF COMMENTS. FIRST OF ALL, I'M A LITTLE NERVOUS ABOUT THE LONG-TERM OR MEDIUM-TERM ACTUALLY POSSIBLE FLUCTUATIONS IN THE KEY INDICATORS. BUT AT THE SAME TIME, I THINK IN THE LONG RUN, WE'RE PROBABLY ON THE ROAD TO ACHIEVING A BETTER OUTCOME ON TRANSIT WITH RESPECT TO PEOPLE. WE'RE STILL ALWAYS GOING TO HAVE 70% OF PEOPLE DRIVING CARS, EVEN IF WE HIT OUR GOALS IN THIS PLAN. BUT ON THE PURCHASE OF PROPERTY, I STILL DON'T SEE A DEFENSIBLE REASON FOR NOT HAVING TRANSPARENCY ON THE PURCHASES. IT'S FINE TO SAY THAT ON PHASE ONE IT'S WORKED WELL SO FAR. IT'S WORKED -- WE DON'T KNOW IF IT'S WORKED WELL SO FAR BECAUSE WE HAVEN'T DISCLOSED THE RESULTS. BUT KNOWING THE WAY THE EXPROPRIATION PROCESS WORKS, WE'RE NOT IN A FREE MARKET SYSTEM WHEN WE PURCHASE THAT PROPERTY. AND WE AREN'T SUBJECT TO THE SAME SORT OF THINGS WE WOULD BE SUBJECT TO FOR JUST LOOKING AT APPRAISALS. I HOPE THIS IS ALL A QUESTION OF PUTTING TOGETHER A PUZZLE AND HAVING ALL THE PIECES IN THE PUZZLE. I HOPE IT'S LIKE A PUZZLE AND I HOPE IT DOESN'T TURN INTO SOMETHING LIKE A GAME OF CLUE WHERE WE'RE LOOKING FOR WHAT WENT WRONG AFTER IT'S TOO LATE TO DO ANYTHING ABOUT IT. SO I WILL DISSENT ON THE SECTION, I GUESS, IT'S 4(C)(IV). BUT OBVIOUSLY I SUPPORT THE IMPROVEMENTS TO THE PROJECT THAT WE HAVE MANAGED TO PUT IN PLACE OVER THE LAST SEVERAL MONTHS. AND I THINK WE HAVE MADE THE RIGHT DECISION ABOUT MOVING THE MSF TO MOODY. I THINK THAT'S GOING TO BE THE CHEAPEST DECISION IN THE LONG RUN. SO I WOULD CAUTION PEOPLE THAT WITH SUCH A SMALL INCREASE IN RIDERSHIP AS A RESULT OF THIS UNDER TODAY'S PROJECTIONS THAT, YOU KNOW, WE MAY HOPE THAT IT GOES UP, BUT WE DON'T HAVE ANYTHING TO PROVE THAT IT WON'T. AND WITHOUT A PEER REVIEW DONE INDEPENDENTLY, WE DON'T HAVE A SECOND SET OF EYES LOOKING AT THAT EITHER. BUT BASED ON THE INFORMATION WE HAVE, I THINK THIS IS GOING TO BE A GREAT IMPROVEMENT TO TRANSIT IN OTTAWA. AND I THINK IT'S GOING TO BE SOMETHING THAT WILL CHANGE THE WAY PEOPLE LIVE AND CHANGE ACTUALLY HOW SOME OF THE

COMMUNITIES ARE CONSTITUTED IN THE CITY AND PROBABLY IN A GOOD WAY. SO WITH THE CAVEAT THAT I WILL DISSENT ON THE LACK OF TRANSPARENCY ON 4(C)(IV), I WILL SUPPORT IT. >> THANK YOU, COUNCILLOR. COUNCILLOR HUBLEY. >> THANK YOU, MR. MAYOR. AND REALLY APPRECIATE THE OPPORTUNITY PRIOR TO THIS TODAY BECAUSE I BELIEVE THIS IS TRULY HISTORIC FOR ALL CITIZENS OF OTTAWA. THE VOTE THAT WE'RE ABOUT TO UNDERTAKE FOR THE SERVICE THAT WE'RE PLANNING FOR THE FUTURE FOR THIS CITY. THINKING BACK, I HAVE KIND OF TAKEN A MEMORY -- A STROLL DOWN MEMORY LANE TODAY. AND I'M REMEMBERING IN 2010 WHEN I FIRST RAN TO BE PART OF THIS COUNCIL THAT I WAS TELLING PEOPLE WHEN THE QUESTION WOULD COME UP ABOUT LRT AT THE DOORS, I WOULD SAY UNDER THAT PLAN THAT WE WERE LOOKING AT IN 2010, THE LIKELIHOOD OF SOMEONE STARTING THEIR CAREER IN 2010, THEY WOULD PROBABLY BE RETIRED BY THE TIME A TRAIN WOULD COME TO KANATA. WELL NOW, A LITTLE MORE THAN A YEAR AND A HALF AGO, WE STARTED THE PROCESS OF LOOKING AT GETTING THAT TRAIN CLOSER OUT TO KANATA. WE STARTED THE PROCESS WITH THE HELP OF OUR MP FROM KANATA, KAREN GRIBBEN HELPING US GET THE MONEY TO GET THAT EA DONE AND STARTED I SHOULD SAY. KANATA, IT'S NOW REALISTIC THAT THE TRAINS WILL BE THERE MAYBE BEFORE I RETIRE. I'M EXCITED THAT IT'S AT MOODY AS PART OF THIS PLAN TOO BECAUSE MOODY IS REALLY THE FRONT DOOR INTO KANATA. IT MAKES IT POSSIBLE THAT PEOPLE IN COUNCILLOR WILKINSON'S WARD AND MY CARD AND COUNCILLOR QADRI'S WARD WILL BE ABLE TO GET ON A BUS NEAR THAT STREET. THAT BUS WILL BE ABLE TO TAKE THEM TO MOODY WHERE THEY WILL GET ON A TRAIN IN 2023 AND BE ABLE TO GET TO THEIR JOBS DOWNTOWN. AND THAT IS A HUGE MOVE FORWARD FROM THE ORIGINAL DATE OF 2031 JUST TO START THE PLANNING PROCESS. SO I THINK IT'S HISTORIC. I THINK IT'S OUR STEP TOWARDS A CITYWIDE TRANSIT SERVICE WITH THE CHANGES TO THE O-TRAIN AND SO ON, THE SOUTH OF OTTAWA IS BEING BROUGHT INTO THE PLAN WITH COUNCILLOR HARDER'S MOTION TODAY, MAKES IT EVEN CLOSER TO EVEN MORE HOMEOWNERS OUT TO, YOU KNOW, OUR BIGGEST WARD IN THE CITY. SO I HOPE COUNCIL WILL SUPPORT THIS MOTION TODAY. I'M NERVOUS A LITTLE WHEN I HEAR PEOPLE WANTING TO DO LIKE THEY WANTED TO DO WITH LANSDOWNE AND WITH THE OTHER LRT PLAN INSTEAD OF HITTING A RESET BUTTON. NOW THEY'RE TALKING ABOUT HITTING A PAUSE BUTTON. I HOPE MY COLLEAGUES DON'T SUPPORT ANY KIND OF MOVE LIKE THAT. WE HAVE A REALLY GOOD PLAN

THANKS TO YOUR LEADERSHIP, MR. MAYOR, AND THE HARD WORK OF OUR CITY STAFF TO COME UP WITH THIS PLAN. I THINK IT'S AN AFFORDABLE PLAN FOR OUR CITY FOR GOING FORWARD. IT WILL BE THE USERS OF THIS SYSTEM WILL BE PAYING THE BILLS FOR THE SYSTEM THAT WE ARE LAYING OUT TODAY. AND I THINK IT'S GOING TO HELP TAKE OUR CITY INTO THE FUTURE. AND SO ON THAT NOTE, I JUST HOPE EVERYBODY CAN VOTE FOR THIS. AND I THANK YOU FOR THE OPPORTUNITY TO BE HERE WITH YOU TODAY TO VOTE FOR IT. >> THANK YOU VERY MUCH, COUNCILLOR. ANYONE ELSE WISH TO SPEAK OR ASK QUESTIONS ON THE REPORT? I WILL OFFER A COUPLE OF COMMENTS. I ENJOYED THE HISTORICAL PERSPECTIVE MEMBERS BROUGHT TO THE TABLE, CERTAIN MEMBERS HAVE BROUGHT TO THE TABLE, BECAUSE IF YOU DO RECALL BACK 6 YEARS AGO THERE WAS REALLY NO PLAN TO BRING WORLD-CLASS TRANSIT TO OTTAWA, NO REALISTIC PLAN, IT WAS NOT AFFORDABLE. AND CERTAINLY WHEN WE HAD DISCUSSIONS WITH THE FEDERAL AND PROVINCIAL GOVERNMENTS, QUITE FRANKLY, THEY DIDN'T TAKE US ALL THAT SERIOUSLY BECAUSE WE DID NOT HAVE OUR ACT TOGETHER. TODAY WE'RE VOTING ON A PLAN THAT WILL BRING MODERN EFFICIENT ENVIRONMENTALLY FRIENDLY LRT TO ALL PARTS OF THE CITY. WHEN WE ENGAGE WITH OUR PARTNERS, WE ENGAGE WITH A STRONG, CREDIBLE PLAN. AND I WANT TO THANK OUR STAFF AND CERTAINLY MEMBERS OF COUNCIL HAVE EXPRESSED OUR APPRECIATION TO THE STAFF, WHAT THEY HAVE DONE OVER THE LAST FOUR YEARS, TO PULL THIS PLAN TOGETHER, A PLAN THAT IS FRAUGHT WITH CHALLENGES AND COMPLEXITY. WHEN WE PROCURE STAGE 2 OF LRT, I HOPE MEMBERS OF COUNCIL WILL TAKE PRIDE IN THE MAGNITUDE OF THIS ACCOMPLISHMENT. SOMETIMES IT'S EASY TO MISS THE FOREST THROUGH THE TREES. BUT I INVITE MEMBERS OF COUNCIL TO TAKE A STEP BACK. REALLY OUR ROLE AS LEGISLATORS IS TO NOT ROW THE BOAT, BUT IT'S TO STEER THE BOAT, TO BE IN THE CROW'S NEST LOOKING OUT 30,000 FEET AND TO GIVE DIRECTION TO STAFF, WHICH WE DID, AND ASK STAFF WITH THE PROFESSIONAL ADVICE FROM CONSULTANTS AND EXPERTS AROUND THE WORLD, TODAY WE'RE PROCURING A RAIL SYSTEM THAT WILL BRING LRT TO WITHIN 5 KILOMETRES OF 70% OF OUR RESIDENTS. >> [VOICE OF TRANSLATOR]: I'M SO PROUD TO BE WORKING WITH OUR EMPLOYEES AND CITY COUNCIL. I THINK THAT THE PROGRESS OVER THE NEXT FEW YEARS WILL TRANSFORM OUR CITY AS PHASE 2 OF THE LIGHT RAIL WILL ALLOW US TO CONTINUE THE TRANSFORMATION, ECONOMIC TRANSFORMATION OF OUR CITY. [END OF

TRANSLATION] >> I WILL ENCOURAGE MEMBERS TO LISTEN TO THE MEMBERS FROM THE EAST END WHO KNOW THEIR COMMUNITY SO WELL WHO UNDERSTAND SOME OF THE TRANSPORTATION AND TRANSIT CHALLENGES THAT THAT PART OF THE COMMUNITY HAS FACED AND QUITE FRANKLY THAT HAS STUNTED SOME OF THE ECONOMIC GROWTH BECAUSE THERE HAS NOT BEEN THE EASY ACCESS AS RESIDENTS IN THE WEST END HAVE WITH 417. A FEW MONTHS AGO WE SIGNED OFF ON A PACKAGE OF \$17 MILLION ON TRANSIT AND ACTIVE TRANSPORTATION IMPROVEMENTS. THE IMPROVEMENTS TO THE 174 REPRESENT LESS THAN 10% OF THAT ACTIVE TRANSPORTATION INVESTMENT. AND IT WAS CARRIED WITH THE STRONG SUPPORT OF ALL MEMBERS OF COUNCIL. NOW, TODAY, WE HAVE SOME MEMBERS OF COUNCIL WHO WANT TO WIDEN THE AIRPORT PARKWAY AND WANT LRT TO THE SOUTH END BUT DON'T WANT TO TURN ONE LANE INTO AN HOV LANE, WHICH IS GOOD FOR THE ENVIRONMENT AND HAVE LRT GO OUT TO THE EAST END. IT DOESN'T MAKE ANY SENSE. SO IT'S ALL ABOUT BALANCE. AND I BELIEVE THAT THIS PACKAGE, AND I CALL IT A PACKAGE, IS INCREDIBLY BALANCED AND IS WELL-SUPPORTED BY THE RESIDENTS OF THE EAST, WEST, SOUTH, AND DOWNTOWN. I REALLY BELIEVE THAT OUR CITY IS ON THE CUSP OF GREAT THINGS BUT THAT GREATNESS COMES WITH COURAGE, THE COURAGE OF OUR CONVICTIONS AS WE MOVE FROM OTTAWA THE OLD TO OTTAWA THE BOLD AND ENCOURAGE ALL MEMBERS OF COUNCIL TO HAVE THE COURAGE OF THEIR CONVICTIONS AND SUPPORT THIS PLAN IN ITS ENTIRETY. AND I WANT TO ALSO PARTICULARLY THANK MEMBERS OF COUNCIL WHO HAVE WORKED HARD ON THE PARTICULAR AMENDMENTS THAT WE HAVE BEFORE US. FOR INSTANCE, ON THE ISSUE OF GATINEAU, A DAY DOESN'T GO BY WHEN SOMEONE DOESN'T COME UP TO ME AND SAY, WHAT ARE WE GOING TO DO TO IMPROVE THE NORTH-SOUTH CONNECTIVITY BETWEEN THE PROVINCE OF QUEBEC AND THE CITY OF GATINEAU AND THE PROVINCE OF ONTARIO AND THE CITY OF OTTAWA. I WANT TO THANK COUNCILLORS EGLI AND LEIPER. THEY HAVE A MOTION THAT IS BEFORE US. AND REALLY THANK FORMER MAYOR CHIARELLI WHO SAW THE WISDOM AND HAD THE FORESIGHT TO PURCHASE THE PRINCE OF WALES BRIDGE. AND MEMBERS OF COUNCIL WERE ON THAT COUNCIL AT THE TIME. >> [VOICE OF TRANSLATOR]: TODAY WE'RE ASKING CITY COUNCIL TO CONTINUE THE DIALOGUE WITH THE CITY OF GATINEAU TO IMPROVE THE TRANSIT FOR RESIDENTS. [END OF TRANSLATION] >> PROVIDE A MANDATE TO ENTER INTO FORMAL DISCUSSIONS WITH THE CITY OF GATINEAU ABOUT HOW TO

BETTER CONNECT OUR TWO CITIES. AND THINK ABOUT IT. YOU ALL HAVE CONSTITUENTS WHO LIVE IN OTTAWA AND WORK IN GATINEAU. AND THE MAYOR HAS EXACTLY THE OPPOSITE. LIVE IN GATINEAU, WORK IN OTTAWA. THIS IS A GREAT OPPORTUNITY FOR A WIN-WIN FOR BOTH CITIES. IF WE CAN IMPROVE THE TRANSIT EXPERIENCE FOR THE RESIDENTS TRAVELLING BETWEEN OUR TWO CITIES, WE CAN STRENGTHEN THE ECONOMIES, IMPROVE THE ENVIRONMENT BY REDUCING THE NUMBER OF BUSES TRAVELLING ON OUR BRIDGES AND IN BOTH DIRECTIONS AND WE CAN STRENGTHEN OUR RESPECTIVE TOURISM SECTORS. >> [VOICE OF TRANSLATOR]: WE WILL IMPROVE THE TOURISM INDUSTRY AND THE ECONOMIC DEVELOPMENT. AND NOW WE WANT TO CONSOLIDATE OUR LIAISON IN TRANSIT. [END OF TRANSLATION] >> TRANSIT INFRASTRUCTURE AND ACTIVE MOBILITY THAT WILL MOVE PEOPLE MORE EFFICIENTLY FOR GENERATIONS TO COME. I WANT TO TAKE THIS OPPORTUNITY TO THANK DAVID MCGUINTY, CHAIR OF THE NATIONAL CAPITAL REGION LIBERAL CAUCUS FOR HIS LEADERSHIP AND THAT OF HIS FEDERAL COLLEAGUES ON THIS. I WILL WORK ON THIS ISSUE WITH THE CHAIRS OF TRANSIT, COUNCILLOR BLAIS, AND COUNCILLORS OF TRANSIT, COUNCILLOR EGLI AS THESE DISCUSSIONS WITH GATINEAU PROGRESS IF THE MOTION PASSES LATER TODAY. SHOULD THIS EXPLORATORY DIALOGUE LEAD TO SPECIFIC PROPOSALS, I WILL BE REPORTING BACK ON THAT THROUGH THE APPROPRIATE STANDING COMMITTEE IN DUE COURSE. WE HAVE SPOKEN FREELY ABOUT THE NEED TO STRENGTHEN TRANSIT CONNECTIVITY BETWEEN OUR TWO GREAT CITIES. THERE'S NO BETTER TIME TO SIGNAL OUR INTENT TO ACT JOINTLY WITH THE CITY OF GATINEAU WORKING TO IMPROVE THE OVER THE LONG-TERM OUR INTERPROVINCIAL TRANSIT SYSTEM FOR ALL OUR RESIDENTS. AS CITY CONTINUES TO MAKE PROGRESS IN A NUMBER OF CITY BUILDING OPPORTUNITIES INCLUDING THE LE BRETON PROPOSAL, THE MAIN LIBRARY, STAGE 2 LRT TO MOONY TO TRIM TO ALGONQUIN COLLEGE AND TO BOWESVILLE AND RIVERSIDE SOUTH, WE HAVE TO CONTINUE -- AND THE AIRPORT RATHER, WE HAVE TO CONTINUE TO SEE OUR TWO CITIES AS AN ECONOMIC UNIT THAT COMPETES FOR JOBS AND TALENT AROUND THE WORLD. IN PRACTICAL TERMS, WE NEED TO HAVE A FRANK DIALOGUE WITH THE CITY OF GATINEAU ABOUT HOW WE COULD USE THE PRINCE OF WALES BRIDGE TO IMPROVE RAPID TRANSIT AND ACTIVE MOBILITY BETWEEN OUR TWO CITIES. AND AS YOU KNOW OR SOME OF YOU MAY NOW, THE SYSTEM IS UP AND RUNNING IN GATINEAU. THE STATION AT

BOULEVARD WOULD BE THE IDEAL CONNECTION WITH OUR O-TRAIN TO BRING PASSENGERS FROM GATINEAU TO OTTAWA AND OTTAWA TO GATINEAU BACK INTO THE BUS SYSTEM. AND I WANT TO BE PERFECTLY CLEAR THAT THIS IS NOT ABOUT STAGE 1 OR STAGE 2 OF OTTAWA'S TRANSIT PLAN. THIS IS ABOUT LAYING OUT A CLEAR VISION FOR STAGE 1 OF AN OTTAWA-GATINEAU TRANSIT PLAN FOR THE LONG-TERM THAT DOESN'T NECESSARILY RESPECT AND SPEND TOO MUCH TIME WORRYING ABOUT JURISDICTIONS AND BOUNDARIES. THE REALITY IS IF YOU LIVE IN OTTAWA AND WORK AT PLACE DE PORTAGE, YOU HAVE TO GET OVER THE BRIDGE. NONE OF US, I THINK, AROUND THIS TABLE OR VERY FEW OF US WANT TO GET INTO A BRIDGE DEBATE, THE DIVISIVE BRIDGE DEBATE WE SAW THAT PITTED ONE REGION AGAINST THE OTHER AND COUNCILLOR TIERNEY'S AREA AND COUNCILLOR NUSSBAUM WITH KETTLE ISLAND. I COMPLETE MY COMMENTS WITH RESPECT TO THE WEST END, AS I HAVE TALKED ABOUT THE SOUTH AND THE EAST AND TO COMMEND THE WEST END MEMBERS OF COUNCIL FOR THE WORK THAT THEY HAVE DONE, COUNCILLOR QADRI AND EL-CHANTIRY, WILKINSON AND TIERNEY WHO WORKED WITH MY OFFICE TO BRING LRT TO THE WEST END TO KANATA. THANKS TO THE WORK OF OUR STAFF AND CHRIS SWALE AND JOHN MANCONI, WE WERE ABLE TO INCLUDE IN THIS PACKAGE THE VERY GOOD NEWS TO MOVE THE LRT FARTHER WEST PAST BAYSHORE AND ALGONQUIN COLLEGE TO MOODY DRIVE. THOSE OF YOU WHO KNOW THAT PART OF THE CITY KNOW THAT WE HAVE A REAL CHALLENGE WITH 9 TO 10,000 DND EMPLOYEES COMING TO MOODY DRIVE WITH VERY FEW TRANSIT OPTIONS. AND WE KNOW THE NUMBER OF DND EMPLOYEES, R.C.M.P. EMPLOYEES THAT LIVE IN THE EAST END, A DISPROPORTIONATE NUMBER, AND WITHOUT SOME KIND OF OF AN OPTION SUCH AS RAPID TRANSIT TO THAT AREA, IT WOULD BE VERY DIFFICULT, TIME CONSUMING AND CLOG OUR EAST-WEST CONNECTOR LANES TO GET EMPLOYEES FROM THE EAST END AT WEST END. THIS IS VERY MUCH A DOWN PAYMENT ON OUR ULTIMATE GOAL TO BRING US TO LRT. AND JUST AS I WILL BE SUPPORTING COUNCILLOR HARDER'S EXCELLENT MOTION THAT REALLY IS THE NATURAL PROGRESSION FROM THE SOUTHWEST TRANSITWAY AND BRINGING PEOPLE ALONG WOODROFFE AND, OF COURSE, AT THAT PINCH POINT AT HUNT CLUB, WEAVING THE BUS INTO WOODROFFE AVENUE TRAFFIC AND WAVING THEM BACK TO THE LRT AT ALGONQUIN STATION, WE NEED TO SOLVE THAT PROBLEM. QUITE FRANKLY, THAT IS THE MISSING LINK BETWEEN THE BARRHAVEN RESIDENTS ON A GOOD BRT

SYSTEM GOING RIGHT INTO THE TRAIN AT ALGONQUIN COLLEGE. AND WE ALREADY HAVE BUILT THE UNDERGROUND TUNNEL FOR THE LRT SYSTEM AT ALGONQUIN. SO IT'S A PERFECT SCENARIO THAT'S COMING UP. AND I WOULD URGE YOU TO ALSO SUPPORT THAT MOTION AS WELL AS COUNCILLOR QADRI'S MOTION WITH RESPECT TO US AT LEAST EXAMINING THE OPTION OF THE MOODY DRIVE PARK AND RIDE. WE HAVE SEEN THE SUCCESS OF THE PARK AND RIDES IN OTHER PARTS OF THE CITY. AND I THINK THOSE JUST MAKE GOOD SENSE. >> [VOICE OF TRANSLATOR]: SO IT'S TIME FOR ME TO THANK YOU, THANK ALL THE STAFF WORKING ON THIS FILE, AND THANK YOU FOR THE LEADERSHIP OF COUNCIL MEMBERS, PEOPLE WHO WORKED ON THIS PROJECT FOR THE PAST 3 OR 4 YEARS. [END OF TRANSLATION] >> SUPPORT THE ENTIRE PACKAGE. SO WE'RE GOING TO GO TO THE MOTIONS NOW. THE FIRST ONE IS COUNCILLOR HARDER, SECONDED BY COUNCILLOR EGLI, WITH RESPECT TO LRT CONNECTION TO BARRHAVEN. CARRIED. SECOND, COUNCILLOR QADRI, SECONDED BY COUNCILLOR HUBLEY, MOODY STATION PARK AND RIDE. CARRIED. THIRD, COUNCILLOR EGLI SECONDED BY COUNCILLOR LEIPER, COLLABORATION OTTAWA-GATINEAU. CARRIED. FOURTH IS COUNCILLOR BLAIS SECONDED BY COUNCILLOR QAQISH WITH RESPECT TO PUBLIC WASHROOMS AT PLACE ORLEANS. CARRIED. SO ON THE MOTION, I'M GOING TO ASK FOR YAYS AND NAYS. ITEM FOR STAGE 2 LRT DEFINITION AND PROCUREMENT PLAN AS AMENDED. >> POINT OF ORDER. >> COUNCILLOR DEANS. HOW CAN WE RECORD OUR DISSENT ON THE SEGMENTS WE WANT TO DISSENT. >> DO THAT NOW. >> SO YAYS AND NAYS, PLEASE. SORRY, I DON'T SEE ANY BUTTONS BEING PUSHED. COUNCILLOR CHIARELLI. >> DISSENT ON 4(C)(IV). >> COUNCILLOR NUSSBAUM. >> DISSENT ON PARAGRAPH 1 (D) 3. >> COUNCILLOR LEIPER. >> AND A DISSENT ON 1 (D) 3 PLEASE. >> YAYS AND NACE ON THE REPORT AS AMENDED, PLEASE. >> COUNCILLOR WILKINSON. COUNCILLOR BLAIS. [SPEAKING FRENCH]. >> COUNCILLOR HUBLEY. >> YES. >> COUNCILLOR CHERNUSHENKO. >> YES. >> COUNCILLOR MITIC. >> YES. >> COUNCILLOR DAROUZE. [SPEAKING FRENCH]. >> COUNCILLOR EGLI. >> YES TO THE WHOLE PACKAGE. >> COUNCILLOR DEANS. >> YES. >> COUNCILLOR BROCKINGTON. >> YES. >> COUNCILLOR HARDER. >> YES. >> COUNCILLOR MCKENNEY. >> YES. >> COUNCILLOR QADRI. >> YES. >> COUNCILLOR LEIPER. >> YES. >> COUNCILLOR CHIARELLI. >> YES. >> COUNCILLOR TIERNEY. >> YES. >> COUNCILLOR MONETTE. >> YES. >> COUNCILLOR MOFFATT. >> YES. >> COUNCILLOR FLEURY. [SPEAKING FRENCH]. >>

COUNCILLOR TAYLOR. >> YES. >> COUNCILLOR EL-CHANTIRY. >> YES. >> COUNCILLOR QAQISH. >> YES. >> COUNCILLOR CLOUTIER. [SPEAKING FRENCH]. >> COUNCILLOR NUSSBAUM. >> YES. >> MAYOR WATSON. >> YES. 24 YAYS. >> GREAT. THANK YOU VERY MUCH. NEXT IS ITEM 5, LONG-RANGE FINANCIAL PLAN, TRANSIT [SPEAKING FRENCH]. COUNCILLOR NUSSBAUM. >> THANK YOU, MR. MAYOR, I WAS GOING TO ASK A QUESTION EARLIER BECAUSE IT'S RELATED TO THE OTHER ITEM. I MIGHT AS WELL JUST ASK IT NOW. ON PAGE 267 OF THE REPORT IS A FORECASTED RIDERSHIP GROWTH WHICH SHOWS THE ESTIMATES IN THIS REPORT AND THEN SHOWS A DOTTED LINE FROM THE 2014 ESTIMATES. MY QUESTION WAS VERY STRAIGHTFORWARD. I UNDERSTAND THAT OUR BASE IS LOWER THAN WE EXPECTED IN 2014. THAT PART I UNDERSTAND. BUT I'M JUST WONDERING IN TERMS OF THE PROJECTED INCREASES IN RIDERSHIP. I GUESS BACK IN 2011, WE WERE THINKING IN 2019 WE WOULD SEE ABOUT A 5% INCREASE OFF WHATEVER THE BASE WAS. IN 2014, IT LOOKED LIKE IT WAS A LITTLE BIT LOWER. AND NOW WE'RE PROJECTING A 2% INCREASE IN 2019. AND I'M JUST WONDERING, WHAT WERE THE -- I DON'T KNOW WHO I'M SPEAKING TO ACTUALLY. OKAY. JUST WONDERING, AGAIN, I UNDERSTAND THAT OUR BASE IS LOWER THAN WE HAD HOPED. WHAT WOULD BE THE REASONS WHY OUR EXPECTED GROWTH IN 2019 ARE LOWER NOW THAN WE HAD HOPED FOR EITHER IN 2014 OR 2011? >> THANK YOU FOR THE QUESTION. QUITE SIMPLY, AS I INDICATED BEFORE, WE TOOK A VERY CONSERVATIVE APPROACH WITH RESPECT TO REVENUES. SO WHEN IT CAME TO RIDERSHIP, WE BASICALLY TRIED TO MIRROR WHAT WE HAVE BEEN SEEING IN THE LAST COUPLE OF YEARS, EXTENDED IT A LITTLE FURTHER OUT, TOOK A MORE CONSERVATIVE APPROACH THAN WE HAVE IN THE PAST. >> SO IS THAT TO SAY THAT THE 2011 PROJECTIONS, THEY WERE SORT OF LESS CONSERVATIVE BUT WERE CAUTIOUSLY HOPEFUL THAT WE WILL ACHIEVE WHAT WE HAD HOPED TO DO IN 2011? >> I WOULD SAY THEY WERE LESS CONSERVATIVE. AND THEN WE HAD THE EXPERIENCE OF THOSE YEARS TO INFORM US AS WELL ABOUT CHANGES IN SORT OF THE DEMOGRAPHICS AND WHERE EMPLOYMENT WAS. SO WE FACTORED ALL OF THAT IN, AND WE ACTUALLY HAD AN EXPERT ON SORT OF RIDERSHIP FORECASTING CAME IN AND REVIEWED IT. AND HE AGREED WITH THE APPROACH WE HAD TAKEN TO FORECASTING. >> THANK YOU VERY MUCH. >> THANK YOU. ON THE REPORT RECEIVED? >> NEXT IS A DISPOSITION OF ITEMS APPROVED BY COMMITTEES UNDER DELEGATED AUTHORITIES. [SPEAKING FRENCH] RECEIVED. MOTION TO ADOPT

REPORTS. [SPEAKING FRENCH] COUNCILLOR WILKINSON SECONDED BY COUNCILLOR MONETTE. >> THE REPORT TO THE CITY SOLICITORS'S OFFICE, UPDATES, ENVIRONMENT AND CLIMATE PROTECTION COMMITTEE REPORT 13, FINANCE AND ECONOMIC DEVELOPMENT COMMITTEE REPORTS 21 AND 22, PLANNING COMMITTEE REPORT 30, TRANSPORTATION REPORT 21 BE RECEIVED AND ADOPTED AS AMENDED. >> CARRIED NEW. NOTICE OF MOTIONS PREVIOUSLY GIVEN. [SPEAKING FRENCH]. >> COUNCILLOR DEANS ASK WILKINSON'S MOTION WE TALKED TO THAT. ON THE MOTION, CARRIED. COUNCILLOR MONETTE SECONDED BY MYSELF WITH RESPECT TO THE ORLEANS CRAFT BEER FESTIVAL, COUNCILLOR MONETTE, PLEASE. >> MR. MAYOR, PRETTY STRAIGHTFORWARD THE MOTION, JUST SAYING THAT CLOSURE FROM JUNE 9TH TO 11 P.M. AND SUNDAY JUNE 11TH FOR THE ORLEANS CRAFT BEER FESTIVAL ALSO WORDING REQUIRED FOR SPECIAL OCCASION PERMITS TO BE SUBMITTED. >> RIGHT. ON THE MOTION, CARRIED. MOTIONS REQUIRING SUSPENSION OF THE RULES OF PROCEDURES, TWO MOTIONS FROM COUNCILLOR CHERNUSHENKO TO DECLARE EVENTS OF MUNICIPAL SIGNIFICANCE TO OBTAIN A SPECIAL PERMIT, SUGAR LUMBER FEST AND OTTAWA WELCOMES THE WORLD. COUNCILLOR. ON SUSPENSION OF THE RULES, CARRIED. COUNCILLOR CHERNUSHENKO. >> YES. I THANK AS WITH COUNCILLOR MONETTE, PEOPLE ARE WELCOME TO DRIVE IF THEY NEED TO. WE ENCOURAGE THEM TO STAY WITHIN THE ALCOHOL LIMIT. PASSENGERS ON THE OTHER HAND ARE WELCOME TO TAKE FULL ADVANTAGE OF WHAT'S AVAILABLE TO THEM. WE HAVE TWO OF THESE MOTIONS, BOTH VERY SIMILAR. THEY INVOLVE SPECIAL OCCASION PERMITS UNDER THE LIQUOR LICENSING ACT. THE FIRST IS WE HAVE TO DECLARE THESE EVENTS OF MUNICIPAL SIGNIFICANCE. ONE IS SUGAR LUMBER FEST FOR THE PURPOSE OF THE SPECIAL OCCASION PERMIT SUBMITTED BY THE EVENT ORGANIZER PURSUANT TO ONTARIO REGULATION 383.91 AS AMENDED. WE ARE LOOKING TO DECLARE THAT AN EVENT OF MUNICIPAL SIGNIFICANCE. ONE AT A TIME ON THAT ITEM. >> CARRIED. THANK YOU. >> AND THE OTHER ONE IS TO DECLARE A SERIES OF EVENTS, THE OTTAWA WELCOMES THE WORLD EVENTS OF MUNICIPAL SIGNIFICANCE FOR THE PURPOSE OF SPECIAL OCCASIONS PERMITS. THIS IS A SERIES OF EVENTS GOING ON AT LANSDOWNE OVER THE COURSE OF THIS YEAR. >> SO THIS IS THE -- WHEN THE EMBASSIES ARE HOSTING NATIONAL DAYS AT THE HORTICULTURE OR THE ABERDEEN PAVILION. >> YEAH. >> SO ON THE MOTION. >> CARRIED. >> THANK YOU. THE NEXT MOTION IS FROM

COUNCILLOR QAQISH SECONDED BY COUNCILLOR CHERNUSHENKO ON SUSPENSION OF THE RULES WITH RESPECT TO PRINCE OF WALES. ON SUSPENSION, CARRIED. COUNCILLOR QAQISH PLEASE. >> MR. MAYOR, THIS IS REGARDS TO INTERSECTION MODIFICATION PROJECTS FOR PRINCE OF WALES. STAFF HAVE COME BACK AND ADVISED US THAT A CERTAIN STRETCH NEEDS WORK INSTEAD OF REHAB. WE NEED ADDITIONAL MONEY. THIS MOTION IS MOVING. WE'RE DOING THAT TODAY BECAUSE OF THE TIMELINE SENSITIVITY WITH THE TENDERING WHICH WE NEED TO GO TO AS SOON AS POSSIBLE. THAT CITY COUNCIL APPROVE THE CAPITAL AUTHORITY FOR THE 2017 RESURFACING PROGRAM TO COMPLETE PRINCE OF WALES DRIVE 400 METRES NORTH PRE-CONSTRUCTION PROJECT BE INCREASED BY 4.7 MILLION TO BE SUPPORTED WITH TAX SUPPORTED DEBT AND THE GENERAL MANAGER OF CORPORATE SERVICES AND CITY TREASURER BE DIRECTED TO REVIEW THE PROJECTS COMING FORWARD AS PART OF THE CAPITAL CLOSING REPORT TO IDENTIFY THE MOST APPROPRIATE METHOD OF REFINANCING THIS AUTHORITY. >> I JUST WANT TO THANK THE TREASURER FOR WORKING WITH THE COUNCILLORS AS WELL AS THE CHAIR OF TRANSPORTATION. I THINK THAT WE HAD SOME CHALLENGES INITIALLY WHEN IT WAS AT TRANSPORTATION BUT THANKS TO THE LEADERSHIP OF THE CHAIR, WE WERE ABLE TO RESOLVE THAT TO EVERYONE'S SATISFACTION AND WITH THE SUPPORT OF TREASURY. I APPRECIATE THAT. COUNCILLOR BROCKINGTON ON THIS MOTION. >> THANK YOU, YOUR WORSHIP. JUST I HAD SPOKE TO THE CHAIR OF TRANSPORTATION COMMITTEE. A QUESTION ABOUT THE DEBT INCURRED TO FINANCE THIS. IN THE FUTURE WHEN THE RESURFACING WAS GOING TO BE DONE ANYWAY, WILL THOSE MONIES AT THAT TIME BE USED TO PAY OFF THE DEBT AT THAT POINT? >> NO. THE INTENTION IS ACTUALLY IS THAT WHEN WE COME FORWARD WITH THE CAPITAL CLOSE AND ADJUSTMENT REPORT, WHICH I THINK IS TWO MONTHS AWAY, AT THAT TIME, THERE'S DEBT THAT'S ALREADY -- WE CLOSE PROJECTS. IF THERE'S DEBT AUTHORIZED ON PROJECTS CLOSED IN SURPLUS, THAT DEBT IS ELIMINATED. SO I'M LOOKING TO OFFSET THIS NEW DEBT WITH DEBT THAT WOULD BE ELIMINATED THROUGH THE CLOSING PROCESS. AND ALL OF THE DEBT YOU ALREADY AUTHORIZED WITHIN THE BUDGET AUTHORITY. THANK YOU. >> ON THE MOTION, CARRIED. NOTICE OF THE MOTION FOR CONSIDERATION AT SUBSEQUENT MEETING, [SPEAKING FRENCH], COUNCILLOR MCKENNEY, PLEASE, SECONDED BY COUNCILLOR LEIPER. >> THANK YOU, MR. MAYOR. THIS IS THE ANNUAL NOTICE OF

MOTION, A MOTION FOR THE BANK STREET BUSINESS IMPROVEMENT AREA TO HOST THEIR ANNUAL GLOBAL FAIR LIGHT MUSIC EVENT. OUR BYLAW PROHIBITS ROAD CLOSURE BEFORE 6 P.M. MONDAY TO FRIDAY, THIS WILL APPROVE THE ROAD CLOSURE FOR BANK STREET TO SUNDAY. THIS IS NOTICE OF MOTION FOR NEXT COUNCIL. >> THANK YOU. THANK YOU, COUNCILLOR MCKENNEY. DOES ANYONE ELSE HAVE A NOTICE OF MOTION FOR OUR NEXT MEETING? MOTION TO INTRODUCE BYLAWS, [SPEAKING FRENCH], COUNCILLOR WILKINSON, SECONDED BY COUNCILLOR MONETTE. >> YES, JUST BEFORE THAT, MR. MAYOR, I JUST WANTED TO SAY ON THE BYLAWS TODAY, THE BYLAWS STARTING OUR BUSINESS IMPROVEMENT AREA, WORKING WITH THE PEOPLE IN THE CENTRAL PART OF MY WARD FOR SOME MONTHS NOW. THE DEADLINE FOR REJECTIONS WAS ON MONDAY. THEY DIDN'T OBJECT. THIS IS A BYLAW THAT WILL BE IMPLEMENTED AND WE WILL BE HAVING OUR FOUNDING MEETING NEXT WEEK. >> GOOD JOB. >> GREAT. THANK YOU. CONGRATULATIONS. >> THE BYLAW IS LISTED ON THE AGENDA UNDER MOTION TO INTRODUCE BYLAWS. 3 READINGS BE READ AND PASSED. >> ON THE MOTION, CARRIED. CONFIRMATION BYLAW, [SPEAKING FRENCH]. >> THAT THE FOLLOWING BYLAW BE READ AND PASSED TO CONFIRM THE PROCEEDINGS OF THE COUNCIL MEETING MARCH 8TH, 2017. >> CARRIED. MADAM DEPUTY CLERK, DO WE HAVE ANY WRITTEN INQUIRIES? ADJOURNMENT, COUNCILLOR WILKINSON, PLEASE, SECONDED BY COUNCILLOR MONETTE. >> MARCH THE 8TH, 2017, BE ADJOURNED. >> CARRIED. [SPEAKING FRENCH] THANK YOU VERY MUCH. MEETING ADJOURNED. []