

## CITY COUNCIL 13 APRIL 2016 CLOSED CAPTIONING TRANSCRIPT

>> Mayor Jim Watson: good morning, ladies and gentlemen. ask members of council to take mayor seat, we'll begin the meeting in one minute.

>> good morning. [Speaking French]

>> (Voice of Interpreter): GOOD MORNING, LADIES AND GENTLEMEN.

>> PLEASE RISE FOR A MOMENT OF REFLECTION, AND REMAIN STANDING AS WE INTRODUCE OUR SPECIAL GUEST, WHO WILL SING OUR NATIONAL ANTHEM.

>> Mayor Jim Watson: remain standing. I'd ask councillor to introduce our special guest, here to sing our national anthem. this morning we have Katie. I want to thank Katie. the last minute I pointed out to her it was day of pink and councillor Hubley asking everybody to wear pink. Katie made sure she got her day of pink buttons and everything on to support us as well. thank you very much. Katie is a grade 6 student. she's been studying piano and vocals for the last three years. her favourite pastimes include reading and musical theater. she's the world's biggest Harry potter fan. and Katie's previous vocal experience singing the anthem include the little league championships. she sang at my annual volunteer recognition awards last year. and also at the 2015 Ottawa sports awards. we're pleased to have her here today. she has to run out after the anthem because she made her school's basketball team. and they are in a tournament day. it's a big day. I'm going to turn it over to you. thank you very much. \M o cANADA \M \M OUR HOME AND NATIVE LAND \M \M TRUE PATRIOT LOVE \M \M IN ALL THY SONS COMMAND \M \M WITH GLOWING HEARTS \M \M Car ton bras sait porter l'épée \M \M Il sait porter la croix! \M \M Ton histoire est une épopée \M \M Des plus brillants exploits \M \M GOD KEEP OUR LAND \M \M GLORIOUS AND FREE \M \M O CANADA, WE STAND ON GUARD FOR THEE \M \M O CANADA \M \M WE STAND ON GUARD FOR THEE \M [Applause]

>> THANK YOU.

>> WELL, THAT WAS GREAT, KATIE. WHAT A BIG FINISH. THANK YOU VERY VERY MUCH FOR BEING WITH US TODAY. >>> AT THIS TIME I'D LIKE TO INVITE MS. GREY TO THE PODIUM FOR THE CITY BUILDER APPRECIATION. AS WELL AS MCKENNEY. [Speaking French]

>> (Voice of Interpreter): I WOULD ALSO INVITE MRS. GREY'S WARD COUNCILLOR MCKENNEY TO JOIN US AS WELL.

>> AS A RESIDENT OF THE RAW CHESTER HEIGHTS COMMUNITY, DONNA HAS BEEN A VITAL RESOURCE AND CONNECTOR FOR RESIDENTS. IF

RESIDENTS HAVE A QUESTION, THE MOST COMMON ANSWER IS ASK DONNA. [Speaking French]

>> (Voice of Interpreter): IF RESIDENTS HAVE A QUESTION, THE COMMON ANSWER IS HELP DONNA. (End of translation)

>> LOCATE AND NAVIGATE ALL KINDS OF SUSPECTS. AND ACCESS TO FRESH, AFFORDABLE FOOD. AND NO TASK IS TOO SMALL. IN 2010, DONNA WAS A DRIVING FORCE BEHIND THE EFFORT TO BUILD TWO PLAY STRUCTURES. AND WE WERE HONOURED TO BE AT THAT OCCASION. THANKS TO HER LEADERSHIP, THE COMMUNITY WAS ABLE TO RAISE \$33,000 AND BUILD THE PLAY STRUCTURE. [Speaking French]

>> (Voice of Interpreter): THANKS TO DONNA'S LEADERSHIP, THE COMMUNITY WAS ABLE TO RAISE \$33,000 AND BUILD A PLAY STRUCTURE. (End of translation)

>> IN ADDITION TO THE PLAY STRUCTURES, SHE WAS INSTRUMENTAL TO THE REVITALIZATION PROGRAMS. REPAVING THE BASKETBALL COURT, AND APPLYING FOR GRANTS TO INSTALL PICNIC TABLES AND FLOWER PLANTERS. SHE IS THE COORDINATOR OF THE GOOD FOOD MARKETS, WHICH IMPROVES ACCESS TO HEALTHY FOOD SUCH AS FRUITS AND VEGETABLES FOR LOW INCOME FAMILIES. SHE RECRUITS VOLUNTEERS FOR EACH MARKET DAY, FOSTERING A SENSE OF COMMUNITY AND PROVIDING AN OPPORTUNITY FOR SKILL DEVELOPMENT. THANK YOU VERY MUCH, DONNA, FOR THE WONDERFUL CONTRIBUTIONS THAT YOU HAVE MADE TO YOUR COMMUNITY. [Speaking French]

>> (Voice of Interpreter): THANK YOU FOR YOUR MANY CONTRIBUTIONS TO THE COMMUNITY. (End of translation)

>> ON BEHALF OF COUNCILLOR MCKENNEY TO PRESENT YOU THE MAYOR'S CITY BUILDER AWARD FOR THIS COUNCIL MEETING. CONGRATULATIONS. [Applause]

>> OKAY. SO AS EVERYONE KNOWS, I HATE PUBLIC SPEAKING. SO THIS IS QUITE THE TREK FOR ME. SO BEAR WITH ME. SO I WANT TO THANK MAYOR JIM WATSON AND COUNCILLOR MCKENNEY FOR THIS GREAT AWARD. I'M GOING TO READ OFF MY PAPER HERE. SO THE LAST TIME I WAS HERE, I WAS PRESENTING A DEPUTATION ON THE IMPORTANCE OF GOOD FOOD MARKET IN OUR COMMUNITIES. AND NOW THIS TIME I'M HERE TO RECEIVE THE MAYOR JIM WATSON AWARD. THANK YOU SO MUCH, MAYOR JIM WATSON. I WOULD LIKE TO SHARE THIS AWARD WITH THE CEO OF THE COMMUNITY HEALTH

CENTRE, JACK MCCARTEHY. HE IS RETIRING THIS YEAR, AND HE IS JUST THE MOST APPROACHABLE CEO I HAD EVER MET. IT MADE IT A PLEASURE TO VOLUNTEER WITH SUMMER SET WEST. THE OTHER PERSON I'D LIKE TO SHARE THIS AWARD WITH IS THE FORMER CEO OF OTTAWA COMMUNITY HOUSING. SHE ACTUALLY MOTIVATED ME TO DO THIS PUBLIC SPEAKING YEARS BEFORE, AND HERE I AM. AN EXCELLENT CEO. AND THE CURRENT CEO. BECAUSE OF THESE TWO ORGANIZATIONS AND THEIR EXCELLENT, AWESOME STAFF, IT MADE VOLUNTEERING WITH SUMMERSET WEST HEALTH CENTRE AND OTTAWA COMMUNITY HOUSING A JOY. I WANT TO THANK YOU ALL FOR ENRICHING MY LIFE AND MY JOURNEY, MY PERSONAL JOURNEY. MY FAMILY, WARREN, KEJA, AND ASIA. AND MY COMMUNITY. VOLUNTEERING I THINK IS VERY IMPORTANT IN OTTAWA. THERE'S A LOT OF GROWTH AND POTENTIAL. AND JUST KEEP ON VOLUNTEERING AND THINK OUTSIDE OF THE BOX. BECAUSE MAYBE ONE DAY IT WILL BE IN THE BOX. SO THANK YOU VERY MUCH. [Applause]

>> Mayor Jim Watson: IT'S GREAT TO HONOUR SOMEONE LIKE DONNA AS WE CELEBRATE NATIONAL VOLUNTEER WEEK. AND WE ALL HAVE CITY BUILDERS IN OUR OWN COMMUNITIES. AND A BIG THANK YOU TO ALL OF THOSE AMAZING VOLUNTEERS. [Speaking French]

>> (Voice of Interpreter): THANK YOU TO ALL OF THE VOLUNTEERS THAT WORK IN OUR COMMUNITY. (End of translation) (CALLING OF ROLL).

>> COUNCILLOR HARDER? COUNCILLOR WILKINSON.

>> PRESENT.

>> COUNCILLOR.

>> PRESENT.

>> COUNCILLOR CHIARELLI? COUNCILLOR EGLI.

>> HERE.

>> COUNCILLOR DEANS?

>> HERE.

>> COUNCILLOR.

>> HERE.

>> COUNCILLOR MCKENNEY.

>> PRESENT.

>> COUNCILLOR LEIPER?

>> HERE.

>> COUNCILLOR BROCKINGTON.

>> HERE.

>> COUNCILLOR.

>> PRESENT.

>> COUNCILLOR BLAIS.

>> PRESENT.

>> COUNCILLOR MOFFATT?

>> HERE.

>> COUNCILLOR HUBLEY.

>> HERE.

>> MAYOR WATSON.

>> Mayor Jim Watson: FOR THE 23RD OF MARCH. ADOPTED? CARRY. A DECLARATION OF INTEREST. THERE ARE NONE. COMMUNICATIONS. AS PRESENTED. REGRETS. NO REGRETS FILED TO DATE. MOTION TO INTRODUCE REPORTS. [Speaking French] (End of translation)

>> COUNCILLOR BROCKINGTON, SECONDED BY COUNCILLOR LEIPER.

>> GOOD MORNING. THE COMMUNITY AND PROTECTIVE SERVICES COMMITTEE PRESENT 11 REPORTS. BE RECEIVED AND CONSIDERED. AND THAT PURSUANT TO SUBSECTION 35-5, A PROCEDURE OF BYLAW 2014-441 COUNCIL RECEIVE AND CONSIDER AGRICULTURE AND RURAL AFFAIRS. AND THE RULES OF PROCEDURE SUBSECTION 29.3 BE SUSPENDED TO RECEIVE AND CONSIDER COMMUNITY AND PROTECTIVE SERVICES CAN BE REPORT 12. WAIVER OF THE RULES IS BEING REQUESTED BECAUSE DUE TO THE LENGTH OF THE COMMITTEE MEETING, THE COUNCIL REPORT WAS NOT READY FOR DISTRIBUTION TO MEMBERS OF COUNCIL WITH THE DRAFT AGENDA.

>> Mayor Jim Watson: ON THE MOTION BY COUNCILLOR BROCKINGTON, SECONDED BY COUNCILLOR LEIPER. CARRIED. OKAY. WE'LL GO THROUGH THE CONSENT AGENDA NUMBER. AGRICULTURE AND RURAL AFFAIRS COMMITTEE REPORT NUMBER 14, ZONING BYLAW AMENDMENT, PART OF 6069 FOURTH LINE ROAD. [Speaking French]

>> Mayor Jim Watson: CARRIED? ITEM NUMBER 2. PET SHOP BYLAW REVIEW. WE'LL COME BACK TO THAT. BECAUSE WE HAVE MOTIONS AND PEOPLE WHO WISH TO SPEAK. THE SAME WITH ITEM THREE. THE REGULATING VEHICLES-FOR-HIRE IN THE CITY OF OTTAWA. WE'LL COME BACK TO THAT. AND THEN THE NEXT IS FINANCE AND ECONOMIC DEVELOPMENT COMMITTEE REPORT NUMBER 13. APPLICATION 175 MAIN STREET. CARRIED.

>> CARRIED.

>> Mayor Jim Watson: BROWN FIELD'S GRANT FIELD PROJECT 2021 ROAD. [Speaking French]

>> CARRIED?

>> CARRIED.

>> Mayor Jim Watson: ITEM 6, OUT DOOR COVERED REFRIGERATED RINK FACILITY AND SPECIAL AREA LEVY. I BELIEVE, I KNOW THERE ARE TWO DEFENDERS, BUT A COUNCILLOR WOULD LIKE TO SAY A FEW WORDS. DOES ANYONE ELSE WISH TO SPEAK ON THIS?

>> THANK YOU. I KNOW WE HAVE A LARGE AGENDA TODAY. I'LL JUST SAY A FEW WORDS. BEFORE YOU THIS MORNING IS A REPORT WITH RECOMMENDATIONS FOR AN OUTDOOR COVERED REFRIGERATED RINK FACILITY. AND THE FUNDING MODEL REQUIRED TO MAKE IT HAPPEN. [Speaking French]

>> (Voice of Interpreter): THE REPORT IS THE MERITS OF THE PROJECT AND THE NEEDS OF THE COMMUNITY. MANY ASPECTS ARE IMPORTANT IN ORDER TO FULFILL THE NEEDS OF THE COMMUNITY, NOT ONLY DURING THE WINTER, BUT ALL YEARLONG. (End of translation)

>> COMBINES USER GROUP CONTRIBUTIONS AND AN AREA SPECIFIC LEVY. [Speaking French]

>> (Voice of Interpreter): THE PROJECT HAS MANY SUPPORTS FROM SPORTS ORGANIZATIONS. THE SCHOOLS, SCOUTS, AND BUSINESSES. (End of translation)

>> AND ASKED A GREAT QUESTION ABOUT THE CONSULTATIVE PROCESS. AND I WANT TO ENSURE YOU THAT I FOLLOWED A DELIBERATE PROCESS THAT INCLUDED DISCUSSION ON THE SPECIFIC PROJECT AND ITS FUNDING MODEL. THAT WAS INCLUDED IN MY PLATFORM. PUSHED OUT, OF COURSE, THROUGH SOCIAL MEDIA, PAID ADS LAYING OUT THE PROJECT AND THE FUNDING MODEL IN SEVERAL NEWSPAPERS, MEDIA INTERVIEWS IN THE SUN, THE CITIZEN, THE OTTAWA SOUTH NEWS, FLYERS DISTRIBUTED IN THE WARDS, CONSULTATIONS AND MEETINGS WITH COMMUNITY ASSOCIATIONS. WELL ADVERTISED PUBLIC CONSULTATION MEETING ON FEBRUARY 9TH. AND MANY EXCHANGES BY PHONE, EMAIL, AND IN PERSON. WE CAN'T FULFILL THE NEEDS OF OUR GROWING COMMUNITY AND THE NEEDS FOR RECREATIONAL FACILITIES LIKE THIS WITHOUT THIS TRANSPARENT AND DIRECT FUNDING MODEL. IT'S A FUNDING MODEL THAT'S BEEN SUCCESSFUL IN THE PAST AND ALLOW FOR SOLUTIONS TO OCCUR TODAY. [Speaking French]

>> (Voice of Interpreter): WE WOULD LIKE TO THANK MADAM TREASURER AS WELL AS THE MANAGERS. (End of translation)

>> MY COLLEAGUES FOR THEIR SUPPORT. AND MOST IMPORTANTLY, I WANT TO THANK THE RESIDENTS FOR THEIR VISION AND CONFIDENCE IN THE SOLUTION THAT IS FOR TODAY. THANK YOU, MR. MAYOR.

>> Mayor Jim Watson: THANK YOU. SO ON THE REPORT, CARRIED, DECENT BY COUNCILLORS LEIPER AND MOFFATT. >>> TRANSPORTATION COMMITTEE REPORT 14, REVIEW OF CONGESTION PRICING TOOLS. WE HAVE SPEAKERS ON THAT. DOES ANYONE WISH TO REMOVE ANYTHING FROM THE BULK CONSENT AGENDA? ON THE BULK CONSENT AGENDA AS PRESENTED. CARRIED. OKAY. SO WE'LL GO BACK TO THE BEGINNING. OUR FIRST ITEM ON THE AGENDA IS THE PET SHOP BYLAW REVIEW. SO WE HAVE A MOTION FROM COUNCILLORS LEIPER AND MCKENNEY. COUNCILLOR LEIPER, IF YOU WOULD LIKE TO INTRODUCE THE MOTION. THIS IN ESSENCE REDUCES THE PERIOD FROM FIVE TO THREE YEARS, IF I'M NOT MISTAKEN.

>> THANK YOU. AND THAT IS CORRECT, MR. MAYOR. FOLLOWING THE CPS COMMITTEE MEETING IN WHICH THE COMMITTEE, THANKFULLY, AND I'M GRATEFUL MADE THE DECISION TO PROHIBIT THE SALE OF ANIMALS FROM COMMERCIAL SOURCES IN OUR LOCAL PET STORES REGARDLESS OF

WHETHER THEY ARE DOING SO RIGHT NOW. A TOTAL BAN. IT STRIKES MANY IN THE COMMUNITY THAT FIVE YEARS IS A VERY LONG TIME IN WHICH TO MAKE THAT TRANSITION. IT HASN'T GONE UNNOTED WITH RESPECT TO THE REVIEW OF THE TAXI BYLAW, THE TRANSITION PERIOD WILL OBVIOUSLY BE A MATTER OF MONTHS. IN MY CASE, MANY OF US AROUND THE TABLE THAT TAKEN A NEW BORN TO RAISE IT TO SCHOOL-AGED CHILD IN THE COURSE OF FIVE YEARS, A VERY LONG TIME. I'M ASKING COLLEAGUES TO SUPPORT ME IN BRINGING THAT DOWN TO A REASONABLE TRANSITION PERIOD OF THREE YEARS, WHICH WOULD STILL BE LONGER THAN IS THE CASE IN THE MULTIMUNICIPALITIES ACROSS THE COUNTRY THAT HAVE ALREADY ENACTED THIS BAND. USUALLY WITH A TRANSITION PERIOD THAT IS TWO YEARS, AT MOST. SO THAT EFFECT, I'D LIKE TO MAKE THE FOLLOWING MOTION: WHERE AS, ON MARCH 21ST, 2016 THE COMMUNITY IN PROTECTIVE SERVICES COMMITTEE PASSED A MOTION TO ALLOW THE THREE PET SHOPS IDENTIFIED IN APPENDIX A TO UNDERGO A FIVE-YEAR TRANSITION PERIOD TO AN ADOPTION MODEL WHERE THEY SELL, KEEP, OR OFFER FOR SALE CATS OR DOGS ONLY FROM MUNICIPAL ANIMAL SHELTER, A REGISTERED SOCIETY, OR A RESCUE ORGANIZATION. AND WHERE AS A TRANSITION PERIOD IS NECESSARY TO ALLOW THESE THREE PET SHOPS TO ADJUST THEIR BUSINESS APPROACHES TO MATCH THE NEW ADOPTION MODEL. AND WHERE AS ALL ONTARIO MUNICIPALITIES THAT HAVE IMPLEMENTED A PET BAND HAD A SHORTER TRANSITION PERIOD, WHICH RANGES BETWEEN 3 AND 12 MONTHS. ALLOWS FOR THE POTENTIALLY PRO LONGED PURCHASING OF UNETHICALLY SOURCED DOGS AND CATS. THEREFORE BE IT RESOLVED THE CITY OF OTTAWA AMEND THIS MOTION TO REDUCE IT FROM FIVE YEARS TO THREE YEARS. THANK YOU, MR. MAYOR.

>> Mayor Jim Watson: THANK YOU VERY MUCH, COUNCILLOR LEIPER. COUNCILLOR MCKENNEY ON THE MOTION.

>> THANK YOU, MR. MAYOR. I'VE SECONDED THIS MOTION. AND WILL BE SUPPORTING IT: THE STAFF REPORT DID RECOMMEND THAT RERESTRICT THE SOURCE OF CATS AND DOGS AVAILABLE IN PET SHOPS. OTHER THAN THE ONES THAT WERE ALREADY OPERATING. THERE IS A REASON WHY THAT RECOMMENDATION CAME FROM STAFF. BECAUSE WE DO FEEL IT'S AN OUTDATED MODEL. AND AT THE SAME TIME SOME 93% OF THE RESIDENTS WHO RESPONDED TO THE CONSULTATIONS WERE IN FAVOUR OF AN ADOPTION ONLY MODEL FOR PET STORES. ALL OTHER ONTARIO MUNICIPALITIES WHO HAVE IMPLEMENTED A BAN HAVE HAD TRANSITION PERIODS FROM 3 TO 12 MONTHS. SO I BELIEVE THAT A TRANSITION PERIOD OF THREE YEARS FOR OTTAWA IS A VERY REASONABLE COMPROMISE. BAN

ON THE PET STORE SALES WILL ALSO PUT LESS DEMAND ON OUR BYLAW RESOURCES FOR THE NEXT, YOU KNOW, FIVE YEARS, AS OPPOSED TO THREE THAN THE STATUS QUO. SO I WILL BE SUPPORTING THE LOWER TRANSITION PERIOD OF THREE YEARS. THANK YOU.

>> Mayor Jim Watson: THANK YOU VERY MUCH, COUNCILLOR. COUNCILLOR EGLI, PLEASE.

>> THANK YOU. SO JEFF, THANK YOU FOR BRINGING THIS MOTION. I WILL ABSOLUTELY BE SUPPORTING THIS. I THINK THAT THREE YEARS IS MORE THAN ENOUGH TIME TO COME UP WITH AN ALTERNATIVE BUSINESS MODEL, WHETHER THAT'S TO PUT A PET GROOMING FACILITY OR SERVICE INTO YOUR STORE, OR A PET PHOTOGRAPH OR MOVE TOWARDS PET FOOD AND WHAT HAVE YOU. THREE YEARS IS A GOOD LONG TIME. AND IT'S MORE THAN REASONABLE. AND I THINK IT'S FROM WHAT I HAVE BEEN ABLE TO RESEARCH, IT'S ABOUT THREE TIMES AS LONG AS ANY OTHER CITY IN THE PROVINCE HAS DONE. SO I THINK IT'S REASONABLE. I THINK IT'S FAIR. AND I'LL ABSOLUTELY BE SUPPORTING IT. THANK YOU.

>> Mayor Jim Watson: THANK YOU VERY MUCH. COUNCILLOR MOFFATT, PLEASE.

>> THANK YOU VERY MUCH. I KNOW THAT THIS SUBJECT HAS BEEN AROUND FOR A WHILE. WE TOUCHED ON IT LAST TERM. LAST TERM I SHOULD POINT OUT THAT AGRICULTURE AFFAIRS COMMITTEE HAD COVERAGE OF THE CARRIAGE BYLAW. ODDLY ENOUGH, BEFORE WE PASSED THE KENNEL BYLAW, PUPPY MILLS WEREN'T LEGAL IN THE CITY OF OTTAWA. WE CHANGED THOSE RULES. WE WORKED WITH THE INDUSTRY. WE WORKED WITH BREEDERS. WE WORKED -- BRUCE WAS THERE. I REMEMBER AT THE COMMITTEE THAT WE HAD. WE HAD 33 SPEAKERS. AND WE HEARD WHAT THE PEOPLE WERE SAYING. WE WENT BACK AND REVISITING. AND CAME BACK WITH A STRONGER BYLAW THAT WAS SUPPORTED BY THE INDUSTRY. WE COME THROUGH THE LAST ELECTION AND I KNOW THE ACTIVISTS WERE QUITE STRONG ON ADVOCATING DURING THAT ELECTION. AND THEN ALL OF A SUDDEN THIS IS BEFORE US NOW. AND THE REPORT ITSELF I THINK ADDRESSED, YOU KNOW, MANY OF THE PROBLEMS THAT I THINK MAYBE ARE OUT THERE. I THINK THE REPORT ITSELF WAS FAIR. YOU LOOK AT THE ISSUES -- I MET WITH PAWS NOT THAT LONG AGO ON THE REPORT SAYING IF THE REPORT WAS DRAFTED THE WAY IT WAS BEING, I HAD NO ISSUES ON THAT. BECAUSE IT DOESN'T PENALIZE GROUPS THAT WE HAVE NO EVIDENCE THAT SAY OR DO ANYTHING WRONG. AND THEN WE CREATE A MOTION THAT DOESN'T ADDRESS THE REALITY OF THE SITUATION. WE REMOVE EVIDENCE



FROM THE EQUATION AND WE SAY, WELL, OKAY, WE'RE GOING TO GIVE THEM FIVE YEARS. TO DO THINGS RIGHT. EVEN THOUGH WE DON'T HAVE EVIDENCE SAYING THEY ARE DOING ANYTHING WRONG. WE'RE GOING TO SAY THEY ARE DOING SOMETHING WRONG. YOU DON'T CONVICT SOMEONE OF MURDER THAT'S INNOCENT AND SAY, LISTEN, WE'RE GOING TO GIVE YOU FIVE YEARS TO BE FREE ON THE STREETS. AND YOU'RE GOING TO GO TO JAIL AFTER FIVE YEARS. WHEN YOU HAVE A REPORT BEFORE YOU THAT SHOWS THAT THERE'S NO EVIDENCE TO SUPPORT SOME OF THE THINGS. THERE'S STORIES. NO QUESTIONS THERE'S STORIES. WE HEARD A BUNCH ON THURSDAY AND FRIDAY. BUT TO CREATE A BYLAW AND A POLICY THAT IS NOT BASED IN FACT, NO WAY FOR US TO GOVERN. TO SEE THAT THE WAY THE ACTIVISTS PUSHED US ON THIS AND THE TONE, THE ATTACKS ON THIS INDIVIDUAL STORE OWNERS, THE PUBLIC SHAMING OF THOSE INDIVIDUAL STORE OWNERS BY NAME IS NOT A FAIR WAY TO TREAT PEOPLE IN THIS CITY, SMALL BUSINESS OWNERS IN THIS CITY. AND I FEEL THAT THIS BYLAW CONDONES THAT BEHAVIOR. AND I THINK WE'RE DOING SOMETHING WRONG. WHETHER IT'S THREE YEARS OR FIVE YEARS, WE ARE SAYING THEY ARE DOING SOMETHING WRONG, YET WE HAVE NOTHING TO SUGGEST THAT WE HAVE THE EVIDENCE TO SUPPORT THIS THEORY. I AM AGAINST THIS MOTION HERE. I AM AGAINST THE FIVE YEARS IN GENERAL. I WOULD HAVE SUPPORTED THE ORIGINAL REPORT THAT WAS BEFORE COMMITTEE, THE REPORT THAT WAS CHANGED BY COMMITTEE, BUT I CANNOT SUPPORT IT THE WAY IT'S BEFORE US TODAY.

>> THANK YOU.

>> Mayor Jim Watson: THANK YOU, COUNCILLOR DEANS, PLEASE.

>> THANK YOU. WHILE THE COMMUNITY AND PROTECTIVE SERVICES COMMITTEE SPENT SEVEN HOURS CONSIDERING THIS ISSUE, WE HEARD FROM MANY MEMBERS OF THE PUBLIC ON BOTH SIDES OF THE DEBATE. AND I CAN TELL YOU THAT THE GOAL, EVERYONE'S GOAL IS THE SAME. THE GOAL IS TO NOT HAVE THE CONTINUATION OF THE KIND OF PUPPY MILL PRACTICE CONTINUE. I THINK THERE IS SOME DISAGREEMENT AS TO WHETHER THE BAN OF THE SALE OF DOGS AND CATS IN PET STORES WILL ACHIEVE THE GOAL. BUT EVERYONE SHARES THE GOAL. COMING OUT OF THE COMMUNITY IN PROTECTIVE SERVICES COMMITTEE, I CAN TELL YOU THAT MOST PEOPLE ON BOTH SIDES OF THIS DIVIDE FELT THAT THE COMMITTEE GOT IT RIGHT. THEY FELT THAT BOTH SIDES SAID TO THE MEDIA AFTER THAT THEY COULD LIVE WITH THIS. MAYBE THEY WOULD LIKE TO SEE SOME TWEAKING. BUT BASICALLY WHAT THEY FELT THAT THE PATH FORWARD THE COMMITTEE HAD CHOSEN WAS A REASONABLE ONE. THAT PATH FORWARD

WAS FIVE YEARS. AND THAT WAS AFTER SEVEN HOURS OF CONSIDERATION. SO I WOULD JUST ASK MY COUNCIL COLLEAGUES TO ACCEPT THE RECOMMENDATION COMING OUT OF THE COMMITTEE. AND STICK WITH THE FIVE YEARS. THANK YOU.

>> Mayor Jim Watson: THANK YOU VERY MUCH. COUNCILLOR, PLEASE.

>> THANK YOU, MAYOR. THROUGH YOU. I HAVE TO ECHO WHAT THE CHAIR TALK ABOUT THIS. WE REALLY DEBATED FOR SEVEN HOURS. AND IT COME DOWN TO THE BOTTOM IS EVEN THOUGH WE ARE GIVING THE TERM AND THE TIME. DOESN'T MATTER IF IT'S THREE OR FIVE YEARS, WE STILL IMPLEMENTED NEW BYLAW AND NEW LAWS THAT WE WILL BE ABLE TO TRACK AND MAKE THIS IMPROVEMENT FROM NOW UNTIL THE NEXT FIVE YEARS. SO I URGE MY COLLEAGUE THAT WE HEARD OVER ALMOST 40 DELEGATION THAT DAY. AND WE DONE LOTS OF WORK AND RESEARCH. AND WE'VE MET WITH LOTS OF BOTH PARTY AFTER THE COMMITTEE. AND I THINK FIVE YEARS IS FAIR. THERE IS LOTS OF PEOPLE HAVE SUPPORTED THIS DECISION. AND I URGE MY COUNCIL COLLEAGUE TO SUPPORT THE FIVE YEARS, BECAUSE WE'VE DEALT IT WITH ALREADY AT COMMITTEE. THANK YOU.

>> Mayor Jim Watson: SO NO OTHER SPEAKERS? COUNCILLOR LEIPER, YOU WANT TO WRAP UP ON YOUR MOTION?

>> THANK YOU, MR. CHAIR. THE COMMITTEE DID GET IT RIGHT. IT IS THE RIGHT THING TO DO TO PROHIBIT THE SALE OF ANIMALS FROM COMMERCIAL SOURCES AND TO MAKE SURE PETS BEING SOLD IN RETAIL STORES ONLY COME FROM ANIMAL SHELTERS THROUGH THE ADOPTION MODEL OTHER AGENCIES AS WELL. THE COMMITTEE GOT THAT RIGHT. IF IT GOT IT RIGHT, I'M NOT SURE WHY WE WOULD GIVE STORES FIVE YEARS TO DO IT. THESE ARE SMALL INDEPENDENT BUSINESS OWNERS. THEY ARE NIMBLE. ONE CAN WELL IMAGINE IF ONE WANTS TO REPLACE THE REVENUE LOST THROUGH THE SALE OF LIVE ANIMALS, WHICH WE WERE TOLD WILL YOU THE COMMITTEE IS 20% OF REVENUE. THEY CAN DO SO IN FAIRLY QUICK FASHION. ONE CAN IMAGINE, FOR EXAMPLE, IF A STORE WANTED TO REPLACE THE SALE OF THOSE ANIMALS WITH GROOMING SERVICES, WITHIN A COUPLE OF MONTHS ONE COULD HAVE AN ARRANGEMENT WITH A GROOMER, HAVE THINGS ADVERTISED IN THE STORE. FIVE YEARS IS A LONG TIME TO EXPECT THAT RETAILERS WOULD BE ABLE TO MAKE A CHANGE IN THEIR BUSINESS MODEL. I'M ASKING, BECAUSE THERE IS ALWAYS THE POTENTIAL FOR PROBLEMS, THAT WE SHORTEN THE PERIOD WHERE THOSE

POTENTIAL PROBLEMS COULD HAPPEN DOWN TO THREE YEARS. THANK YOU, MR. CHAIR.

>> Mayor Jim Watson: THANK YOU VERY MUCH. SO WITH NO MORE SPEAKERS ON COUNCILLOR LEIPER'S MOTION, YEA AND NAY. MADAM DEPUTY.

>> COUNCILLOR BROCKINGTON.

>> NO.

>> COUNCILLOR TIERNEY?

>> NO.

>> COUNCILLOR MOFFATT?

>> NO.

>> COUNCILLOR QADRI?

>> NO.

>> COUNCILLOR LEIPER?

>> YES.

>> COUNCILLOR EGLI?

>> YES.

>> COUNCILLOR FLEURY?

>> YES.

>> COUNCILLOR TAYLOR?

>> YES.

>> COUNCILLOR MITIC?

>> NO.

>> COUNCILLOR WILKINSON?

>> NO.

>> COUNCILLOR DEANS?

>> NO.

>> COUNCILLOR?

>> OUI.

>> COUNCILLOR?

>> NO.

>> COUNCILLOR MCKENNEY?

>> YES.

>> COUNCILLOR?

>> NO.

>> COUNCILLOR HUBLEY?

>> NO.

>> COUNCILLOR CHIARELLI?

>> NO.

>> COUNCILLOR QAQISH?

>> NO.

>> COUNCILLOR?

>> NO.

>> COUNCILLOR HARDER?

>> NO.

>> COUNCILLOR CHERNUSHENKO?

>> YES.

>> COUNCILLOR?

>> NO.

>> COUNCILLOR?

>> NO.

>> MAYOR WATSON.

>> NO.

>> Mayor Jim Watson: SO THE AMENDMENT IS DEFEATED ON THE REPORT. YEA'S AND NAY'S ON THE REPORT.

>> I HAD A QUESTION.

>> Mayor Jim Watson: SORRY THE NAMES AREN'T COMING UP ON THE SCREEN. SO COUNCILLOR BROCKINGTON ON THE MAIN REPORT.

>> THANK YOU. AT THE COMMITTEE, WHICH THE CHAIR OF THE COMMITTEE DESCRIBED AS BEING QUITE LENGTHY AND COMPREHENSIVE IN ALL MATTERS, SEVEN HOURS. THERE WERE SOME DISCUSSION AS WELL ABOUT THE PUBLIC DEMAND OR THE POSTING OF BREEDERS THAT THE PET SHOPS ACQUIRE THEIR CATS OR KITTENS AND PUPPIES FROM. I'D LIKE TO HAVE A BETTER UNDERSTAND IF WE CAN THIS MORNING ABOUT THE POTENTIAL TO ASK OUR PET SHOPS TO CONFORM TO THIS REQUEST. I DO BELIEVE IT'S IN THE PUBLIC INTEREST FOR PROSPECTIVE PET PARENTS TO KNOW WHO THE BREEDERS ARE THAT THE PET SHOPS ARE ENGAGED WITH. AND I WAS SUPPORTIVE WITH THIS REQUEST. CAN I HAVE A COMMENT FROM STAFF ON THE FEASIBILITY OF REQUIRING PET SHOPS IN OTTAWA WHO SELL PETS TO PUBLICALLY POST BREEDER INFORMATION?

>> THANK YOU. I KNOW WE DID PROVIDE A BRIEFING NOTE TO MEMBERS AT COUNCIL IN TERMS OF QUESTIONS THAT CAME UP. WITH RESPECT TO PROVIDING INFORMATION ON BREEDER INFORMATION, I HAVE LEGAL HERE BESIDE ME TO TALK ABOUT THE PRIVACY ISSUES. THAT WAS THE CONCERN. SO I SEE SHE COME UP. AND I WILL TURN THE MICROPHONE TO HER TO RESPOND TO THE PRIVACY ISSUES.

>> MR. MAYOR, PRIVACY ISSUES ARISE WITH PERSONAL INFORMATION. IN THIS CASE, I THINK STAFF SURVEY REVEALED THAT SOME PET SHOPS WERE CONCERNED ABOUT COMPETITIVE ISSUES AND SAFETY ISSUES RELATED TO DISCLOSING THE LOCATION. THOSE AREN'T PRIVACY ISSUES PER SE. BUT ALONG THE LINES OF HEALTH AND SAFETY CONCERNS AND COMPETITIVE POSITION OF THE BREEDERS.

>> I UNDERSTAND THE CONCERNS THAT THE PET SHOP OWNERS HAVE STATED. AS TO WHY THE PUBLIC HOSTING A BREEDER INFORMATION MAYBE PROBLEMATIC. THERE'S ANOTHER ILLEGAL ABOUT DOING THIS. AND I WANT THAT CONFIRM. AND I'D LIKE TO KNOW WHY THE CITY WOULD HESITATE IN

ASKING OUR PET SHOP OWNERS TO POST THIS INFORMATION. WHY WOULD IT NOT BE IN THE PUBLIC INTEREST AS A PROSPECTIVE PET OWNER TO KNOW WHERE MY PETS CAME FROM? WHY WOULD WE NOT WANT TO FACILITATE THE SHARING OF THIS INFORMATION?

>> MR. MAYOR, THERE IS NOTHING -- THERE ARE NO LEGAL IMPEDESTRIANMENTS TO MAKING THIS REQUIREMENT.

>> Mayor Jim Watson: OKAY. SO WHEN I SUGGEST THAT BREEDER INFORMATION BE PUBLICALLY AVAILABLE, I'M NOT SUGGESTING WE POST THE HOME ADDRESS OF THE BREEDER. BUT I THINK IT'S FAIR THAT AT LEAST THE NAMES OF THE BREEDERS, WHETHER IT'S A CORPORATION, OR, YOU KNOW, A LEGAL NAME OF THE COMPANY BE POSTED AND MADE AVAILABLE. EITHER ON DEMAND OR AT LEAST PUBLICALLY POSTED. AND SO I WOULD LIKE TO SEEK SOME WORDING FOR A POTENTIAL MOTION HERE. I'M QUITE INTERESTED IN THIS. SO I DON'T KNOW IF WE TAKE A PAUSE AND WORK ON SOME WORDING. OR MOVE ON TO THE NEXT SPEAKER. THIS IS SOMETHING I WOULD LIKE TO PURSUE.

>> MR. MAYOR, I'LL HAVE STAFF WORK ON THE COUNCILLOR'S MOTION RIGHT NOW.

>> Mayor Jim Watson: THANK YOU. ARE YOU?

>> YEP. [Speaking French]

>> (Voice of Interpreter): THANK YOU, MR. MAYOR. (End of translation)

>> BECAUSE THE REPORT WAS AMENDED TO ADD AND THE CHANGES TO THE CERTIFICATATION AND BEFORE THE PURCHASE, THE CERTIFICATE BEFORE PURCHASE SHOULD HAVE BEEN MADE AVAILABLE. I THINK THE OTHER POINT THAT'S PART OF THE REPORT IS THE 48 HOURS. THAT'S WHAT I WAS LOOKING TO CLARIFY. I WONDER -- THAT WAS THE DISCUSSION THAT WE HAD AT COMMITTEE ON IMPULSE PURCHASES. AND I WONDER HOW THAT WILL BE INTERPRETED AS PART OF THE REGULATION. IF SOMEONE WANTS TO BUY A PET, THE STORE WILL WITHHOLD FOR 48 HOURS? OR IS IT YOU CAN BUY THE PET RIGHT AWAY AND YOU HAVE UP TO 48 HOURS TO RETURN THE PET. I'D LIKE CLARIFICATION ON THAT.

>> MR. MAYOR, IN OUR DISCUSSIONS WITH THE PET SHOPS WHO DO CURRENTLY SELL PETS IN THE CITY OF OTTAWA, THEY INDICATED THAT THAT IS PART OF THEIR REGULAR POLICY, THAT'S HOW THEY DO BUSINESS. TYPICALLY INDICATE THAT INDIVIDUALS COMING IN TO

PURCHASE A PET WILL HAVE COME IN ON A VARIETY OF OCCASIONS BEFORE. AND INDICATED THEY ARE WILLING TO -- AND THEY DO THAT CURRENTLY IF SOMEBODY DOES AN IMPULSE BUY AND BRINGS IT BACK. WE CERTAINLY GOING FORWARD, WE LICENCE THESE PET SHOPS, IF WE HAVE A CONCERN REGARDING THAT PRACTICE, WE CAN ALWAYS COME BACK AND LOOK FOR AMENDMENTS TO THE BYLAW. WE CAN ALSO GO BEFORE THE LICENCING COMMITTEE AND LOOK FOR CONDITIONS ON A PET SHOP IF WE THINK THERE'S PROBLEMS ASSOCIATED WITH THAT. AND THEY AREN'T NECESSARILY BEING ABOVE BOARD IN TERMS OF ENSURING PEOPLE DON'T BUY THESE PETS AND CAN'T BRING THEM BACK BECAUSE THEY DIDN'T WANT THEM.

>> SO I'M NOT CLEAR. SO ARE WE REQUIRING THAT AS PART LICENCING?

>> NO, WE AREN'T AT THIS POINT.

>> I THOUGHT IT WAS CLEAR THE TWO ITEMS, THE CERTIFICATATION OF THE PET BEFORE PURCHASE, AND THE RETURN POLICY WOULD BE AMENDMENTS TO OUR LICENCE REQUIREMENTS.

>> THAT WASN'T THE DIRECTION WE HAD UNDERSTOOD. WE WERE ASKED TO LOOK AT IT. AND WE DID PROVIDE CLARIFICATION IN TERMS OF OUR RECOMMENDATIONS. IF ITS THE DIRECTION OF COMMITTEE TO COUNCIL WANTING US TO DO THAT, I COULD ASK FOR FURTHER COMMENT FROM LEGAL IN TERMS OF OUR ABILITY TO DO THAT. AT THIS POINT WE ARE NOT RECOMMENDING IT. WE CERTAINLY CAN COME BACK AND SPEAK TO IT. AND WE CAN COME BACK AS I INDICATED THROUGH LICENCING COMMITTEE TO PUT THAT CONDITION ON, IF WE FEEL THERE'S A PROBLEM WITH THAT.

>> I'LL CERTAINLY SPEAK TO THE CHAIR. I'M GETTING FRUSTRATED WITH COMMITTEE'S WORK ON DIRECTION TO STAFF AND NOT BEING REFLECTED IN FINAL REPORTS. WHAT'S THE USE OF HAVING THESE DIRECTION TO STAFF, AND GET TO FINAL COUNCIL AND THEN WE REIGNITE ALL THE DISCUSSIONS. WE HAD LONG HOURS, WE AGREED TO THE REPORT WITH TWO AMENDMENTS. BEING ABLE TO SEE THE CERTIFICATION. AND GOES AGAINST THE PUPPY MILLS. AND HAVING A CLEAR UNDERSTANDING OF THE RETURN POLICY. WHICH I THINK EVERYONE AS A CONSUMER SHOULD HAVE THE RIGHT. SO I DO NOT UNDERSTAND WHY THAT'S NOT REFLECTED IN THE FINAL REPORT.

>> Mayor Jim Watson: OKAY. THANK YOU. COUNCILLOR NUSSBAUM.

>> THANK YOU. A QUICK QUESTION OF STAFF. I NOTED IN THE STAFF REPORT THAT THE FOLLOWING LINE WAS CONTAINED. STAFF SAY, ADDITIONALLY EXCLUDEING THE INSPECTED ESTABLISHMENT OPTION WOULD LIKELY DRIVE THE OPERATIONS CURRENTLY ACCESSED BY THE THREE PET SHOP TO OTHER UNREGULATED VENUE, WHICH IS ONLINE. AND THEN THE COMMITTEE PROVIDED DIRECTION TO STAFF THAT STAFF WORK WITH LEGAL SERVICES TO DETERMINE WHAT IF ANY AUTHORITY THE CITY MAY HAVE IN TERMS OF REGULATING ONLINE SERVICES. IN THE TIME THAT'S ELAPSED BETWEEN THE COMMITTEE AND COUNCIL, WOULD LEGAL STAFF BE ABLE TO GIVE US ANY INDICATION, AT THIS STAGE, AND I KNOW IT'S EARLY, IS IT YOUR ASSUMPTION THAT THERE WOULD BE THE LEGAL AUTHORITY TO LOOK AT OPTIONS TO REGULATE ONLINE SALES OF CATS AND DOGS? BECAUSE THE CONCERN THAT I HAVE IS IF WE'RE GOING TO GO WITH THE AMENDED REPORT FROM THE COMMITTEE, WHICH GIVES THESE THREE STORES FIVE YEARS, IT WOULD BE GOOD TO KNOW WHETHER OR NOT AFTER THAT PERIOD WE'LL BE IN A POSITION TO HAVE SOME REGULATORY CONTROL OVER THE ONLINE SALES. IF WE DON'T, OF COURSE, THERE'S THE RISK, AS STAFF SAY, OF DRIVING THIS TYPE OF OPERATION TO MORE UNREGULATED AND UNSAVORY VENUES. THANK YOU.

>> MR. MAYOR, IN RESPONSE, I CAN CONFIRM THAT LEGAL STAFF WILL PROVIDE THE INFORMATION. I BELIEVE THE CHIEF DID CIRCULATE HIS MEMO THAT THE CITY HAS THE CURRENT AUTHORITY OF THE MUNICIPAL ACT TO REGULATE THE SALE OF CATS AND DOGS ON AN ONLINE APPROACH. AND OTHER MUNICIPALITIES HAVE UNDER TAKEN TO DO SO IN ONTARIO.

>> EXCELLENT.

>> Mayor Jim Watson: THANK YOU. COUNCILLOR DEANS, PLEASE.

>> THANK YOU. JUST WANT TO BE CLEAR JUST TO FOLLOW-UP ON COUNCILLOR FLEURY'S QUESTIONS. IS THE MUNICIPALITY ABLE TO MANDATE THAT THE PET STORES MUST PROVIDE A CERTIFICATE OF THE SOURCE OF THAT ANIMAL WHEN THE ANIMAL IS BEING SOLD?

>> YES, MR. MAYOR. THE MUNICIPAL MAYOR COULD MAKE THAT A CONDITION OF HAVING THE LICENCE.

>> OKAY. AND THEN IS THE MUNICIPALITY ABLE ALSO TO MANDATE A 48-HOUR RETURN POLICY TO GET AWAY FROM THAT IMPULSE BUYING THAT PEOPLE ARE CONCERNED ABOUT?

>> YES, MR. MAYOR.



>> THANK YOU. THOSE ARE ALL MY QUESTIONS.

>> Mayor Jim Watson: OKAY. COUNCILLOR BLAIS, PLEASE.

>> THANK YOU, MR. MAYOR. HOW IS IT THAT WE SUPPOSE TO TRY TO REGULATE THE SALE ONLINE?

>> MR. MAYOR, AS PART OF OUR LICENCING POWERS, WE ARE ABLE TO REGULATE AND ENFORCE ONLINE ASPECTS OF A LICENCED BUSINESS. THERE'S NO IMPEDMENT TO DOING THAT.

>> IF THE BUSINESS IS IN OTTAWA AND ONLINE, WE CAN REGULATE THAT. IF THEY ARE LOCATED ANYWHERE NEAR HERE, SELLING ONLINE INTO OTTAWA, CAN WE REGULATE THAT?

>> THAT'S CORRECT. IF THE LICENCED BUSINESS IS BEING CONDUCTED IN THE JURISDICTION, IT FALLS UNDER OUR LICENCING POWER.

>> WHAT IF THE BUSINESS IS BEING CONDUCTED IN A NEIGHBOURING CONDITION? THERE HAPPENS TO BE AN AD SEEN ONLINE SEEN BY SOMEONE IN OUR JURISDICTION. I'M TRYING TO FIGURE OUT HOW WE REGULATE THE INTERNET. BIGGER AND MORE IMPRESSIVE THAN OURS HAVEN'T FIGURED OUT HOW TO DO IT. IF AN OWNER IN ROCKLAND WANTS TO SELL DOGS OR CATS ONLINE. AND THOSE DOGS AND CATS ARE LOCATED IN ROCKLAND AND THE EXCHANGE OF FUNDS WILL HAPPEN IN ROCKLAND. AND THE ONLY ACTIVITY THAT IS HAPPENING IS THE AD WAS SEEN ON FACEBOOK OR KIJJI OR ANY OTHER THING BY SOMEONE WHO HAPPENS TO LIVE IN OTTAWA, HOW DO WE REGULATE THAT? IS IT BASED ON WHERE THE SERVER IS LOCATED? WHAT ARE WE TALKING ABOUT?

>> PERHAPS, MR. MAYOR, I CAN PROVIDE FURTHER CLARIFICATION. WE CAN DEAL WITH ANY ACTIVITY THAT OCCURS IN THE CITY OF OTTAWA THAT WOULD BE IN VIOLATION OF OUR BYLAW. TO YOUR POINT, AND THE EXAMPLE WHERE IF A SALE TAKES PLACE OUTSIDE THE CITY, IT WOULDN'T HAPPEN. WE HAPPEN FOR ENFORCEMENT PURPOSES USE ALL THE TIME TO IDENTIFY ILLEGAL ACTIVITY IN THE CITY OF OTTAWA. WE WOULD ONLY BE ABLE TO DEAL WITH ANY ACTIVITY THAT OCCURRED FROM WITHIN.

>> THANK YOU VERY MUCH.

>> Mayor Jim Watson: GREAT. THANK YOU. WE HAVE ANOTHER MOTION BY COUNCILLOR BROCKINGTON. IF YOU WOULD LIKE TO INTRODUCE IT, SECONDED BY COUNCILLOR LEIPER.

>> THANK YOU. BASED ON EARLIER DISCUSSION, I'D LIKE TO MOVE THAT LICENCED PET SHOPS BE REQUIRED TO PUBLICALLY DISCLOSE THE NAME OF THE BREEDING ESTABLISHMENTS FROM WHICH THEIR CATS AND DOGS ARE SOURCED WITHOUT DISCLOSING PERSONAL INFORMATION.

>> Mayor Jim Watson: JUST ON CLARIFICATION, THE PERSONAL INFORMATION WOULD BE THE ADDRESS AND -- I'M NOT SURE IF THE BREEDER IS A PERSON, YOU ARE NOT GOING TO GIVE THEIR NAME. WHAT WOULD YOU BE PROVIDING?

>> PERHAPS STAFF CAN DEFINE THAT.

>> GENERALLY, MR. MAYOR, YOU ARE CORRECT. SOMETHING LIKE SOMEONE'S PERSONAL HOME ADDRESS, AND THAT TYPE OF INFORMATION, AS WE INDICATED EARLIER, IF YOUR BUSINESS IS JOHN SMITH BREEDING COMPANY, THAT'S PUBLIC INFORMATION. BUT WE WILL BE GOING ON A CASE BY CASE BASIS TO ENSURE THEY ARE ADHERING TO THE LAW.

>> Mayor Jim Watson: COUNCILLOR FLEURY.

>> I DID WRITE THE MOTION. I DON'T HAVE THE WHERE AS. I CAN READ THE THEREFORE BE IT RESOLVED. THAT WE AMEND THE REPORT REQUIRING PET SHOPS SO PROVIDE CERTIFICATE OF BREEDER AHEAD OF PURCHASE. AND PROVIDE TO PROTECT CONSUMERS AGAINST THE ISSUE OF IMPULSE BUYING FOR EVERY PURCHASE TO ALLOW 48 HOURS WORKING DAYS RETURN POLICY. THIS REFLECTS WHAT WE TALKED AT COMMITTEE AND UNFORTUNATELY WASN'T TIED INTO THE REQUIREMENTS FOR THE NEW CITY AMENDED LICENCE.

>> Mayor Jim Watson: OKAY. WE'LL GET THAT TYPED UP AND PUT ON THE SCREEN. THANK YOU. COUNCILLOR CHIARELLI, PLEASE.

>> I WANTED CLARIFICATION ON THE BROCKINGTON MOTION, WHETHER HE'S PROPOSING THE BREEDER BE DISCLOSED TO EVERYBODY OR JUST THE PURCHASER. >>>> Mayor Jim Watson: COUNCILLOR BROCKINGTON?

>> THE INTENT WOULD BE THE INFORMATION BE PUBLICALLY POSTED IN THE SHOP FOR ANY PERSON TO VIEW OR SEE. YOU WOULD NOT HAVE TO INTEND TO PURCHASE TO GET THE INFORMATION. IT WOULD BE POSTED FOR PEOPLE TO SEE.

>> Mayor Jim Watson: YEAH. I THINK THE CHALLENGE WITH THIS, AND THIS IS ONE OF THE CHALLENGES OF MAKING THESE KINDS OF MOTIONS AT COUNCIL INSTEAD OF COMMITTEE, IS THERE IS A PRIVACY ISSUE, FIRST AND

FOREMOST. MY UNDERSTANDING FROM SOME OF THE PET SHOP OWNERS, THERE'S A CONCERN ABOUT VIGIL ANTIISM FROM GOING TO THESE BREEDERS. IF IT'S A ONE INDIVIDUAL WHO HAPPENS TO BREED GOLDEN LABS, THE PRIVACY RULES WOULD NOT ALLOW US TO GIVE THE NAME OR ADDRESS. I'M NOT SURE WHAT YOU ARE LEFT WITH. I WOULD ENCOURAGE PEOPLE NOT TO VOTE FOR THIS MOTION. THAT'S COUNCIL'S DECISION. COUNCILLOR MOFFATT, PLEASE.

>> I AGREE WITH WHAT THE MAYOR SAID. YOU ARE CREATING A ONE SPECIFIC POLICY FOR ONE BUSINESS. YOU DON'T GO INTO WAL-MART AND FIND OUT WHERE DO YOU GET YOUR PRODUCTS FROM? IF EVERY SINGLE BUSINESS HAS TO PROVIDE INFORMATION ON WHERE THEIR SOURCE COMES FROM, I'LL GO STRAIGHT TO THE SOURCE. WHAT'S THE POINT OF HAVING STORES? MAKES NO SENSE. YOU DON'T PRODUCE THE INFORMATION OF WHERE YOU BUY YOUR PRODUCT FROM. NO STORE DOES THAT. I DON'T KNOW IF ANY STORE DOES THAT. I USED TO WORK AT GOLF TOWN. WE DON'T HIGHLIGHT THE SALE WE SPEND. YOU CAN BUY IT FROM US FOR THIS AMOUNT, BUT YOU CAN GO THERE AND GET IT DIRECTLY FROM THERE. I REALIZE THAT'S THE GOAL HERE. THAT'S WHAT YOU'RE TRYING TO DO. YOU DON'T WANT THEM TO BUY IT AT A PET STORE, SO YOU ARE MAKING IT DIFFICULT FOR PET STORES TO OPERATE. THIS IS A RIDICULOUS MOTION. AND IT ACHIEVES NOTHING.

>> Mayor Jim Watson: WELL, THE OTHER THING IS IF YOU SEE THE BREEDERS, YOU WILL GO TO THE GOLDEN LAB AND THERE GOES THE SALE OF THE STORE. COUNCILLOR LEIPER?

>> THANK YOU, MR. MAYOR. I WOULD JUST LIKE TO POINT OUT THERE IS A SIGNIFICANT AMOUNT OF CONSUMER INFORMATION THAT'S PROVIDED AT THE RETAIL POINT OF SALE WITH PRODUCTS RIGHT ACROSS THE SPECTRUM. THERE ARE REGULATIONS THAT ENFORCE THE DISCLOSURE OF WHERE A PRODUCT IS MADE. CERTAINLY WE ALWAYS HAVE THE BRAND OF THE PRODUCT. THERE'S ANY AMOUNT OF INFORMATION THAT CONSUMERS CAN USE IN MAKING CHOICES. AND WE SEE CONSUMERS OFTEN MAKING CHOICES ABOUT WHAT TO PURCHASE BASED ON THEIR OWN VALUES AND BASED ON THE INFORMATION THAT IS PROVIDED TO THE CONSUMERS. MUCH OF IT DRIVEN BY REGULATION. I WOULD LIKE TO ASK, AGAIN, I'M HEARING A COUPLE OF DIFFERENT STORIES, MR. MAYOR, YOU HAVE ASSERTED THAT THE LINE BETWEEN PERSONAL AND PRIVATE SEEMS BLURRY. MAY I JUST ASK LEGAL COUNSEL AGAIN TO CLARIFY. AT WHAT POINT DOES PERSONAL INFORMATION BECOME MORE PUBLIC INFORMATION?

>> MR. MAYOR, THE IDENTITY OF A COMMERCIAL ENTITY IS PUBLIC INFORMATION.

>> MANY OF THE BREEDERS WHO ARE GOING TO BE SELLING PRODUCT ON A WHOLESALE BASIS TO RETAIL SHOPS ARE INCORPORATED, PAYING TAXES UNDER A CORPORATION. AND THAT INFORMATION IS VERY PUBLIC.

>> THAT'S CORRECT, MR. MAYOR.

>> THANK YOU.

>> Mayor Jim Watson: COUNCILLOR MCKENNEY, PLEASE.

>> THANK YOU, MR. MAYOR. I WILL BE SUPPORTING COUNCIL BROCKINGTON'S -- SORRY -- MOTION. YEAH. WE MAY NOT KNOW WHERE GOLF BALLS COME FROM, WE'RE TALKING ABOUT LIVING ANIMALS. AND I WOULD ACTUALLY DISPUTE THAT. WE WOULD KNOW WHERE THE GOLF BALLS COME FROM. THEY ARE ALL PACKAGED AND WE COULD QUITE EASILY TRACK DOWN THE SOURCE. ANYBODY CAN GO TO A BREEDER AND BY PASS A STORE. THEY DO IT ALL THE TIME. WE HEARD FROM THE CANADIAN KENNEL SOCIETY, OTTAWA KENNEL SOCIETY. THEY HAVE BREEDERS. THEY ACTUALLY WILL NOT PUT THEIR ANIMALS FOR SALE IN PET SHOPS. BUT THEY HAVE BREEDERS. THEY ARE WELL ADVERTISED. YOU CAN GO TO THE BREEDERS TODAY IF YOU WANT YOUR GOLDEN RETRIEVER PUPPY OR WHATEVER IT IS THAT YOU'RE LOOKING FOR. SO THIS IS NOT ABOUT BY PASSING A STORE. THIS IS ABOUT HAVING INFORMATION AVAILABLE ON LIVE ANIMALS, PUPPIES AND KITTENS, THAT QUITE FRANKLY ARE MORE VULNERABLE TO ANY TYPE OF ABUSE OR MISUSE THAN SWEATERS OR GOLF BALLS OR ANY OTHER TYPE OF PRODUCT. THANK YOU.

>> Mayor Jim Watson: THANK YOU, COUNCILLOR MCKENNEY. SO WE HAVE TWO MOTIONS. AND THE MAIN REPORT. THE FIRST IS FROM COUNCILLOR BROCKINGTON SECONDED BY COUNCILLOR LEIPER. LICENCE PET SHOPS REPORT THE BREEDING ESTABLISHMENT WITHOUT DISCLOSING PERSONAL INFORMATION. OKAY. YEA'S AND NAYS ON THIS, PLEASE. BROCKINGTON, LEIPER MOTION.

>> COUNCILLOR BROCKINGTON?

>> YES.

>> COUNCILLOR TIERNEY?

>> NO.

>> COUNCILLOR MOFFATT?

>> NO.

>> COUNCILLOR QADRI?

>> YES.

>> COUNCILLOR LEIPER?

>> YES.

>> COUNCILLOR?

>> NO.

>> COUNCILLOR TAYLOR?

>> NO.

>> COUNCILLOR MITIC?

>> NO.

>> COUNCILLOR WILKINSON?

>> NO.

>> COUNCILLOR DEANS?

>> NO.

>> COUNCILLOR CLOUTIER?

>> OUI.

>> COUNCILLOR BLAIS?

>> NO.

>> COUNCILLOR MCKENNEY?

>> YES.

>> COUNCILLOR?

>> NO.

>> COUNCILLOR HUBLEY?

>> NO.

>> COUNCILLOR CHIARELLI?

>> NO.

>> COUNCILLOR QAQISH?

>> NO.

>> COUNCILLOR?

>> NO.

>> COUNCILLOR CHERNUSHENKO?

>> YES.

>> COUNCILLOR NUSSBAUM?

>> NO.

>> COUNCILLOR?

>> NO.

>> MAYOR WATSON?

>> NO.

>> Mayor Jim Watson: THE NEXT MOTION IS FROM COUNCILLOR FLEURY. THAT COUNCIL AMEND THE REPORT PROVIDING PET SHOPS TO PROVIDE CERTIFICATES TO CLIENTS AHEAD OF PURCHASE AND REQUIRE AS PART OF A LICENCE TO PROTECT CONSUMERS AGAINST THE ISSUE OF IMPULSE BUYING TO REQUIRE 48-HOUR WORKING DAY RETURN POLICY.

>> POINT OF ORDER.

>> Mayor Jim Watson: POINT OF ORDER.

>> I ASKED COUNCILLOR FLEURY FOR A FRIENDLY AMENDMENT, WHICH HE HAS AGREED TO. BUT IT'S NOT REFLECTED IN THE REPORT. IT WOULD BE INSTEAD OF SAYING AHEAD OF PURCHASE, IT WOULD SAY AT THE TIME OF PURCHASE.

>> Mayor Jim Watson: SORRY, THAT IS WHERE ON THE SHEET?

>> CITY COUNCIL AMEND THE REPORT AMENDING PET SHOPS TO -- AT THE TIME OF PURCHASE.

>> Mayor Jim Watson: OKAY. INSTEAD OF THE WORD "AHEAD." THAT'S A FRIENDLY AMENDMENT, COUNCILLOR FLEURY? OKAY. COUNCILLOR LEIPER, DO YOU WISH TO SPEAK ON THIS MOTION?

>> I HAVE A QUESTION OF STAFF. I WANT TO MAKE SURE I UNDERSTAND THE JURISDICTIONAL ISSUES. DOES THE MUNICIPALITY HAVE THE ABILITY TO ENACT THIS REGULATION?

>> YES, MR. MAYOR. AS PART OF ITS LICENCING POWERS.

>> THANK YOU.

>> Mayor Jim Watson: MR. MCKENNEY, PLEASE.

>> Mayor Jim Watson: COUNCILLOR MCKENNEY, PLEASE.

>> WHEN WE SAY AT THE POINT OF SALE, THAT WOULD HAPPEN BEFORE THEY EXCHANGED MONEY SO THAT -- BECAUSE WHAT WE HEARD AT THE COMMUNITY WAS YOU WILL GET ALL OF THAT ONCE YOU PAID FOR THE ANIMAL AND YOU ARE ON YOUR WAY OUT. AFTER THE PURCHASE. SO I JUST WANT CLARIFICATION THAT THIS WILL HAPPEN AT THE POINT OF PURCHASE BUT BEFORE YOU ACTUALLY PAY YOUR MONEY AND CAN CHANGE YOUR MIND, IF IN FACT, YOU FIND THAT IT'S NOT A SUITABLE BREEDER, OR YOU DON'T HAVE THE INFORMATION THAT YOU WOULD HAVE NEEDED TO MAKE THAT DECISION TO PURCHASE.

>> YES, MR. MAYOR.

>> Mayor Jim Watson: SO MR. JONES, FROM YOUR PERSPECTIVE IS THIS DOABLE AND WORKABLE, THIS PARTICULAR TWO SUGGESTIONS THAT COUNCILLOR FLEURY HAS BROUGHT FORWARD?

>> MR. MAYOR, YES, IT IS.

>> Mayor Jim Watson: OKAY. SO COUNCILLOR EL-CHANTIRY, PLEASE?

>> THAT WAS MY QUESTION TO THE STAFF. BUT ALSO WHEN WE ARE MAKING THOSE BYLAW HERE AND POLICY CHANGES, DO WE HAVE ABILITY TO ENFORCE THOSE, OR ARE WE JUST SAYING YES JUST TO MAKE THE COUNCILLORS HAPPY, BUT AS ENFORCEMENT WE HAVE ZERO ENFORCEMENT OR KNOWLEDGE ABOUT THE ENFORCEMENT?

>> MR. MAYOR, WE WORK WITH THE PET SHOPS. THERE'S THREE INVOLVED HERE. WE'LL WORK CLOSELY WITH THEM. AND CONFIDENT WE HAVE THE ABILITY TO ENFORCE.

>> OKAY, THANK YOU.

>> Mayor Jim Watson: THANKS COUNCILLOR EL-CHANTIRY. COUNCILLOR FLEURY, TO WRAP UP ON YOUR MOTION.

>> YES. SO THIS REALLY REFLECTS THE DISCUSSION AT COMMITTEE. AGAIN, I DON'T KNOW WHY IT WASN'T REFLECTED IN THE FINAL REPORT. THE IDEA IS THAT WE HEARD FROM THE HUMANE SOCIETY, THE MAJORITY OF ANIMALS WE RECEIVE IS FROM IMPULSE BUYING. WE WANT TO MAKE SURE WE FIX THE ISSUE BEFORE IT FALLS INTO THE HUMANE SOCIETY HANDS. AND IS SECOND IS HAVING ACCESS TO THE CERTIFICATE BEFORE YOU PURCHASE THE ANIMAL TO HAVE A BIT MORE INFORMATION. THANK YOU, MR. MAYOR.

>> Mayor Jim Watson: OKAY. SO ON THE AMENDMENT BY COUNCILLOR FLEURY, SECONDED BY COUNCILLOR MCKENNEY.

>> CARRIED.

>> Mayor Jim Watson: COUNCILLOR EGLI?

>> PROVIDE CERTIFICATES. IS THAT NOT KIND OF GENERAL? LIKE, CERTIFICATE PERTAINING TO WHAT? I UNDERSTAND IT SAYS CERTIFICATE. I'M NOT SURE WHAT THAT MEANS.

>> Mayor Jim Watson: SO DO WE HAVE, MS. JONES, DO YOU UNDERSTAND WHAT PROVIDING A CERTIFICATE WOULD BE?

>> CERTIFICATES, MR. MAYOR, IS TO VERIFY WHO THE BREEDER IS AND WHERE THE PET CAME FROM. THAT'S WHAT WE WILL BE WORKING WITH. WHEN YOU PURCHASE A DOG THROUGH THE CANADIAN KENNEL CLUB, YOU GET A CERTIFICATE. THAT'S THE INTENT OF THE REGULATION GOING FORWARD.

>> Mayor Jim Watson: THAT'S YOUR INTENT, COUNCILLOR FLEURY? OKAY. COUNCILLOR QAQISH?

>> I HAD A QUICK QUESTION TO STAFF. FROM WHAT I RECALL, THE BUSINESSES INDICATED THAT THEY ALREADY INDICATE -- I'M NOT SURE WHAT WE ARE TRYING TO DO WITH THIS MOTION. IS THAT NOT CORRECT. THEY PROVIDE THAT ALREADY.



>> THAT IS OUR UNDERSTANDING, MR. MAYOR.

>> OKAY. SO I DON'T SEE -- THIS IS A REDUNDANT MOTION.

>> JUST COMING BACK TO THAT POINT. IN THIS PARTICULAR CASE, IF WE ARE CHANGING THAT POLICY THAT WAS APPROVED BY COMMITTEE, CAN WE OR ARE WE ALLOWED TO DO THAT AND PUT SOMETHING IN THAT THE PUBLIC DIDN'T HAVE -- WHEN THEY COULD HAVE DONE THAT AT COMMITTEE. WHY ARE WE DOING THIS THIS MORNING RATHER THAN WHAT THE COMMITTEE RECOMMENDATION WAS?

>> MR. MAYOR, WITH REGARDS TO THE PROVINCE -- CONSULTATION TOOK PLACE. AND THE PUBLIC MEETING, THE MEMBER IS CORRECT. THAT BEING SAID, THERE IS OFTEN CHANGES OF COMMITTEE REPORTS AT COUNCIL. AND WHILE YES, COUNCIL HAS ALWAYS SUBJECT TO A CHALLENGE IN COURT WITH REGARDS TO ANY OF ITS BYLAW ACTIONS, I WOULD SUGGEST IT WOULD BE SMALL RISK IN THIS CASE. [Please stand by] WHY ARE WE GOING TO HAVE A 1 MOTION; WHAT IS THE IMPACT OF THE MOTION.

>> FORMALIZE PRACTICE? PRESUMABLY FOR ANY FUTURE SHOP, IT SOLVES.

>> SIR I WANT TO POINT OUT THAT AT COMMITTEE, WE HEARD CLEARLY FROM THE PET SHOPS THAT THEY PROVIDE THE INFORMATION AFTER THE POINT OF SALE, THEY WERE QUITE CLEAR ABOUT THAT. THIS IS ONLY ASKING THAT IT BE DONE AT THE POINT OF SALE SO IT ISN'T REALLY REDUNDANT. IT MEANS THAT SOMEONE WILL GET THE INFORMATION AS THEY'RE PURCHASING THE PET NOT AFTER.

>> OKAY SO WE'VE BEEN -- YAYS AND NAYS HAVE BEEN CALLED ON THE MOTION.

>> COUNCILLOR BROCKINGTON.

>> YES.

>> COUNCILLOR TIERNEY.

>> YES.

>> COUNCILLOR MOFFITT.

>> NO.

>> COUNCILLOR QADRI.

>> NO.

>> COUNCILLOR LEIPER.

>> YES.

>> COUNCILLOR EGLI.

>> YES.

>> COUNCILLOR TAYLOR.

>> YES.

>> COUNCILLOR MITIC.

>> YES.

>> COUNCILLOR WILKINSON.

>> YES.

>> COWANS COUNCILLOR BLAIS.

>> NO.

>> COUNCILLOR McKENNEY.

>> YES.

>> COUNCILLOR (INAUDIBLE).

>> NO.

>> COUNCILOR (INAUDIBLE)

>> YES.

>> COUNCILLOR QAQISH.

>> NO.

>> NO.

>> COUNCILLOR HARDER.

2

>> NO.

>> COUNCILLOR CHERNUSHENKO.

>> NO.

>> COUNCILLOR NUSSBAUM.

>> YES.

>> COUNCILLOR EL-CHANTIRY.

>> YES. SO ON THE MAIN REPORT AS AMENDED. CARRIED. ANY DISSENTS ON THE MAIN REPORT. COUNCILLOR MOFFITT AND GIROUX. CHIARELLI. QADRI AND BLAIS. YAYS AND NAYS, ON THE MAIN REPORT.

>> COUNCILLOR BROCKINGTON.

>> YES. (VOTE TAKEN)

>> 12 YAS, 3 NAYS.

>> ALL RIGHT, THANK YOU VERY MUCH. OUR NEXT ITEM; COMMUNITY AND PROTECTIVE SERVICE COMMITTEE REPORT NUMBER 12, (SPEAKING FRENCH) REGULATING VEHICLES FOR THE CITY OF OTTAWA. PRIVATE TRANSPORTATION COMPANIES I HAVE A NUMBER OF MOTIONS I'D ASK AT THIS TIME IF ANYONE HAS ANOTHER MOTION ON THIS ITEM IF THEY COULD PLEASE PRESENT IT TO THE DEPUTY CLERK SO WE CAN HAVE IT CIRCULATED. SO THAT PEOPLE HAVE A CHANCE TO READ IT AND STAFF HAVE AN OPPORTUNITY TO COMMENT ON IT. AS I SAID WE HAVE A NUMBER OF MOTIONS, SO WE'LL GO THROUGH THOSE AS WE RECEIVE THEM BUT I'D ASK COUNCILLOR DEANS WHO IS THE CHAIR, WHOSE COMMITTEE HAS WORKED VERY VERY HARD AND HAD LONG MEETINGS LAST WEEK TO DEAL WITH THIS, AND I THANK HER AND THE COMMITTEE MEMBERS AND I KNOW MOST MEMBERS OF COUNCIL AT SOME POINT DURING THAT 18-HOUR PERIOD WERE AT THE TABLE AS WELL SO WE

HAD A LOT OF QUESTIONS ASKED AND 3 I'D TURN IT OVER FOR OPENING INTRODUCTORY REMARKS BY COUNCILLOR DEANS AND WE WILL GO MOTION BY MOTION.

>> THANK YOU VERY MUCH Mr. MAYOR.

>> Mayor Jim Watson: POINT OF CLARIFICATION.

>> HOW WERE YOU PLANNING TO DEAL WITH THEM. HOW --

>> Mayor Jim Watson: AS THEY WERE RECEIVED AND WE'LL DEAL WITH THEM ONE AT A TIME.

>> AND MY QUESTION TO LEGAL ISN'T THE MOTION FROM WITHIN THAT OF COURSE SHOULD ARISE FIRST. MOTION FROM WITHIN THE REPORT SHOULDN'T THAT COME FIRST?

>> Mayor Jim Watson: WE HAVE THE MAIN REPORT BEFORE US. BUT WE ALSO HAVE A NUMBER OF MOTIONS TO AMEND IT WE HAVE TO DEAL WITH THE AMENDMENTS BEFORE WE DEAL WITH THE MAIN REPORT.

>> OKAY.

>> Mayor Jim Watson: THANK YOU. COUNCILLOR DEANS.

>> THANK YOU, Mr. MAYOR. THE COMMUNITY AND PROTECTIVE SERVICES COMMITTEE MET LAST THURSDAY AND FRIDAY APRIL 7 AND 8th TO CONSIDER THE STAFF PROPOSALS RECORDING THE VEHICLE FOR HIRE BYLAWS I WOULD LIKE TO EXPRESS MY SINCERE GRATITUDE TO ALL OF THOSE WHO PARTICIPATED. ALL MEMBERS OF COUNCIL WERE INVITED TO ATTEND AND ENGAGE IN THE DEBATE AND MANY JOINED US TO LISTEN TO THE PUBLIC AND TO CONTRIBUTE TO THE RECOMMENDATION. I WOULD LIKE TO THANK VICE CHAIR BROCKINGTON WHO AGREED TO PUT ALL MOTIONS ON THE FLOOR OF THE COMMITTEE FOR THOSE MEMBERS OF

COUNCIL WHO ARE NOT COMMITTEE  
4 MEMBERS. AFTER HEARING FROM MANY STAKEHOLDERS AND MEMBERS OF THE PUBLIC OVER THE SPAN OF 18 HOURS, THE COMMITTEE IS PRESENTING TO COUNCIL A COMPREHENSIVE PACKAGE THAT WILL REFORM AND MODERNIZE THE VEHICLE FOR HIRE BYLAWS IN THE CITY OF OTTAWA. I WANT TO TAKE THIS OPPORTUNITY TO OFFER A FEW OBSERVATIONS. THE CITY OF OTTAWA IS RESPONDING TO THE PUBLIC STRONG DESIRE AND DEMAND FOR CHANGE IN THE VEHICLE FOR HIRE INDUSTRY. WE HAVE HEARD FROM MORE THAN 6,000 RESIDENTS THROUGH A WIDE SPREAD PUBLIC CONSULTATION AND THE MESSAGE IS CLEAR, CHANGE, REFORM, MODERNIZE, INNOVATE AND ALLOW COMPETITION. ALTHOUGH THERE ARE THOSE IN THE INDUSTRY THAT BELIEVE THE SKY IS FALLING, THERE IS REALLY NOTHING TO SUGGEST THAT THAT IS TRUE. I WOULD LIKE TO EMPHASIZE THAT THIS REPORT IS ABOUT ALLOWING COMPETITION IN THE INDUSTRY BUT ALSO ABOUT ENSURING THAT EVERYONE CAN THRIVE. WE'RE NOT PICKING SIDES, WE'RE SIMPLY TAKING THE HANDCUFFS OFF THE TAXI INDUSTRY TO ALLOW THEM TO MODERNIZE AND REMAIN COMPETITIVE IN OUR FAST-CHANGING ENVIRONMENT. Mr. MAYOR, ONE OF THE MORE CONTENTIOUS ISSUES AT THE COMMITTEE WAS AROUND REQUIRING CAMERAS IN PTC VEHICLES. COUNCILLORS BROCKINGTON AND HARDER WILL REPORT BACK

FROM THIS ISSUE AFTER ONE YEAR OF OPERATION. I THINK BE BROCKINGTON HARDER MOTION IS A REASONABLE PATH AFFORD. A YEAR WILL ALLOW SUFFICIENT

EMPIRICAL DATA TO DEMONSTRATE IF 5 ANY  
LEGITIMATE SAFETY CONCERNS HAVE ARISEN. I WANT TO TALK ABOUT WHAT THIS REPORT DOES FOR THE TRADITIONAL TAXI INDUSTRIES THAT PTCs CAN NOT DO. TAXIS WILL CONTINUE TO BE THE SOLE SOURCE OF BUSINESSES FOR A NUMBER OF DEMOGRAPHICS INCLUDING THE LUCRATIVE \$9 MILLION ACCESSIBLE BUSINESS AND WILL HAVE EXCLUSIVE ACCESS TO STREET HAILS, TAXI STANDS, CASH TRANSACTIONS, AND THOSE WHO CALL FOR A CAB THAT OLD FASHIONED WAY BY TELEPHONE. WE PROPOSE END THE ACCESSIBLE DRIVER LICENSING FEES AND REDUCE THE STANDARD LICENSING FEES FROM \$170 TO \$96. PRESUMING THIS REPORT PASSES TODAY, PTCs WILL ONLY BE ABLE TO OFFER ARRANGED RIDES THROUGH AN APP. WE KNOW THAT THE CITY AS THE REGULATOR HAS NO DIRECT CONTROL OVER THE OPEN MARKET. THAT BEING SAID, PLATE VALUES MAY ADJUST TO THE NEW OPEN MARKET AVAILABLE AT LEAST IN THE SHORT TERM, BUT Mr. MAYOR, I BELIEVE THE DIRE PREDICTIONS OF DOOM AND GLOOM WILL NOT COME TO PASS. IN FACT, AS LONG AS ALL THAT EXCLUSIVE BUSINESS THAT I JUST MENTIONED REMAINS THE SOLE DOMAIN OF THE TAXI INDUSTRY, AND AS LONG AS COUNCIL LIMITS THE NUMBER OF PLATES ISSUED, THE TAXI BUSINESS WILL REMAIN LUCRATIVE. I TRULY BELIEVE THAT ALL OF THE CATEGORIES OF THE VEHICLE FOR HIRE INDUSTRY THAT STAFF HAVE RECOMMENDED CAN THRIVE AND EXIST TOGETHER IN OUR CITY. WE'VE HEARD FROM RESIDENT AFTER RESIDENT IN OUR CONSULTATIONS

THAT THE PUBLIC IS OVERWHELMINGLY IMPRESSED WITH PTCs, THE REPORTED CONVENIENCE, EASE OF USE, CUSTOMER SERVICE AND FEELING OF SAFETY FOR THEMSELF. MY FEELING IS THAT THE PUBLIC HAS SENT AN IMPORTANT MESSAGE TO THE TAXI INDUSTRY. CHANGE IS NECESSARY. MODERNIZE, INNOVATE AND COMPETE. RECOGNIZE THAT THIS RAPIDLY CHANGING WORLD WILL CONTINUE TO OFFER BOTH CHALLENGES AND OPPORTUNITIES. CARPE DIEM. TO PTCs WE WELCOME THE COMPETITION BUT EXPECT YOU TO OPERATE WITHIN OUR REGULATORY FRAMEWORK. WE INTEND TO ENFORCE THE PROVISIONS OF THE BYLAW AND WE EXPECT YOU TO BE IN FULL COMPLIANCE. TO THE PROVINCE I WOULD SAY IT'S TIME TO STEP UP AND GIVE MUNICIPALITIES THE ENFORCEMENT TOOLS WE NEED TO PROTECT THE PUBLIC AND ENSURE THAT THE WILL OF THE PUBLIC AND THE WILL OF COUNCIL CAN BE ENFORCE DOES. AND FINALLY, TO CITY STAFF,

OUR CONSULTANTS AND TO MY COUNCIL COLLEAGUES I WANT TO SAY A SINCERE THANK YOU FOR DEMONSTRATING THAT THE CITY OF OTTAWA IS TRULY AN INNOVATIVE CITY. THIS IS A LANDMARK PUBLIC POLICY DECISION. I, FOR ONE, AM PROUD TO BE A MEMBER OF A COUNCIL THAT IS BEING GIVEN A CHANCE TO BLAZE THE TRAIL FOR OTHERS WE'VE BEEN GIVEN THIS IMPORTANT OPPORTUNITY TO ADAPT TO THE 21 CENTURY WE MUST NOT WASTE IT. THANK YOU Mr. MAYOR.

>> Mayor Jim Watson: THANK YOU VERY MUCH COUNCILLOR DEANS.

COUNCILLOR EL-CHANTIRY WE'RE GOING TO THE MOTION AS WE RECEIVE THEM WAS THERE ANYTHING THAT YOUR MIKE IS ON NOW. DID YOU WANT.

>> MY TAKE IS ON I WOULD LIKE TO ASK MY COLLEAGUE ON THE COMMITTEE, I HAVE ASKED IF UBER WILL BE SUSPENDING OPERATIONS DURING THIS TIME OF -- WHERE THE BYLAW AND I HEARD MY COLLEAGUES TALKING ABOUT THEY WOULD RESPECT THE REGULATORY SO I WOULD LIKE TO KNOW BASED ON THE LETTER SHE SENT TO UBER ARE THEY GOING TO COMPLY AND SUSPEND OPERATION IN THESE PARTS?

>> Mayor Jim Watson: WHEN WE GET TO THE MAIN REPORT I'LL PUT YOU FIRST ON THE LIST BUT I THINK WE HAVE TO GO THROUGH THE MOTION AS WE RECEIVE THEM AS WE NORMALLY DO SO THANK YOU. SO THE FIRST AMENDMENT AND I HAVEN'T RECEIVED ANY OTHERS DO WE HAVE A -- WE HAVE A NUMBER OF THEM HERE THE FIRST IS FROM COUNCILLOR BROCKINGTON SECONDED BY COUNCILLOR HARDER. IF YOU WOULD LIKE TO INTRODUCE YOUR MOTION COUNCILLOR BROCKINGTON WE'LL INTRODUCE AND THEN WE WILL DEAL WITH THEM ONE AT A TIME.

>> THANK YOU, YOUR WORSHIP. CERTAINLY FOR THOSE WHO ATTENDED THE 18 HOURS WORTH OF COMMITTEE HEARINGS LAST WEEK, WILL KNOW THAT THE COMMITTEE THOUGHT LONG AND HARD ABOUT THE ENTIRE INDUSTRY AND THE CHANGES THAT WE WANTED TO MAKE TO THE INDUSTRY MOVING FORWARD. AND ONE OF THE MORE CONTENTIOUS ISSUES THAT WE AS A COMMITTEE WRESTLED WITH, WAS WHETHER OR NOT WE WOULD REGULATE AND IMPLEMENT AS A REQUIREMENT IN CAR CAMERAS IN OUR PRIVATE TRANSPORTATION COMPANIES OR FOR

THOSE CARS. AND I DON'T THINK THERE HAS BEEN AN ITEM OR AN ISSUE SINCE BEING ELECTED AS A CITY COUNCILOR THAT I HAVE STRUGGLED WITH TO THE SAME FREQUENCY AS I HAVE WITH THIS ONE. I DO SEE THE VALUE AND THE NECESSARYITY FOR HAVING CAMERAS INSIDE OF OUR TAXICABS AND I HAVE STRUGGLED WITH NO CAMERAS IN THE PRIVATE

TRANSPORTATION CARS I SEE THE VALUE AND THE SAFETY ASPECT THAT THERE IS WITH THESE CAMERAS, BUT I ALSO STUDIED AND LISTENED TO ALL OF THE REASONS WHY AND HOW RISK IS BEING MITIGATED WITH THOSE PRIVATE TRANSPORTATION COMPANIES. THERE ARE A LOT OF ASPECTS TO THIS MODE THAT DON'T EXIST THAT WE HAVE IN THE TRADITIONAL TAXIS AND I THINK WE HEARD TALK ABOUT NO STREET HAILING PARTICULARLY WITH THE APP YOU KNOW WHO THE DRIVER AND CUSTOMER ARE. SO THAT HELPS MITIGATE THOSE TYPES OF ASPECTS AS WELL. AND AT COMMITTEE I DID NOT VOTE TO PROCEED WITH THE CAMERA AND YET OVER THE WEEKEND THAT DIDN'T SIT WELL WITH ME. I REALLY STRUGGLED WITH THAT DECISION AND I STRUGGLED WITH WHETHER OR NOT I WOULD BE EXPOSING PATRONS TO PRIVATE TRANSPORTATION VEHICLES TO UNDUE RISK. AND I REFLECTED ON WHAT MY ROLE IS AS A COUNCILOR TO ENSURE THAT THAT RISK BE ADDRESSED. AND SO WITH THAT, Mr. MAYOR, I THOUGHT ABOUT AND ONE QUESTION I ASKED AT COMMITTEE I ASKED THE CITY SOLICITOR, I WANTED TO KNOW IF COUNCIL ENDORSED NO CAMERAS IN PRIVATE TRANSPORTATION VEHICLES, WHETHER OR NOT WE WOULD BE HANDCUFFING OUR ABILITY AT SOME POINT IN THE FUTURE TO REVISIT THIS ITEM. IF THERE WERE EVENTS THAT OCCUR WITHIN THOSE VEHICLES AND IN THE ABSENCE OF CAMERAS WHETHER THE CITY WOULD BE NOT JUST PUTTING ITSELF AT RISK BUT WHAT RISK WOULD WE BE PUTTING THE CITIZENS OF OTTAWA THE MOST IMPORTANT PEOPLE THAT WE SHOULD BE FOCUSING ON IN THIS DISCUSSION. AND THE ANSWER WAS NO THAT NEW INFORMATION CAME ABOUT, NEW DATA THAT COUNCIL CAN CERTAINLY REFLECT ON THAT AND MAKE DECISIONS GOING FORWARD. SO WHAT WE HAVE BEFORE US TODAY AND WHAT I'M TRYING TO STRIKE HERE AS A BALANCE BETWEEN THE NEED FOR PUBLIC SAFETY AND YET, THE INDEPENDENT CONSULTANT'S REPORT SAID THERE IS NO REQUIREMENT FOR CAMERAS. THAT A LOT OF THE AREAS WHERE RISK EXISTS WITH TAXIS DOES NOT EXIST IN THE PTCs AND THAT IN THE ABSENCE OF THIS INFORMATION OR DATA, THE RECOMMENDATION WAS TO NOT PROCEED WITH CAMERAS. BUT I WOULD LIKE THERE FOR AN OPPORTUNITY FOR THIS COUNCIL THROUGH THE COMMITTEE TO REFLECT ON EVENTS AND WE'VE CALLED FOR A REVIEW, WE CALLED FOR INFORMATION TO COME BACK TO US AT THE THREE MONTH, SIX MONTH AND 12-MONTH PERIOD AND I THINK IT'S VERY WISE, AFTER ONE YEAR IN PARTICULAR, AFTER STAFF HAVE BEEN ABLE TO ANALYZE AND REVIEW THE LAY OF THE LAND, AFTER ONE YEAR OF IMPLEMENTATION PARTICULARLY IF SAFETY ISSUES EXIST AND IF THERE IS A DEMONSTRATED NEED FOR IN-CAR CAMERAS THAT WE REVISIT THAT A YEAR FROM NOW. THAT WE HAVE A GREATER CONVERSATION, A

REFLECTION ON THAT NEED ONCE WE HAVE ACTUAL DATA IN OUR HANDS. 10 AND SO THAT WOULD NOT HANDCUFF THIS COUNCIL'S ABILITY TO REVIEW THIS MATTER AT THAT POINT. SO FOR ME THAT'S WHAT I NEEDED BECAUSE I DIDN'T WANT TO SAY "NO" AND THEN THAT'S ALL. I WANTED THIS COUNCIL TO HAVE THE ABILITY TO REFLECT ON THIS IN A FAIRLY SHORT TIME PERIOD. SO, YOUR WORSHIP, THANKS TO COUNCILLOR HARDER FOR SECONDING THIS WE PUT THIS ON THE FLOOR FOR COUNCIL'S REFLECTION. I DO THINK IT STRIKES THE RIGHT BALANCE AND I'M ASKING FOR SUPPORT ON THIS TODAY. THANK YOU.

>> Mayor Jim Watson: GREAT, THANK YOU COUNCILLOR BROCKINGTON. COUNCILLOR EL-CHANTIRY ON THIS MOTION PLEASE.

>> THANK YOU, THANK YOU Mr. MAYOR AND THANK YOU TO MY COLLEAGUES. I, FOR ONE, Mr. MAYOR I STILL BELIEVE WHAT MY COLLEAGUE JUST SAID ABOUT THE HEALTH AND SAFETY OF BOTH THE DRIVER AND THE PASSENGER AND WE HAVE IN MIND WHY WAIT. WE SAW THE BENEFITS IN THE PAST AND I WANT TO ASK LEGAL, Mr. O' CONNOR, MY COLLEAGUE DIRECTED STAFF WITHIN A YEAR, CAN THIS BECOME BASICALLY IN SIX MONTHS THE REVIEW SO WE DON'T HAVE TO WAIT A YEAR? AND IF SO, IF THE STAFF BE COMFORTABLE THEN I'LL ASK MY COLLEAGUE IF HE WILL ACCEPT FRIENDLY AMENDMENT TO SIX MONTHS VERSUS A YEAR IF YOU SEE WE CAN DO THAT REVIEW WITHIN SIX MONTHS?

>> THE SHORT ANSWER TO THAT QUESTION ON BEHALF OF THE STAFF IS NO I WOULD NOT SEE IT BEING DONE IN A SHORTER PERIOD OF TIME I THINK STAFF WOULD BE SEEKING THROUGH THIS REVIEW BOTH NEW DATA AND FACTS AND METRICS WHICH ARE GROUNDED IN THE OTTAWA EXPERIENCE. A ONE YEAR TIMELINE WOULD ENABLE STAFF TO REVIEW THIS PARTICULAR MATTER OVER FOUR SEASONS WHICH MAY OR MAY NOT BE A CONSIDERATION AT THE END OF THE DAY IT IS OTTAWA AFTER ALL AND STAFF IS GENERALLY OF THE VIEW THAT SIX MONTHS AS A TIMELINE WOULD NOT BE SUFFICIENT TO GATHER ALL OF THE EMPIRICAL EVIDENCE INDUSTRY. I WOULD PREFER THE YEAR TIMELINE REMAINS.

>> OKAY,.

>> Mayor Jim Watson: THANK YOU COUNCILLOR EL-CHANTIRY. COUNCILLOR EGLI PLEASE.



>> SO I HAD OTHER QUESTIONS BUT YOUR ANSWER THE LAST QUESTION Mr. O'CONNOR LEADS ME DOWN A DIFFERENT DIRECTION. SO ALREADY THOSE STAFF HAVE COMMITTED TO GIVING A REPORT A WRITTEN REPORT IN SIX MONTHS ON THE COMPLIANCE ISSUES. ARE YOU SUGGESTING THAT STAFF ARE NOT GOING TO BE ABLE TO DO THAT WITHIN SIX MONTHS? OR ARE YOU SUGGESTING THAT THE ISSUE OF SAFETY IS THAT MUCH DIFFERENT THAN THE OTHER COMPLIANCE FEATURES I'M CONFUSED.

>> TREADING CAREFULLY. I THINK THE RESOURCES IS SUCH THAT THEY WOULD BE ABLE TO DO THIS MOTION, THIS PARTICULAR REVIEW WITHIN THE YEARS TIMELINE AND I THINK SAFETY REQUIREMENTS CONSUMER PROTECTION ARE THAT IMPORTANT. SO I STILL BELIEVE THE 12 MONTHS IS THE PREFERRED APPROACH FROM STAFF PERSPECTIVE. >> BUT AGAIN FOR CLARITY BUT YOU 12 BELIEVE THAT STAFF CAN REPORT ON EVERYTHING ELSE WITHIN SIX MONTHS.

>> THAT IS CORRECT, Mr. MAYOR.

>> OKAY. I'M HAVING SOME DIFFICULTY WITH THAT BUT I'LL MOVE ON TO SOME OTHER QUESTIONS. SO -- AND THIS IS A PROCEDURAL QUESTION TO THE CLERK. SO COUNCILLOR EL-CHANTIRY HAS A MOTION WHICH WAS CONSIDERED AT COMMITTEE ABOUT CAMERAS IN UBER OR PTCs PERIOD GOING FORWARD. WHAT IS THE IMPACT OF THIS MOTION ON HIS MOTION? IF THIS MOTION PASSES, WHAT HAPPENS TO COUNCILLOR EL-CHANTIRY'S MOTION? IS IT THEN REDUNDANT OR...

>> Mr. MAYOR, I AM OF THE VIEW THAT IF THIS MOTION CARRIES PROCEDURALLY THEN THE FOLLOW UP MOTION WOULD BE REDUNDANT.

>> OKAY. SO NEXT QUESTION IS AND THIS I GUESS IS TO YOU MISS JONES, THE MOTION INDICATES THAT IN PREPARATION OF THIS REPORT, YOU'LL EXAMINE THE ISSUE OF SAFETY COMPLAINTS. NOW, IN EFFECT THE REPORT MAKES UBER OR WHATEVER PTC TO BE SELF REGULATING. SO, YOU'RE NOT GOING TO HAVE THE SAME MECHANISM TO MAKE A COMPLAINT AS YOU WOULD WITH A TAXICAB SO WHAT SAFETY COMPLAINT DOES THIS MOTION ANTICIPATE YOU'RE GOING TO REVIEW. ARE YOU GOING TO COMPEL UBER TO PROVIDE TO YOU ANY COMPLAINTS THEY RECEIVE INTERNALLY THROUGH THEIR RATING SYSTEM, FOR EXAMPLE, OR IN THROUGH TEXT. Mr. SCHAEFER TALKED ABOUT AN EMERGENCY RESPONSE TEAM HOW WILL YOU GATHER THIS INFORMATION IN SIX MONTHS OR A YEAR OR HOWEVER LONG?

>> THROUGH YOU, Mr. MAYOR, TO THE COUNCILLOR, WE STILL ENVISION THAT COMPLAINTS WILL BE RECEIVED -- IF COMPLAINTS ARE RECEIVED AGAINST A LICENSEE, IT'S OUR INTENT TO FULLY DO ENFORCEMENT AND BE WORKING WITH UBER TO UNDERSTAND THE ISSUES THAT THEY'RE DEALING WITH WITH RESPECT TO COMPLAINTS. WE STILL ANTICIPATE BECAUSE THEY WILL BE A LICENSED INDUSTRY, AS WE HAVE OTHER LICENSED INDUSTRIES THAT DON'T NECESSARILY LICENSE EMPLOYERS THAT ARE WORKING FOR THEM. THAT WE WILL CONTINUE TO GET COMPLAINTS. THAT WOULD BE PART OF OUR REPORT BACK WHEN WE TALK TO THAT AND DETERMINE IF THERE ARE SAFETY ISSUES AND IF WE DO HEAR ABOUT THAT WE FULLY INTEND TO REPORT BACK TO COUNCIL ON WHAT THE ISSUES ARE. BUT WE DO ANTICIPATE WE WILL STILL GET COMPLAINTS AROUND SAFETY AND WE WILL DEFINITELY RECORD THOSE.

>> BUT CORRECT ME IF I'M WRONG IN THE PROPOSED REPORT, THE PROPOSED BYLAW, RATHER, THERE IS NO MECHANISM FOR A RESIDENT TO MAKE A COMPLAINT AGAINST UBER FOR THE SERVICE THAT THEY RECEIVED IN THE CAR DIRECTLY TO THE CITY. AM I MISSING THAT?

>> THERE IS ALWAYS A MECHANISM TO COMPLAIN TO OUR OFFICE REGARDING A LICENSEE. IN TERMS OF WHAT THEY COMPLAIN ABOUT, WE WILL HAVE TO DETERMINE WHAT THAT INFORMATION IS AND ASSESS WHAT THE ISSUES ARE. BUT THERE IS ALWAYS A MECHANISM TO COMPLAIN ABOUT ANY LICENSE IN OUR CITY. AND REPORT THAT TO US. >> OKAY I'M NOT SURE IF THAT IS CLEAR IN THE REPORT BUT ALL RIGHT. SO IN LIGHT OF -- I'M GOING TO POSE A QUESTION PERHAPS ON BEHALF OF COUNCILLOR EL-CHANTIRY. IN LIGHT OF THE FACT THAT SITTING AROUND THIS TABLE WE HAVE FAITH IN STAFF TO GET THE JOB DONE, AND IN LIGHT OF Mr. O'CONNOR'S ANSWER, IS THE MOTION OPEN TO AN AMENDMENT IN SIX MONTHS.

>> Mayor Jim Watson: COUNCILLOR BROCKINGTON.

>> NO.

>> THANK YOU FOR THAT.

>> Mayor Jim Watson: ALL RIGHT THANKS COUNCILLOR EGLI. COUNCILLOR CHIARELLI PLEASE.

>> THANK YOU YOUR WORSHIP. TO STAFF AGAIN THE PRODUCTION OF THE REPORT WITHIN SIX MONTHS IS THE DIFFICULTY OR IS THE GATHERING OF THE INFORMATION WITHIN SIX MONTHS AND IS IT -- HOW LONG IT WILL TAKE

TO GATHER SIX MONTHS WORTH OF INFORMATION OR WHAT YOU CAN GATHER BY THE END OF SIX MONTHS WHICH IS THE ISSUE?

>> Mr. MAYOR, IF I UNDERSTOOD THE MEMBER'S QUESTION I THINK IT'S THE LATTER IN BOTH INSTANCES IT'S ACTUALLY THE GATHERING OF THE DATA AND THE INFORMATION.

>> ISN'T SOME OF THE DIFFICULTY HERE THAT PTCs OR UBER OR WHICH EVER COMPANY ENDS UP DOING THIS IS ACTUALLY GATHERING ITS OWN INFORMATION AND THERE IS NO MECHANISM HERE BY WHICH UBER OR ANY PTC IS REQUIRED TO SHARE THAT INFORMATION WITH US?

>> EXCUSE ME ONE SECOND Mr. MAYOR.

>> Mr. MAYOR, AS STATED BY THE DEPUTY CITY MANAGER THERE IS ALWAYS A MECHANISM AVAILABLE TO CONSUMERS TO COMPLAIN TO THE CITY TO THE CHIEF LICENSE INSPECTOR ABOUT A LICENSED BUSINESS, PARTICULARLY FOR ISSUES OF BREACHES OF THE BYLAW, OR BREACHES OF INTENT OF THE BYLAW. THAT IS, THAT IS ALWAYS POSSIBLE TO THE CHIEF LICENSE INSPECTOR.

>> OKAY, ALL RIGHT. BUT INFORMATION ABOUT OBJECTIONABLE CONDUCT WITHIN THE VEHICLE UNLESS IT RISES TO SOMETHING SERIOUSLY CRIMINAL, IS NOT GOING TO END UP IN OUR POSSESSION UNLESS UBER OR THE PTC GIVES IT TO US; IS THAT CORRECT?

>> Mr. MAYOR, ANY BREACHES OF THE BYLAW WOULD BE A MATTER FOR THE CHIEF LICENSE INSPECTOR TO RECEIVE A COMPLAINT OR -- AND AS A RESULT TO COMMENCE AN INVESTIGATION. INCLUDING, FOR EXAMPLE, BREACHES OF CONDUCT RELATED TO PROHIBITED ACTIVITIES SUCH AS PICKING UP -- OR PROVIDING THE SERVICE WITHOUT MEETING THE REQUIREMENTS OF THE BYLAW. ISSUES OF SPECIFIC CONDUCT OF DRIVERS IN TERMS OF CUSTOMER SERVICE I THINK THE MEMBER OF COUNCIL IS CORRECT THAT IS NOT A MATTER THAT WOULD COME AUTOMATICALLY TO THE CITY. AS MISS JONES SAID, COMPLAINTS TO THE CITY WOULD HAVE TO BE DEALT WITH ON A CASE BY CASE BASIS.

>> OKAY BUT FOR A LOT OF US WHO WOULD LIKE CAMERAS IN THE VEHICLES, WHAT WE'RE LOOKING AT IS THE CONDUCT OF THE PASSENGER AND OF THE DRIVER AND IF THAT INFORMATION IS HELD BY UBER OR THE PTC THEN WHEN YOU DO THE REVIEW, YOU'RE NOT GOING TO HAVE A LOT OF THAT INFORMATION ANYWAY UNLESS IT AS WE SEEN IN

OTHER CITIES UNLESS IT IS REPORTED IN THE MEDIA OR RISES TO THE POLICE.

>> Mr. MAYOR I THINK THE WAY STAFF ARE LOOKING AT IT AND I'LL SPEAK ON BEHALF OF MISS JONES, OPERATIONALLY IS WE WOULD BE DOING SOMETHING ALONG THE LINES OF ASKING THE PUBLIC TO PROVIDE US DIRECTLY WITH THAT INFORMATION WHICH THEY COULD DO VOLUNTARILY THROUGHOUT THE COURSE OF THE YEAR.

>> ALL RIGHT. WELL, THAT'S FINE FOR NOW.

>> Mayor Jim Watson: COUNCILLOR CHIARELLI IS THAT ALL? COUNCILLOR BLAIS PLEASE.

>> THANK YOU VERY MUCH. WHAT EMPIRICAL DATA DO YOU ANTICIPATE ATTEMPTING TO COLLECT IN PREPARING YOUR REPORT?

>> Mr. MAYOR, THE DATA WE WOULD BE LOOKING AT IS TO ACTUALLY SHOW THAT BECAUSE OF LACK OF CAMERAS IN VEHICLES, THAT AT THE END OF THE DAY IF THERE IS PROBLEMS WE'RE UNABLE TO PROSECUTE OR POLICE ARE UNABLE TO PROSECUTE BECAUSE THE PROBLEMS ASSOCIATED WITH IT. WE'LL ALSO BE LOOKING AT ARE THERE A HIGH VOLUME THAT WOULD WARRANT ADDITIONAL REGULATIONS AND THAT WOULD BE PART OF THE EMPIRICAL DATA THAT WE WOULD REQUIRE TO COME FORWARD BEFORE THIS COUNCIL TO MAKE RECOMMENDATIONS FOR ADDITIONAL RULES. AT THIS POINT WE DON'T HAVE THAT EVIDENCE TO SUPPORT A RECOMMENDATION TO ALLOW THAT IN.

>> AND YOU'LL BE SEEKING THIS EVIDENCE ONLY FROM OTTAWA OR FROM OTHER JURISDICTIONS IN.

>> WE WOULD BE LOOKING AT OTTAWA AS WE DID WE LOOKED AT OTTAWA WITH RESPECT TO TAXIS IN CAMERAS. YEARS AGO, ALTHOUGH I KNOW Mr. O'CONNOR THE ACTING CITY MANAGER PROVIDED INFORMATION WITH RESPECT TO STUDIES THAT HAD BEEN DONE ON THE OVERALL TAXI INDUSTRY BUT CERTAINLY OTTAWA FIRST AND YES, WE'LL LOOK AT OTHER JURISDICTIONS AS WELL.

>> SO THE REPORT, WHAT FORM WILL IT TAKE? WHEN YOU REPORT BACK WHAT FORM WILL IT TAKE WILL IT BE A MEMO ON THE BAM OF THE AGENDA -- BOTTOM OF THE AGENDA THAT NO ONE PAYS ATTENTION TO OR REPORT BACK WITH RECOMMENDATIONS.

>> Mr. MAYOR, KNOWING THE IMPORTANCE OF THIS WE'LL BE REPORTING BACK TO COMMITTEE AND COUNCIL BY WAY OF A REPORT.

>> OKAY. AND IS IT POSSIBLE --

>> Mayor Jim Watson: COULD YOU PUT YOUR MIKE CLOSER, IT'S VERY DIFFICULT -- I WOULD ASK MEMBERS OF COUNCIL WHO ARE HAVING CONVERSATION IT'S REALLY DIFFICULT FOR A LOT OF PEOPLE TO HEAR. SO PLEASE SPEAK CLOSELY INTO THE MICROPHONE, THANK YOU.

>> NO PROBLEM, Mr. MAYOR. IS IT POSSIBLE AS PART OF THIS REVIEW I UNDERSTOOD ONE OF THE BIGGER CHALLENGES FOR THE IMPLEMENTATION OF CAMERAS DESPITE SOME VIEW THEY'RE UNNECESSARY IS ALSO THE COST AND THE DIFFICULTY IN THEIR INABILITY TO -- FOR PROVISION OF THE SERVICE SO AS PART OF THIS REVIEW COULD STAFF UNDERTAKE TO REVIEW TECHNOLOGY CHANGES THAT WOULD BETTER FACILITATE THAT MOVEMENT SO THAT IN FUTURE IT COULD PUT A GO PRO UP AND PUT IN YOUR GLOVE BOX OR SOMETHING LIKE THAT OR -- THAT THAT COULD BE

PART OF THE CONSIDERATION.

>> Mr. MAYOR THAT IS OUR FULL INTENT TO DO THAT.

>> THANK YOU VERY MUCH.

>> Mayor Jim Watson: ALL RIGHT COUNCILLOR BLAIS. COUNCILLOR WILKINSON PLEASE.

>> THANK YOU Mr. MAYOR. THE TIMING OF THIS AGAIN WHEN DO YOU START DOING THIS REVIEW?

>> Mr. MAYOR I WOULD BE OF THE VIEW THAT IF THIS WERE TO PASS TODAY WE WOULD START THE CLOCK TICKING FROM TODAY NEXT APRIL. COMING FORWARD.

>> I CAN'T HEAR YOU.

>> ONE YEAR WOULD START WITH COUNCIL PASSAGE SHOULD THEY DO SO TODAY, OF THIS MOTION AND OF THIS REPORT. AND WE WOULD BE BACK HERE NEXT APRIL.

>> SO THE REPORT WOULD COME BACK NEXT APRIL? SO BECAUSE I'VE BEEN GETTING DIFFERENT.

>> Mayor Jim Watson: JUST A CLARIFICATION COUNCILLOR WILKINSON, JUST A CLARIFICATION BECAUSE I THINK THERE IS A MOTION TO BRING THIS FORWARD THREE MONTHS LATER, SO I THINK IT WOULD HAVE TO START WHEN THE BYLAW KICKS IN WOULD IT NOT Mr. O'CONNOR? SEPTEMBER.

>> Mr. MAYOR WE COULD DO IT EITHER WAY AS LONG AS WE'RE CLEAR BUT I HAD ENVISIONED IT STARTING TODAY.

>> Mayor Jim Watson: I THINK THE DEPUTY CLERK MIGHT HAVE HAD A DIFFERENT OPINION. I KNOW HOW YOU TWO DON'T WANT TO FIGHT BUT...

>> THAT WOULD NOT BE UNUSUAL.

>> Mayor Jim Watson: SHE'S RIGHT BEHIND YOU. WELL I THINK AT THE END OF THE DAY, YOU KNOW, 3 MONTHS STARTING OR NOW, IT'S GOING TO BE REALLY THE DISCRETION OF THE STAFF BUT I THINK IT WOULD BE DIFFICULT TO START VETTING SOMETHING THAT DOESN'T COME INTO EFFECT UNTIL THE BYLAW COMES INTO EFFECT IS THAT A FAIR STATEMENT Mr. O'CONNOR.

>> YES AFTER I DISCUSSED IT WITH THE DEPUTY SHE CLARIFIED MY VIEW.

>> Mayor Jim Watson: OKAY, THANK YOU.

>> Mr. MAYOR THAT'S EXACTLY WHY I ASKED THAT QUESTION BECAUSE I'VE HEARD DIFFERENT VIEWPOINTS ON IT AND I THINK THEY CAN START IT RIGHT NOW BECAUSE THEY'RE OPERATING RIGHT NOW AND I THINK WE SHOULD BE COLLECTING ANY DATA THAT WE RECEIVE NOW EVEN BEFORE THAT AND THAT MEANS WE'RE NOT GOING TO BE DEALING WITH IT UNTIL PROBABLY OCTOBER OF 2017. IF THAT DOESN'T START UNTIL THE 30th OF DECEMBER. IF THAT IS CORRECT.

>> THE COUNCILOR IS CORRECT IN CHANGE OF THE TIMELINE FALL OF 2017. THAT BEING SAID STAFF WOULD STILL BEGIN THEIR EMPIRICAL DATA RESEARCH RIGHT NOW.

>> I THINK THE RESEARCH AND ANYTHING THEY HAVE HEARD FROM PEOPLE ALREADY HAVE HAD EXPERIENCE I'VE HEARD OF A FEW AND A FEW OUT THERE. I WOULD LIKE TO SEE THAT A LOT FASTER. AND I JUST WOULD SAY TO STAFF IF THEY CAN GET IT DONE EARLIER AND BRING IT FORWARD BEFORE THAT DATE IT WOULD BE APPRECIATED BY A LOT OF MEMBERS OF THIS COUNCIL AND I'LL LEAVE IT TO THEM BECAUSE I DO KNOW YOU HAVE TO GET ENOUGH INFORMATION. THE SECOND THING FOLLOWS THROUGH WHAT COUNCILLOR BLAIS WAS SAYING, GO A LITTLE BIT FARTHER ON THAT. WE HAVE A VERY STRONG HIGH IT GROUP IN OTTAWA. WE HAVE THE

TECHNOLOGY FOR RECORDING THINGS THE NUMBER 1 IN THE CLOUD IS HERE IN OTTAWA IN THE WORLD. WE HAVE ALL SORTS OF THINGS SO AS PART OF YOUR THINGS I WOULD LIKE TO ASK THEM (INAUDIBLE) YOU USE OUR IT COMMITTEE TO WORK WITH LOCAL COMMUNITY BUSINESSES HERE TO DEVELOP A LOW COST DIGITAL TYPE CAMERA THAT COULD BE ATTACHED TO THE UBER DRIVERS HAVE TO TURN IT ON WHEN THEY'RE ON SERVICE, ATTACHED TO THAT SO IT'S ON ONLY WHEN THEY'RE IN SERVICE FOR UBER AND OFF WHEN THEY'RE NOT ON SERVICE FOR UBER AND HAVE THE SAME KIND OF CONTROLS ON IT THAT WE HAVE WITH THE TAXI SO THAT YOU CAN'T TAMPER WITH IT. AND THAT WOULD CREATE A LOWER COST CAMERA THAT WOULD BE HELPFUL FOR THE TAXI DRIVER AND I WOULD LIKE TO HAVE THAT INFORMATION INCLUDED IN THE REPORT WHEN IT COMES BACK. SO IF WE MAKE A DECISION ON CAMERAS WE'RE MAKING IT KNOWING FULL WELL WHAT THE KIND OF COSTS WILL BE. IS IT POSSIBLE THAT YOU CAN INCLUDE THAT IN YOUR REPORT WHEN IT COMES FORWARD?

>> Mr. MAYOR, I'VE ALREADY HAD DISCUSSIONS WITH OUR HEAD CIO, WE WILL BE FULLY ENGAGING OUR I.T. FOLKS AND THEIR EXPERTISE AND LOOKING AT ALL OPTIONS WHICH WILL INCLUDE THE LOCAL OPTIONS TO FIND THE MOST COST-EFFECTIVE AFFORDABLE CAMERA THAT WILL MEET THE POLICE NEEDS AS WELL.

>> I THINK MEMBERS OF THE I.T. WILL BE HAPPY TO HELP WITH ALL OF THAT. I THINK THAT IS REALLY IMPORTANT BECAUSE I ACTUALLY STRONGLY BELIEVE WE SHOULD HAVE CAMERAS RIGHT NOW. I THINK ONE BAD INCIDENT IN AN UBER CAR, JUST ONE, IS ENOUGH THAT WE SHOULDN'T HAVE -- AND CERTAINLY THERE HAS BEEN PROOF IN THE STATES THIS HAS HAPPENED.

>> THERE HAVE BEEN CASES OF SERIOUS ATTACKS IN -- UBER DRIVEN ATTACKS INCLUDING FOR THE DRIVER AND THE PASSENGER. THE SOONER WE CAN GET THIS BACK THE BETTER. THE TONE AROUND THIS COUNCIL IS NOT TO APPROVE IT, I AM SUPPORTING THIS MOTION BUT ON THE BASIS THAT I FULLY EXPECT WE WILL BE ADDING CAMERAS IN A YEARS TIME BECAUSE I THINK WE WILL HAVE ENOUGH EVIDENCE TO DO THAT. SO, THAT IS -- THAT'S ALL I HAVE ON THIS ONE Mr. MAYOR. THERE MAY BE OTHER THINGS AND OTHER ITEMS.

>> Mayor Jim Watson: WE'LL DEAL WITH ONE AT A TIME THANK YOU COUNCILLOR WILKINSON. COUNCILLOR QAQISH ON THE BROCKINGTON HARDER MOTION PLEASE.

>> THANK YOU, Mr. MAYOR AND I THINK COUNCILLOR BROCKINGTON HAS BROUGHT UP GOOD POINTS IN HIS PITCH BUT I DO HAVE SOME CONCERNS WITH THIS MOTION BECAUSE I THINK, YOU KNOW, IT HIGHLIGHTS HOW PREOCCUPIED WE'VE BECOME WITH BENDING THE RULES TO ACCOMMODATE THIS COMPANY. SO I DON'T KNOW ABOUT YOU BUT I DON'T WANT TO BE HAVING THIS CONVERSATION AGAIN IN SIX MONTHS OR 12 MONTHS. I WANT TO PUT IT TO BED TODAY AND I THINK WE NEED TO HAVE THAT VOTE ON THE CAMERA TODAY WHETHER IT'S "YES" OR "NO" THERE IS NO BENEFIT IN HAVING THIS CONVERSATION IN ANOTHER THREE OR SIX MONTHS OR WHATEVER THAT TIME PERIOD IS GOING TO BE. SO MY QUESTION TO STAFF AND TO THE CITY SOLICITOR IS WHAT WOULD PREVENT US, IF THE CAMERA MOTION WERE TO BE DEFEATED TODAY WHAT WOULD PREVENT US AND THERE WERE PROBLEMS WITH UBER DOWN THE ROAD WHAT WOULD PREVENT US FROM OPENING THIS. IT'S VERY BLACK AND WHITE IF WE DON'T DO IT NOW WE CAN'T IN THE FUTURE. WHAT ARE THE PROCEDURAL -- IF ISSUES WERE TO ARISE AND, YOU KNOW, THE BAN IS DEFEATED NOW?

>> Mr. MAYOR IN THE NORMAL COURSE IF YOU DIDN'T HAVE THIS MOTION IN FRONT OF YOU AND IF YOU VOTED DOWN THE MOTION WITH REGARDS TO CAMERAS, WHAT WOULD USUALLY TAKE PLACE IS THERE WOULD BE NEW INFORMATION OR NEW TERM OF COUNCIL TO REVISIT A PARTICULAR ISSUE. IF YOU VOTE IN FAVOUR OF THIS MOTION AND VOTE AGAINST THE SUBSEQUENT MOTION WITH REGARDS TO PUTTING CAMERAS IN TODAY YOU WOULD STILL HAVE THAT OPPORTUNITY VERY CLEAR AT THE TIME THAT THE YEAR LONG REPORT CAME IN TO HAVE THAT SAME DISCUSSION SAME VOTE.

>> SO THERE IS A BIT OF CHATTER IN THE BACK HERE I WANT TO MAKE SURE I GOT THAT RIGHT. WE WILL HAVE THE ABILITY TO OPEN THAT AND HAVE THAT VOTE EVEN IF WE PUT IT TO BED TODAY? IF THERE ARE PROBLEMS THAT ARISE IN UBER VEHICLES.

>> THAT WOULD BE MY OPINION, YES Mr. MAYOR.

>> OKAY, THANK YOU.

>> Mayor Jim Watson: THANK YOU COUNCILLOR QAQISH. COUNCILLOR TAYLOR ON THE PLEASE.

>> THANK YOU VERY MUCH Mr. MAYOR. LAST WEEK THE COUNCIL OPPOSED THIS REPORT AND I'M CONCERNED FOR OUR COMMUNITY WHO HAVE ACCESSIBLE NEEDS OR LIVE WITH DEVELOPMENTAL



EXCEPTIONALITIES. MANY OF THOSE INDIVIDUALS COUNT ON REGULAR OR ACCESSIBLE TAXIS TO TRAVEL AND MANY DRAW COMFORT FROM HAVING A SECURITY CAMERA ON BOARD. YOU KNOW, MANY OF THOSE INDIVIDUALS ARE ALSO VERY PRICE SENSITIVE BECAUSE THEY'RE LIVING WITH EXCEPTIONAL COSTS IN MANY CASES. AND I'M CONSCIOUS OF FACT THEY MAY BE TORN, DRAWN TO THE POTENTIALLY CHEAPER PTC PRICES TRADING THAT OFF AGAINST A FEELING OF SAFETY HAVING MONITORING ON BOARD WHETHER IT'S FOR THEMSELVES OR LOVED ONES. I WOULD LIKE TO HEAR FROM STAFF ON WHETHER THAT'S BEEN CONTEMPLATED, THE STAFF'S POSITION ON CAMERAS AS WELL AS NOT JUST WITH RESPECT TO NOW AND UBER, BUT PTCs IN GENERAL AND POTENTIAL FUTURE FOR THE ROLL-OUT OF ACCESSIBLE PTC FORCE WHETHER THAT IS WITHIN UBER OR ANOTHER COMPANY.

>> THANK YOU, Mr. MAYOR. TO THE COUNCILOR, YES, WE CERTAINLY DID CONTEMPLATE IT AND IN TERMS OF ALL OF THE PTCs AND THE OVERALL MESSAGING IS THAT WE WANTED TO ENSURE THAT WE WERE PROVIDING A REGULATED AREA WITH RESPECT TO ACCESSIBILITY. WE MADE THE DECISION TO RECOMMEND THAT ACCESSIBLE SERVICE CONTINUE TO REMAIN WITHIN THE, WITHIN THE TAXICAB SERVICE AND THAT INDIVIDUALS WHO WERE ELECTING TO GO BY WAY OF A PTC WOULD BE DOING SO 24 HOURS A DAY RECOGNIZING THAT THERE COULD BE A SURGE PRICING AND OTHER THINGS NEGOTIATED WITH THAT. ALSO IMPORTANT TO UNDERSTAND THAT PART OF OUR RECOMMENDATION AS WELL IS THAT THE TAXI INDUSTRY WILL ALSO ENJOY THE SAME OPPORTUNITIES TO LOWER THE PRICE SO HOPEFULLY THAT WILL BE MORE OF AN INCENTIVE AS WELL. ONCE AGAIN WE'LL CONTINUE TO LOOK AT THESE REGULATIONS AS WE GO FORWARD. WE'RE BEING DIRECTED TO COME BACK ON THE CAMERA SIDE OF IT. WE WILL SEE THIS AS A NEW AREA OF REGULATION, WHAT UNVEILS ITSELF AND IF THERE ARE PROBLEMS ASSOCIATED WITH RESPECT TO WHAT YOU'RE BRINGING UP Mr. MAYOR THROUGH THE COUNCILLOR THAT WE WILL CERTAINLY LOOK AT THAT.

>> OKAY, JUST FOR CLARITY SAKE SO THAT I'M CLEAR, YOU DON'T FEEL THERE IS A VALUE IN HAVING A CAMERA INSIDE AN ACCESSIBLE VEHICLE?

>> I'M GOING TO ECHO THE COMMENTS PROVIDED BY OUR CITY MANAGER AND CITY SOLICITOR. AT THIS POINT, WE DON'T HAVE THE DATA OR THE EVIDENCE TO RECOMMEND CAMERAS IN THIS NEW PTC WE CERTAINLY WILL COME BACK AND REPORT ON WHETHER THAT IS WARRANTED IN THE FUTURE BASED ON WHAT WE'VE DETERMINED IN THIS -- THE CONCERNS THAT ARE THERE.

>> ALL RIGHT, THANK YOU VERY MUCH. THANK YOU Mr. MAYOR.

>> Mayor Jim Watson: THANKS COUNCILLOR TAYLOR. COUNCILLOR MITIC, PLEASE, ON THE MOTION BEFORE US.

>> IS IT POSSIBLE TO MAYBE THE MOTION, THE COUNCILOR WHO PUT THE MOTION FORWARD, COULD WE HAVE SOME DATA ON WHAT IS

HAPPENING IN TAXIS OVER THE NEXT 25 12 MONTHS AS WELL. BECAUSE THIS DISCUSSION HAS ME THINKING THAT PERHAPS WE'VE BEEN THROUGH AN AGE WHERE CAMERAS MAY NOT BE REQUIRED IN ANY CAR AND IF A TAXI IS ON THE NEW E-CAB SYSTEM OR THEY ARE A GOOD DRIVER AND AREN'T HAVING ANY COMPLAINTS PUT AGAINST THEM PERHAPS THEY DON'T NEED TO PAY FOR NEW CAMERAS MOVING INTO THE FUTURE EITHER.

>> Mr. MAYOR WE CAN TAKE THAT DIRECTION. WE INTEND TO WORK WITH THE POLICE AND THAT CAN BE PART OF OUR REPORTING BACK.

>> THANK YOU. WE'VE HEARD A LOT OF TESTIMONY BUT HAVEN'T SEEN REAL DATA PERHAPS WE COULD MAKE A DECISION TO MAKE IT CHEAPER FOR OUR TAXI FLEET AS WELL.

>> Mayor Jim Watson: THANK YOU COUNCILLOR MITIC. (SPEAKING FRENCH)

>> THANK YOU, Mr. MAYOR. VERY QUICK QUESTION FOR CLARIFICATION. SO IF WE'RE VOTING ON THIS ONE HERE RIGHT NOW, DOES THAT MEAN WE WILL NOT BE VOTING ON THE CAMERA ISSUE FURTHER IN THE REPORT?

>> Mayor Jim Watson: I'LL RESPOND TO THAT AS CHAIR. NO I WILL ALLOW THE VOTE ON THE CAMERA --

>> THANK YOU.

>> Mayor Jim Watson: THANK YOU. (SPEAKING FRENCH)

>> I'M LOOKING FORWARD TO COME BACK TO FUNDAMENTALS THE STAFF RECOMMENDATION, THE COMMITTEE RECOMMENDATION WAS MADE WITH EYES WIDE OPEN. WE RECOGNIZE THAT CAMERAS ARE AN ISSUE BOTH STAFF AND THE

COMMITTEE HAVE MADE IT CLEAR 26 THAT THEY DON'T CONSIDER THAT IT'S GOING TO RESULT IN AN INCREASED SECURITY RISK BUT DON'T WANT TO WASH OUR HANDS OF IT AT THAT POINT. WHAT COUNCILLOR BROCKINGTON'S MOTION DOES IS MAKE SURE WE'RE NOT

GOING TO COAST AND I THINK THAT IS IMPORTANT. I'M LOOKING FORWARD TO SAYING "YES" TO COUNCILLOR BROCKINGTON'S MOTION, I HOPE MY COLLEAGUES DO AS WELL. SO THAT WE CAN MOVE ON WITH THE JOB OF LIBERALIZING TO A DEGREE THIS SECTOR.

>> Mayor Jim Watson: THANK YOU COWANS LEIPER. COUNCILLOR BROCKINGTON TO WRAP UP PLEASE.

>> THANK YOU YOUR WORSHIP. JUST TO REVIEW THE COMMITTEE VOTED NOT TO INSTALL CAMERAS IN THE PRIVATE TRANSPORTATION VEHICLES. WHAT WE'RE BEING ASKED TO PONDER THIS MORNING IS TO DIRECT STAFF TO MONITOR, COLLECT, AND ASSESS THE POTENTIAL NEEDS FOR CAMERAS OVER A ONE-YEAR PERIOD AND WE ARE TO MAKE DECISIONS BASED ON THE DATA THAT EXISTS. WE KNOW THAT A PRIVATE CONSULTANT HAS RECOMMENDED NOT TO HAVE CAMERAS, WE DON'T WANT TO OVERREGULATE BUT NEVER WANT TO COMPROMISE PUBLIC SAFETY AND SO I THINK AT THE END OF ONE YEAR, ONCE THE CLOCK STARTS TICKING AT THE END OF SEPTEMBER, WE REVIEW THAT DATA. WE REVIEW WHAT STAFF HAS BEEN ABLE TO COLLECT AND WE REVIEW THAT AND I KNOW SOME COUNCILORS MAY BE UNCOMFORTABLE HAVING A SIMILAR CONVERSATION A YEAR FROM NOW BUT I THINK THAT WOULD BE NECESSARY AT LEAST TO GET THAT REPORT AND SEE WHAT EVIDENCE

EXISTS AND MAKE DECISIONS TO GO FORWARD. NOW I THINK, Mr. MAYOR, IT'S VERY NORMAL IN INDUSTRIES THAT MAKE SIGNIFICANT CHANGES THAT AFTER A SHORT PERIOD OF TIME YOU REFLECT ON HOW THINGS ARE GOING. AND YOU MONITOR IT AND IF YOU NEED TO MAKE TWEAKS OR CHANGES GOING FORWARD YOU DO THAT. THAT IS NORMAL PRACTICE IN ANY INDUSTRY AND I THINK IT'S PARAMOUNT THAT THIS COUNCIL DID THAT AS WELL. SO I ASK MY COLLEAGUES THIS MORNING TO SUPPORT THIS I DO BELIEVE THIS IS A COMPROMISE THAT STRIKES A RIGHT BALANCE AND IF WE NEED TO MAKE CHANGES A YEAR FROM NOW WE WILL.

>> Mayor Jim Watson: GREAT, THANK YOU COUNCILOR. I THANK COUNCILLOR BROCKINGTON AND HARDER I THINK THIS IS A REASONABLE SUGGESTION. AND ON THE MOTION CARRIED. COUNCILLOR -- (INAUDIBLE) THE NEXT MOTION IS FROM COUNCILLOR DAROUZE.

>> THIS HAPPENED DURING THE MARATHON COMMITTEE MEETING LAST WEEK WE HEARD MANY INDIVIDUALS IF PTCs WILL BE SERVING IN THE CITY OF OTTAWA WILL BE PAYING H.S.T. WE WILL BE ASKING FOR CLARIFICATIONS FROM CRA REGARDING H.S.T. FOR PTC DRIVERS. THIS

IS TO CLEAN UP LOOSE END AND SEE IF THE FEDERAL GOVERNMENT CONFIRMS THAT PTC DRIVER MUST PAY MINISTER. I WANT TO THANK COUNCILLOR FLEURY FOR SECONDING THE MOTION AND GO -- TO BE RESOLVED THAT COUNCIL REVIEW THE RESPONSE RECEIVED FROM CRA TO ADDRESS H.S.T. OBLIGATIONS. IF APPROPRIATE AND REQUIRED.

AND THAT SIMILAR REVIEW BE MADE WITH RESPECT TO ALL VEHICLES FOR HIRE. IF APPROPRIATE AND REQUIRED. AS PART OF THE COMPLIANCE REPORT FOLLOWING THE RECEIPT OF THE FEDERAL GOVERNMENT RESPONSE. THANK YOU, Mr. MAYOR.

>> Mayor Jim Watson: GREAT I THINK THIS IS A VERY SENSIBLE SUGGESTION AND I KNOW THAT A NUMBER OF MEMBERS OF THE CAB INDUSTRY EXPRESSED CONCERN ABOUT POTENTIAL FOR PTCs NOT PAYING H.S.T. SO THANK YOU COUNCILLOR DAROUZE FOR BRINGING THAT FORWARD. COUNCILLOR WILKINSON ON THIS MOTION.

>> JUST A QUESTION FOR STAFF Mr. MAYOR. Mr. O'CONNOR, UNDER THE TAXI LICENSE REGULATIONS I BELIEVE THAT H.S.T. IS REQUIRED TO BE PAID AND NO LIMITATION ON THE AMOUNT, THE 30,000 LIMIT AND THINGS OF THAT NATURE. I WANTED TO FIND OUT ABOUT THAT.

>> Mr. MAYOR, THE BYLAW IS SILENT ON H.S.T. IT REFERS TO G.S.T.

>> DOES ANYBODY KNOW WHAT H.S.T. REQUIREMENTS ARE FOR TAXIS NOW IN THE COUNTRY? FROM CRA?

>> Mr. MAYOR, ACCORDING TO INFORMATION AVAILABLE FROM THE CANADA REVENUE AGENCY, TAXI AND LIMOUSINE PROVIDERS ARE REQUIRED TO REGISTER FOR AN H.S.T. NUMBER AND ARE SUBJECT TO THE RULES REGARDING REPORTING AND THE PROCESSES IMPOSED BY CRA.

>> OKAY. I ASKED IT AT COMMITTEE AND I WAS TOLD THAT UBER DRIVERS ARE, IN FACT, A FORM OF TAXI BECAUSE THEY ARE FOR HIRE. THAT WAS CLARIFIED AT THE COMMITTEE MEETING I WANT TO MAKE

SURE EVERYBODY KNOWS THAT.

>> Mr. MAYOR, THAT IS PART OF THE REASON WHY WE'RE CONSULTING WITH CRA.

>> YEAH. AND AS WELL WITH THE CRA, I WOULD HOPE THIS ALSO MEANS THAT ANY INCOME THEY MAKE THE CRA WILL OBVIOUSLY LOOK AFTER

THAT. ANYBODY ELSE HAVE -- NEED TO PUT THAT IN THE MOTION THERE, OKAY THANK YOU.

>> Mayor Jim Watson: THANK YOU COUNCILLOR WILKINSON. (SPEAKING FRENCH)

>> THANK YOU VERY MUCH, Mr. MAYOR. IF CRA CHOOSES TO INDULGE IN THIS MATTER AND REQUESTS THE LIST OF UBER DRIVERS THAT WE RECEIVE, WILL WE BE REQUIRED TO OR WILL WE DECIDE TO -- TO CRA FOR ENFORCEMENT?

>> Mr. MAYOR I WOULD ANTICIPATE THAT THE CITY WOULD ABIDE BY ANY LEGAL REQUEST FROM CRA FOR DISCLOSURE OF INFORMATION. OTHERWISE WE ARE SUBJECT TO THE MUNICIPAL FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT.

>> SO COULD ANYONE THEN MAKE A REQUEST FOR THE NAMES OF ALL DRIVERS WE RECEIVE FROM --

>> Mr. MAYOR, I WOULD ANTICIPATE ANYONE COULD MAKE THAT REQUEST, YES.

>> AND THEY WOULD RECEIVE IT WITHOUT ANY BLACKOUT, HE IS SHAKING HIS HEAD NO SO I'M TRYING TO --

>> NO THEY WOULD NOT RECEIVE IT BUT YES SUBJECT TO BLACKOUTS. WE WOULD FOLLOW OUR REGULAR PROCESS AND PROCEDURES WITH REGARDS TO A FREEDOM OF INFORMATION REQUEST UNDER THE MUNICIPAL LEGISLATION.

>> AND DOES THAT LEGISLATION TREAT CROWN AGENCIES AND CROWN DEPARTMENTS LIKE CRA DIFFERENTLY THAN INDIVIDUALS OR DO WE DISCLOSE (INAUDIBLE).

>> ONLY, Mr. MAYOR, IF IT'S LEGALLY REQUIRED SO IF THEY HAVE LEGISLATION THAT DEMANDS OF THAT FEDERAL PARLIAMENT IS PASSED WE WOULD OBEY THAT LAW.

>> OKAY, THANK YOU VERY MUCH.

>> Mayor Jim Watson: GREAT, WOULD YOU LIKE TO WRAP UP COUNCILLOR DAROUZE?

>> THANK YOU, Mr. MAYOR. THIS WAS A VERY IMPORTANT MOTION AS WE HEARD FROM THE INDUSTRY AND MAKING SURE THAT WE'RE DOING -- SO I REALLY AFTER WE HEARD ALL WHAT THE REQUEST, ALL OF THE DELEGATION CONCERN WE'RE TRYING TO MAKE SURE THAT WE ARE DOING OUR JOB IN MAKING SURE THAT WE ARE DELIVERING ON WHAT WE ARE PROMISING. SO I ENCOURAGE MY COLLEAGUES TO SUPPORT MY MOTION, THANK YOU VERY MUCH.

>> Mayor Jim Watson: GREAT, THANK YOU VERY MUCH. ON THE MOTION CARRIED. CARRIED. (SPEAKING FRENCH) THE NEXT AMENDMENT MOTION IS FROM COUNCILLOR MOFFITT SECONDED BY COUNCILLOR HUBLEY.

>> I'LL READ THE ENTIRE THING. ALL VEHICLES FOR HIRE LICENSEE CATEGORIES BE REQUIRED TO OBTAIN AND MAINTAIN INSURANCE LIMITS WITH RESPECT TO EITHER AUTOMOBILE LIABILITY INSURANCE OR NONOWNED LIABILITY INSURANCE AS THE CASE MAY BE DEPENDING UPON WHETHER THE PARTICULAR LICENSEE OWNS THE VEHICLE USED OR THE BUSINESS AND WHERE AS THIS IS IN ADDITION TO REQUIREMENTS FOR TAXI BROKERS, PLATE HOLDERS, NEW PLATE PRIVATE TRANSPORTATION COMPANY LICENSEES TO ALSO OBTAIN GENERAL LIABILITY

INSURANCE WHERE AS STAKEHOLDERS FROM THE PRIVATE TRANSPORTATION COMPANY INDUSTRY HAVE ADVISED THAT THE PROPOSED \$5 MILLION LIMIT FOR AUTOMOBILE INSURANCE BOTH OWNED AND NONOWNED IS OWN ROUSE AND REPRESENTATIVES OF INTACT INSURANCE HAVE ADVISED THIS IS NOT REQUIRED AT THIS TIME. WHERE AS TAXI INDUSTRY IS CURRENTLY REQUIRED TO HAVE AUTOMOBILE LIABILITY INSURANCE AND THE LIMOUSINE INDUSTRY IS \$1 MILLION AUTOMOBILE LIABILITY INSURANCE AND THAT HAS BEEN IDENTIFIED AS A COMMON ELEMENT IN A STAFF REPORT WHERE AS THE REPORT RECOMMENDED A \$2 MILLION THRESHOLD THEREFORE BE RESOLVED AT COUNCIL, REDUCE THE AUTOMOBILE INSURANCE REQUIREMENTS BOTH OWNED AND NON-OWNED AS THE CASE MAY BE DEPENDING ON THE CATEGORY OF LICENSEE FOR ALL VEHICLES FOR HIRE CATEGORIES FOR 5 MILLION TO 2 MILLION AS FOLLOWS. ONE PRIVATE TRANSPORTATION COMPANY LICENSEES IN RESPECT OF NONOWNED AUTOMOBILE INSURANCE REQUIREMENTS AND PTC DRIVERS AS -- NONOWNED AUTOMOBILE INSURANCE REQUIREMENTS AS PROVIDED IN RECOMMENDATION 3I AND DOCUMENT 1. IN RESPECT OF AUTOMOBILE INSURANCE REQUIREMENTS COVERING EACH TAXICAB DRIVER AUTHORIZED TO DRIVER A TAXICAB AS PROVIDED IN RECOMMENDATION 3I AND LIMOUSINE SERVICE PROVIDERS IN RESPECT TO AUTOMOBILE INSURANCE 4.6 AND DOCUMENT 4.

>> COUNCILLOR QAQISH.

>> THANK YOU, DEPUTY MAYOR, AND YOU KNOW I FEEL A BIT OF PEER PRESSURE BECAUSE I'M SURROUNDED BY THE MOVER AND SECONDER OF THIS MOTION AND I DISAGREE WITH

THEM I THINK WE HAD A GOOD DISCUSSION ABOUT THIS AT COMMITTEE AND Mr. O'CONNOR CORRECT ME IF I'M WRONG WE CONSULTED EXHAUSTIVELY ON THIS AND I THINK THE RECOMMENDATION IN THE STAFF REPORT WAS TO -- 2 MILLION TO THE 5 MILLION NUMBER AND YOU ALSO GOT AN EXTERNAL INSURANCE EXPERT LITIGATOR TO LOOK AT THAT AND I THINK STAFF WERE COMFORTABLE WITH 5 MILLION AND AGAIN, THIS IS MORE RULE BENDING AS FAR AS I'M CONCERNED THAN WATERING DOWN OF THE LEGISLATION (INAUDIBLE) IS THAT FAIR?

>> YES, Mr. MAYOR. AND PERHAPS I CAN SUMMARIZE THAT TODAY BECAUSE IT MIGHT BE IMPORTANT TO THOSE THAT WEREN'T HERE. YES, THIS IS VERY SPECIFICALLY A STAFF RECOMMENDATION. WITH REGARDS TO CONSULTATION WE DID -- PREVIOUSLY WE SPOKE TO AN INDEPENDENT CONSULTANT, WE RETAINED -- I REMINDED COMMITTEE THEY ARE A RAILROAD INSURER BUT DO HAVE EXPERTISE IN THIS AREA AND AGREED THAT \$5 MILLION WAS THE APPROPRIATE LEVEL FOR THIS TYPE OF AUTOMOBILE INSURANCE. I ALSO SPOKE WITH PBL WHICH IS THE TAXI INDUSTRIES BROKER AND THEY AGREED 5 MILLION IS APPROPRIATE AND AEON INSURANCE WHICH IS THE CITY'S BROKER AND THEY ALSO AGREED. ON THE LAST POINT I WANT TO BE CLEAR WE DID SEEK OUT EXTERNAL LEGAL COUNSEL AND HIS COMMENT WAS \$2 MILLION WOULD BE THE MINIMUM SO KIND OF HEDGING AT BEST AND WE ALSO ASKED AT THE COMMITTEE MEETING THE FACT AND I WANT TO BE ABSOLUTELY CLEAR, WE ARE LOOKING AT THIS FROM A SORT OF GO-FORWARD POSITION AND WE THINK THERE HAVE BEEN A NUMBER

OF SETTLEMENTS IN CASES NOT SPECIFICALLY WITH REGARDS TO CITY AS REGULATOR. BUT WE HAVE SEEN THE TRENDS MOVING UP, IT'S NOT A SCIENTIFIC ANECDOTAL I RELEASED THE FIGURES TWICE A YEAR TO MEMBERS OF COUNCIL AND THE 2, 3, 4, \$5 MILLION SETTLEMENTS AND CASES THAT HAVE ANNOUNCED. I DID SHARE WITH THE COMMITTEE THERE HAS BEEN ONLY IN THE LAST 15 YEARS ONE CASE WHERE WE RECEIVED WITH RELATED TO A -- WHERE WE WERE THE REGULATOR. TO BE FAIR IN THAT CASE WE DID NOT PAY ANY OF THE SETTLEMENT MONEY BECAUSE WE WERE ABLE TO SAY AS REGULATOR WE WERE NOT RESPONSIBLE. FINALLY Mr. MAYOR, I WOULD -- IT WOULD BE IMPORTANT FOR ME TO SHARE WE DID

SHARE WITH UBER AND SUMMARIES THE FACT THEY BELIEVE THAT 2 MILLION COVERS IT AND THEIR INSURER IS OF THAT MIND AND ALSO Mr. MAYOR OR Mr. DEPUTY MAYOR THE REPORT RECOMMENDED \$2 MILLION AND IT WOULD BE FAIR FOR ME TO ALSO SAY THE CITY OF TORONTO STAFF RECOMMENDED 2 MILLION SO I COULDN'T CONVINCING MY COLLEAGUES DOWN THE ROAD TO GO TO 5 BUT -- SO THIS IS A BALANCING ACT THAT COUNCIL WILL HAVE TO CONSIDER.

>> I URGE MY COLLEAGUES NOT TO LOOK UP TO THE CITY OF TORONTO ON THIS AND MANY OTHER POLICY ISSUES, BUT WE HAD A CLEAR CONSENSUS ON THE 2 TO 5 AND THAT WAS A STAFF RECOMMENDATION AS WAS HIGHLIGHTED NOW, THIS IS CLEARLY BEING DONE TO ACCOMMODATE ONE OF THE INSURANCE PROVIDERS THAT UBER HAS BEEN WORKING WITH AND I URGE YOU TO STICK TO YOUR GUNS AND VOTE THE WAY WE DID AT COMMITTEE.

>> THANK YOU, COUNCILLOR QAQISH.

COUNCILLOR DAROUZE.

>> THANK YOU. Mr. MAYOR THROUGH YOU I ALSO FEEL THE PRESSURE IN MY COLLEAGUE ON MY LEFT BECAUSE HE PUT THE MOTION FORWARD I HAVE TO ECHO COUNCILLOR QAQISH. WE'RE DOING ALL OF THIS TO KEEP OUR PUBLIC SAFETY SAFE AND WE'RE MAKING SURE WE HAVE AN EXTRA CUSHION AS WE HEARD FROM Mr. O'CONNOR THAT THE MINIMUM IS 2 MILLION AND WE'VE BEEN TALKING ABOUT THAT. WE DISCUSSED THAT THROUGH COMMITTEE AND WE'VE BEEN TALKING ABOUT IT LENGTHY AND I DON'T THINK 2 MILLION SHOULD BE ENOUGH AND I DON'T THINK WE SHOULD LOOK AT DIFFERENT MODEL LIKE WHAT TORONTO IS DOING OR NOT. I THINK WE SHOULD BE DOING THIS AS A COUNCIL WHAT WE FEEL BETTER FOR OUR RESIDENT AND FOR OUR COMMUNITY SO I ENCOURAGE MY COLLEAGUES TO LOOK AT THE PRICE TAG AS NOT ABOUT WHAT THE PRICE TAG OF THE INSURANCE PROVIDING IT'S WHAT WE FEEL IS ADEQUATE AND GOOD TO PROVIDE THE PROTECTION FOR OUR RESIDENTS, THANK YOU.

>> THANK YOU. COUNCILLOR DAROUZE, COUNCILLOR BROCKINGTON.

>> THANK YOU, Mr. DEPUTY MAYOR. DO THE TAXI DRIVERS, HAVEN'T THEY CARRIED 5 MILLION FOR SOME TIME NOW? HAVEN'T THEY ALREADY GONE TO 5 MILLION?

>> YES, Mr. MAYOR, THAT IS WHAT THE INDUSTRY HAS AND THAT WAS WITHOUT DIRECTION FROM THE CITY, THAT WAS ON THEIR OWN ACCORD,



THEY WANTED TO BE LEADERS ON THIS MATTER. THEY RECOGNIZED THE RISK THAT DRIVING ENTAILS.

THEY, THEMSELVES, VOLUNTARILY WENT TO 5 --

>> THAT IS WHAT WE WERE ADVISED, YES.

>> OKAY SO THERE WAS A RECENT CASE IN TORONTO WHERE A CAR WITH 3 OCCUPANTS WAS INVOLVED IN A SERIOUS CRASH, THEY WERE YOUNG, THEY HAD SERIOUS INJURIES. IS IT FAIR TO SAY THAT AS A LEGAL SETTLEMENT FOR THESE INDIVIDUALS, THAT IT COULD WELL EXCEED \$2 MILLION?

>> IT WOULD DEPEND ON THE CIRCUMSTANCES BUT, YES, IT'S ENTIRELY POSSIBLE Mr. MAYOR.

>> AND IT'S YOUR FIRM BELIEF AS WELL TODAY THAT WE SHOULD BE MOVING IN THE DIRECTION OF ENSURING THAT ALL DRIVERS, TAXI, OR PRIVATE TRANSPORTATION HAVE \$5 MILLION IN COVERAGE; IS THAT CORRECT?

>> YES, Mr., MAYOR THAT IS WHY I HAVE MADE THAT RECOMMENDATION.

>> THANK YOU. WE SHOULD REJECT THE MOTION THAT IS ON THE FLOOR NOW. THANK YOU.

>> THANK YOU COUNCILLOR BROCKINGTON. COUNCILLOR BLAIS?

>> THANK YOU VERY MUCH Mr. MAYOR. I HAVE TO AGREE WITH COUNCILLOR BROCKINGTON ALL OUR INTERNAL EXPERTS, EXTERNAL EXPERTS THOSE THAT WERE CONSULTED BY STAFF AGREE THAT \$5 MILLION IS THE CORRECT LEVEL OF INSURANCE. I UNDERSTAND THAT THE ONLY REASON THIS MOTION IS COMING FORWARD IS BECAUSE THE ONLY PTC CURRENTLY OFFERING IN OTTAWA HAS SAID IT MIGHT BE TOUGH FOR THEM TO FIND THAT LEVEL OF INSURANCE. THERE WAS NO INSURANCE FOR PTCs AT ALL NOW THERE IS BECAUSE THERE IS A MARGIN FOR IT.

I IMAGINE THAT THERE WILL BE SOON A MARKET FOR \$5 MILLION OF INSURANCE FOR THIS KIND OF BUSINESS ACTIVITY BECAUSE WE WILL CREATE ONE. SO I WOULD URGE EVERYONE TO REJECT THIS MOTION, I THINK THERE IS ONLY SO FAR YOU SHOULD BEND YOUR PRINCIPLES TO ALLOW ONE BUSINESS TO OPERATE IN YOUR CITY AND I THINK FRANKLY WE'VE ALREADY BENT IT A LITTLE TOO FAR.

>> THANK YOU COUNCILLOR BLAIS, COWANS TAYLOR.

>> THANK YOU VERY MUCH -- COUNCILLOR TAYLOR.

>> THANK YOU VERY MUCH DEPUTY MAYOR AND I'M JUST WONDERING TAXI INSURANCE, PEOPLE WITH TRANSPORTATION INSURANCE IS AN INCREDIBLY EXPENSIVE COST FOR ANYBODY ENDEAVOURING TO TRANSFER PEOPLE AROUND WHETHER THERE THEY'RE IN THE TAXI INDUSTRY OR IN THE PRIVATE TRANSPORTATION COMPANY BUSINESS. AND I'M WONDERING IF THE MOVER OF THE MOTION WOULD BE OPEN TO A FRIENDLY AMENDMENT THAT WOULD INCLUDE THAT THE CITY WRITE TO THE FINANCIAL SERVICES COMMISSION OF ONTARIO AND ASK THAT THEY REVIEW THE PROVISION OF COMMERCIAL INSURANCE FOR ALL TYPES OF PEOPLE MOVING VEHICLES TO ENSURE THERE WAS BROAD AVAILABILITY OF IT IN THE VOLUNTARY MARKET RATHER THAN THROUGH THE FACILITY ASSOCIATION MARKET WHICH IS A MUCH MUCH MORE COSTLY YOU CAN'T GET ANYBODY TO VOLUNTARILY OFFER YOU INSURANCE SO IT'S REALLY A NONCONTROVERSIAL ADDITION. IT WOULD SIMPLY PUT US IN A SPACE WHERE WE WOULD BE WRITING TO THE GOVERNMENT ON BEHALF OR -- ON BEHALF OF THE CITY SUGGESTING THAT IT LOOKS AT ITS

OWN RULES AND REGULATIONS TO ENSURE THAT ITS GREAT FOR COUNCILS TO PASS MOTIONS SAY WE MANDATE THAT YOU MUST HAVE X AMOUNT OF INSURANCE BUT WE HAVE TO MAKE SURE THAT THE OTHER LEVELS OF GOVERNMENT ARE DOING THEIR PART MAKING SURE THAT INSURANCE IS AVAILABLE IN THE MARKET PLACE TO PURCHASE. [ PLEASE STAND BY ] BUT IF I'M UNDERSTANDING WHAT YOU'RE SAYING, THE TREND THAT YOU'RE SEEING GENERALLY SPEAKING IN THESE KINDS OF CASES, FOR THE PEOPLE WHO ARE ACTUALLY INJURED, IS THE SETTLEMENTS ARE TRENDING UP AND OVER \$2 MILLION?

>> YES, AGAIN AS I SAID, MR. CHAIR, IT'S NOT DONE WITH AN ANALYTICAL OR SCIENTIFIC BENT. IT IS BASED ON OUR REVIEW OF MOTOR VEHICLE ACCIDENTS IN JENNA WE'VE BEEN PAYING OUT SINCE 2006 SINCE I STARTED TO RECORD THOSE STATISTICS.

>> SO TO ACCEPT THIS MOTION AS IT IS, BASICALLY WHAT WE'RE POTENTIALLY DOING IS PUTTING THE PASSENGERS IN A CAB OR IN A PTC CAR OR PUTTING THEM AT RISK THAT THERE'S NOT ENOUGH MONEY IN THE KITTY TO SETTLE THE CASE TO DEAL WITH THEIR FUTURE NEEDS AND CONCERNS? CORRECT? I KNOW YOU DON'T WANT TO ANSWER IT BUT --

>> IT SOUNDS, MR. CHAIR, LIKE ONE OF THOSE RHETORICAL QUESTIONS. I WAS HOPING IT WAS.

>> YOU'RE HOPING WHICH?

>> IT WAS A RHETORICAL QUESTION.

>> NO, I WOULD LIKE A YES OR NO FROM YOU. BASED ON WHAT YOU'RE SEEING AS A LAWYER IN THE LITIGATION FIELD, THE NUMBERS GOING UP, DO YOU FEEL COMFORTABLE THAT AT 2 MILLION, THE INDIVIDUALS, NOT THE CITY BEING SUED BUT THE INDIVIDUALS THROUGH THE PASSENGERS ARE PUTTING THEMSELVES IN THE RISK IN THE VEHICLES, THAT THERE WOULD BE PROPER COVERAGE SHOULD THERE BE A CATASTROPHIC INJURY?

>> MR. MAYOR, I THINK I WOULD REITERATE WHAT OUR EXTERNAL LEGAL COUNSEL SAID, 2 MILLION WOULD BE THE MINIMUM BUT IN THIS CASE WE'RE RECOMMENDING 5 MILLION SO ANSWER THE COUNCILLOR, YES.

>> OKAY, THANKS VERY MUCH. I APPRECIATE THAT. AND JUST TO FOLLOW UP, YOU KNOW, BASED ON THAT, WHAT I'M HEARING, I THINK IT WOULD BE A DISSERVICE TO THE PUBLIC AT LARGE IF WE VOTED TO REDUCE THE AMOUNT OF COVERAGE AVAILABLE FOR THEM IN THE CASE OF A CATASTROPHIC ACCIDENT, SO I WON'T BE SUPPORTING THIS MOTION.

>> COUNCILLOR MITIC? COUNCILLOR LIEPER?

>> WHAT WOULD BE THE DIFFERENCE IN PREMIUM FOR A DRIVER? CAN I GET A NOTION OF HOW MUCH PER MONTH OR YEAR THAT WOULD BE?

>> MR. MAYOR, BASED ON INFORMATION THAT WE HAVE RECEIVED AND IT'S BEEN DIFFICULT TO OBTAIN ON THE LICENSED TAXI SIDE, THE DIFFERENCE IN PREMIUM MAY BE UP TO A THOUSAND DOLLARS MORE.

>> PER YEAR?

>> YES, AND THAT'S, IF YOU RECALL, MR. MAYOR, MR. VICE MAYOR, WE REQUIRED THE TAXI PLATE HOLDER TO OBTAIN THAT AUTOMOBILE INSURANCE, ON BEHALF OF THEIR DRIVERS. ON THE PTC SIDE, THE ONLY PRODUCT THAT'S CURRENTLY AVAILABLE IS THE PRODUCT THAT WAS APPROVED THIS FEBRUARY BY CISCO. IT'S A PRODUCT BEING WRITTEN BY AVIVA INSURANCE. THE DIFFERENCE IN PREMIUM FROM TWO TO FIVE WILL LARGELY DEPEND ON THE PARTICULAR CIRCUMSTANCES OF THAT DRIVER.

>> RIGHT.

>> BUT IT COULD BE AS LITTLE AS A FEW HUNDRED DOLLARS MORE, UP TO A THOUSAND OR MORE, DEPENDING ON THE PARTICULAR CIRCUMSTANCES. SO A DRIVER HISTORY, THE TYPE OF VEHICLE THEY DRIVE, THEIR ACCIDENT HISTORY, THAT TYPE OF THING.

>> OKAY. SO THE COST OF THAT INSURANCE THAT'S CURRENTLY BEING BORNE BY THE PLATE HOLDER IS PRESUMABLY GETTING PASSED DOWN TO THE DRIVER AT SOME POINT IN THE FEES AND LEASES THAT THEY PAY?

>> THAT'S MY UNDERSTANDING.

>> SO THERE'S A POTENTIAL FOR A SIGNIFICANT DIFFERENCE THERE BY LOWERING THIS AMOUNT. THANK YOU VERY MUCH, THANK YOU, MR. CHAIR.

>> COUNCILLOR MITIC?

>> THANK YOU, CHAIR. TO GO FURTHER ON WHAT COUNCILLOR LEIPER WAS ASKING, IS THERE A LOWER THAN FIVE BUT HIGHER THAN TWO MINIMUM, STAFF WOULD BE HAPPY WITH? BECAUSE WE'RE LOOKING TO REDUCE COSTS FOR INDIVIDUAL DRIVERS, A THOUSAND DOLLARS SOUNDS LIKE A LOT OF MONEY TO ME IF IT CAN BE SAVED. AND IT SEEMS LIKE WE MIGHT BE ABLE TO PUT AN OPTION HERE WHERE THE DRIVER HIMSELF MIGHT BE ABLE TO DECIDE WHETHER OR NOT HE OR SHE WANTS TWO, THREE, FOUR, \$5 MILLION DEPENDING ON, LIKE YOU SAID, THEIR PERSONAL RECORD, OR MAYBE THEIR DRIVING HISTORY?

>> YES, MR. CHAIR, WHAT WE LEARNED FROM OUR EXPERT ADVISORS WAS THE FACT THAT IN THE BUSINESS OF INSURANCE, FIVE IS THE NEXT REGULAR LIMIT. I DON'T WANT TO SAY YOU COULDN'T GET THREE OR FOUR BUT WHAT WE'RE TOLD FROM THE INSURANCE EXPERTS, IT'S FIVE IS THE NEXT LIMIT THAT THEY WOULD --

>> SO IT'S CHECK THE BOX FOR 2 OR 5?

>> THAT IS MY UNDERSTANDING, YES.

>> OKAY, THANKS.

>> THANK YOU, COUNCILLOR MITIC. COUNCILLOR EL-CHANTIRY I?

>> THANK YOU, AND I DON'T HAVE QUESTION FOR STAFF BUT I THINK ON THE DEBATE IT'S CLEARLY WHERE OUR STAFF SIT ON THIS ONE AND I WOULD ENCOURAGE MY COLLEAGUE TO DEFEAT THIS MOTION AND CONTINUE WITH THE \$5 MILLION INSURANCE. I THINK THAT WAS THE RIGHT TO DO AND WAS RECOMMENDED AND I THINK WE SHOULD CONTINUE WITH THAT AND VOTE THIS MOTION DOWN.

>> THANK YOU, COUNCILLOR EL-CHANTIRY.

>> MR. CHAIR, I'M JUST REQUESTING SINCE I'M THE LAST SPEAKER A DIVIDED VOTE ON THIS QUESTION, THAT WE VOTE SEPARATELY ON THE MOFFATT MOTION AND THEN SEPARATELY ON THE TAYLOR MOTION. WE DEAL WITH THEM INDIVIDUALLY.

>> I'LL ASK COUNCILLOR MOVE AT TO WRAP UP.

>> THERE'S SEEMS TO BE SOME CONFUSION AS TO WHAT THE MOTIVATION FOR THIS IS. THE FIRST THING WHEN WE CAME FORWARD WITH THIS REPORT ON MARCH 30TH, ONE OF THE FIRST COMMENTS WE HEARD FROM THE TAXI INDUSTRY WAS THAT THE INCREASE TO 5 MILLION-DOLLAR LIABILITY INSURANCE WOULD INCREASE THEIR COSTS, AS WELL. SO SURE, WE'RE DOING A FEW THINGS OVER HERE THAT MIGHT BENEFIT THEM BUT WE'RE ALSO DOING A FEW THINGS HERE THAT MIGHT INCREASE THEIR COSTS. SO TO SUGGEST THIS MOTION HELPS ONLY ONE SIDE IS COMPLETELY ERONEOUS. THE REALITY IS THAT THESE COSTS ARE GOING TO BE APPLIED TO EVERY SINGLE PERSON IN THIS INDUSTRY, INCREASING FROM 2 MILLION-DOLLAR LIABILITY INSURANCE TO 5 MILLION-DOLLAR LIABILITY INSURANCE IS AN UNNECESSARY INCREASE IN DRIVERS, IN SINGLE PLATE HOLDERS. WE'RE JUST INCREASING THEIR COSTS. ON ONE SIDE WE'RE EXPANDING THE BUSINESS TO INCREASE THEIR MARKET, ON THE OTHER SIDE WE'RE INCREASING THEIR COSTS SO THIS MOTION ADDRESSES THAT. IT KEEPS STATUS QUO ON WHERE WE ARE FOR OUR LIABILITY INSURANCE, AND IT'S FAIR TO EVERYONE ACROSS THE BOARD. BUT JUST TO RAISE THE INSURANCE ON ONE SIDE BECAUSE WE THINK THAT WE'RE GOING TO HURT THE OTHER SIDE, THAT'S A POOR LOGIC TO TAKE IN TERMS OF BEING OPPOSED TO THIS MOTION. THIS MOTION ALSO HELPS TAXI DRIVERS BECAUSE THEY'RE THE ONES THAT ARE PAYING THE INSURANCE, THEY'RE THE ONES PAYING THE RENT SO IF YOU WANT TO INCREASE RENTS -- OR INCREASE COSTS ON THE TAXI DRIVERS, BY ALL MEANS VOTE AGAINST THIS MOTION, VOTE FOR THE 5 MILLION-DOLLAR LIABILITY INSURANCE. BUT IF THE GOAL IS TO HELP ON BOTH SIDES, THAT'S WHAT THIS DOES. SO THIS IS NOT -- TO SUMMARIZE, SINCE I AM REPEATING MYSELF BUT THIS IS NOT JUST TO HELP ONE SIDE. THIS WILL HELP TAXI DRIVERS AS WELL, BECAUSE THEY'RE THE ONES THAT ARE BEING SUBJECT TO THE INCREASE IN INSURANCE THAT'S UNNECESSARY, KPMG SAID AS MUCH, THAT WE DON'T NEED TO GO THIS HIGH. OTHER MUNICIPALITIES DON'T GO THIS HIGH. I REMEMBER I USED TO CARRY LIABILITY INSURANCE FOR NINE YEARS BECAUSE OF A JOB I USED TO DO, AND 2 MILLION-DOLLAR LIABILITY INSURANCE IS A STANDARD ACROSS THE BOARD AND I WOULD RECOMMEND TO COUNCIL THIS IS THE DIRECTION WE GO IN BECAUSE THERE'S REALLY NO REASON NOT TO.

>> ALL RIGHT, THANK YOU, COUNCILLOR MOFFAT. SO WE HAVE A MOTION FROM COUNCILLOR TAYLOR. I DON'T KNOW IF IT'S UP ON THE SCREEN AT THIS STAGE. WE'LL JUST WAIT UNTIL WE SEE THAT UP ON THE SCREEN. YEAH, I THINK -- COUNCILLOR TAYLOR'S AMENDMENT FRIENDLY, COUNCILLOR MOFFAT? IS COUNCILLOR TAYLOR'S AMENDMENT FRIENDLY?

>> YES.

>> ON THE TAYLOR MOTION? CARRIED SECONDED BY DAROUZE. DID SOMEONE WISH THAT ONE OF THE ITEMS BE SPLIT? THAT WAS IT, OKAY. SO ON THE MOFFAT-HUBLEY MOTION. YEAS AND NAYS?

>> COUNCILLOR BROCKING TON?

>> NO.

>> COUNCILLOR KEARNEY?

>> NO.

>> COUNCILLOR MOFFAT?

>> YES.

>> COUNCILLOR QUADRY?

>> NO.

>> COUNCILLOR LEIPER?

>> YES.

>> COUNCILLOR EGLI?

>> NO. (SPEAKING IN FRENCH)

>> COUNCILLOR TAYLOR?

>> YES.

>> COUNCILLOR MITIC?

>> YES.

>> COUNCILLOR WILKINSON?

>> YES.

>> COUNCILLOR GAINS? (SPEAKING IN FRENCH)

>> COUNCILLOR MCKENNEY?

>> YES.

>> COUNCILLOR DAROUZE?

>> NO.

>> COUNCILLOR HUBLEY?

>> YES.

>> COUNCILLOR CHIARELLI?

>> NO.

>> COUNCILLOR QAQIS?

>> NO.

>> COUNCILLOR MONET?

>> NO.

>> COUNCILLOR HARDER?

>> YES.

>> COUNCILLOR CHERNUSHENKO?

>> NO.

>> COUNCILLOR NUSSBAUM?

>> YES.

>> COUNCILLOR EL-CHANTIRY?

>> NO.

>> MAYOR WATSON?

>> YES.

>> 13 YEAS, 11 NAYS.

>> OKAY. THE NEXT MOTION WE HAVE IS MOVED BY COUNCILLOR ATTORNEY SECONDED BY COUNCILLOR DAROUZE WITH RESPECT TO VEHICLE AGE LIMITS SO COUNCILLOR TIERNEY, THE FLOOR IS YOURS.

>> THANK YOU VERY MUCH, MR. MAYOR. DURING THIS WHOLE PROCESS, IT CAME TO OUR ATTENTION THAT IN THE KPMG REPORT, IT DID MENTION TEN YEARS FOR VEHICLE LENGTH. IN SPEAKING WITH THE INDUSTRY ITSELF AND SPEAKING WITH MANY DRIVERS, THEY WORK VERY HARD AND THEY'RE NOT DRIVING, YOU KNOW, TEN OR FIFTEEN THOUSAND KILOMETRES A YEAR, THEY'RE DRIVING SEVERAL MORE SO USUALLY THEY'RE CHANGING THEIR VEHICLES ON A REGULAR BASIS. AND HAVING A TEN-YEAR WINDOW WOULD ALMOST BE SEEN AS BONUSING PTCs. THEY FEEL COMFORTABLE WITH EIGHT. I'VE SPOKEN WITH THEM SEVERAL TIMES ABOUT IT. AND THEY TAKE A LOT OF PRIDE IN THEIR VEHICLES. SO I'LL JUST GO -- THEREFORE BE IT RESOLVED THAT COUNCIL APPROVE THE MAXIMUM VEHICLE AGE OF EIGHT YEARS FOR TAXI CABS AS SET OUT BY THE TAXI BYLAW, BE RETAINED AND THE MAXIMUM VEHICLE AGE OF EIGHT YEARS BE ESTABLISHED FOR PTC AND LIMOUSINES OUTSIDE OF THE VINTAGE CATEGORY, WITH BUY ANNUAL INCOMES FOR ALL VEHICLES GREATER THAN FIVE YEARS OF AGE.

>> OKAY, THANK YOU VERY MUCH. THE WORK YOU PUT INTO THAT, COUNCILLOR TIERNEY AND DAROUZE AND COUNCILLOR MITIC PLEASE ON THE MOTION?

>> THANK YOU, MAYOR. JUST -- STAFF JUST FOR A LITTLE HISTORY, DO WE KNOW WHERE THE EIGHT YEARS CAME FROM? I'M A BIT OF A CAR GUY. MOST CARS THAT ARE INSPECTED TWICE A YEAR AND GO THROUGH THE KIND OF RIGOROUS OVERSIGHT THAT OUR TAXIS GO THROUGH, MILEAGE MIGHT BE A BETTER MEASUREMENT OF HOW OFTEN THEY SHOULD BE REPLACED. SO WHY WOULD WE WANT TO KEEP THE COSTS UP ON DRIVERS BY REDUCING IT TO EIGHT YEARS INSTEAD OF GIVING THEM THE BREAK TO TEN YEARS IF THAT'S POSSIBLE?

>> MR. MAYOR, HISTORICALLY, IN AMALGAMATION, WE HAD NO AGE LIMITS. AND THE AVERAGE AGE OF OUR VEHICLES WERE AROUND 15 YEARS OF AGE. RECOGNIZED AS WELL THAT THESE VEHICLES HAD TO GO THROUGH INSPECTIONS TWICE A YEAR, NOT WITHSTANDING THAT, THE QUALITY WAS NOT VERY GOOD. WHEN WE CAME FORWARD WITH RECOMMENDATIONS, THE AGE LIMIT INITIALLY WAS ACTUALLY SEVEN. AS WE WERE ABLE TO UNDERTAKE REGULAR INSPECTIONS, DETERMINED THAT EIGHT WAS AN APPROPRIATE AGE. AND WE HAVE HAD VERY FEW COMPLAINTS REGARDING THE QUALITY OF OUR TAXIS WITH RESPECT TO THAT LIMIT.



>> RIGHT. OKAY, BUT AGAIN, IF A CAR IS INSPECTED TWICE A YEAR, I'M NOT SURE HOW ITS QUALITY COULD BE IN QUESTION. I MEAN, EVERY SIX MONTHS WE'RE LOOKING AT IT, SO -- STICKING WITH THE THEME OF REDUCED COSTS FOR THE DRIVERS, WOULD -- I'M GOING TO NOT SUPPORT THIS, BECAUSE I WANT TO SEE EACH DRIVER HAVE A CHANCE TO REDUCE HIS COSTS AND THOSE TWO EXTRA YEARS, A LOT OF MONEY, IF YOU'RE A DRIVER, FOR A TAXICAB COMPANY. THANK YOU.

>> THANK YOU, COUNCILLOR MITIC. COUNCILLOR QUADRY, PLEASE?

>> THANK YOU VERY MUCH, MR. MAYOR AND JUST A QUESTION TO STAFF. IN TERMS OF OUR OWN VEHICLES, BETWEEN THE DIFFERENT SERVICES IN OUR OWN FLEET VEHICLES, DO WE JUDGE THEM BY AGE OR BY MILEAGE IN TERMS OF LIFE CYCLE RENEWAL?

>> TO THE MAYOR, IT'S -- WITH RESPECT -- OUR FLEET SERVICES OVERSEES THAT AND THEY'VE GOT DIFFERENT STANDARDS DEPENDING ON THE USE OF THE VEHICLE. MR. DID HE MONTE WILL TELL YOU THROUGH OUR AMBULANCES, THERE'S CERTAIN REGULATIONS WHICH DICTATE THAT THEY COME OFF THE ROAD. BUT WE HAVE A COMPREHENSIVE REVIEW OF HOW THOSE VEHICLES ARE ADDRESSED AND WE DO TAKE THEM OFF THE ROAD WHEN AT SOME POINT IT GETS TOO EXPENSIVE TO MAINTAIN THEM. SO I KNOW MR. WILEY SINCE HERE TODAY BUT WE DON'T NECESSARILY SPEAK TO AGE, WE SPEAK TO THE QUALITY OF THE VEHICLE, THE MILEAGE AND THE MAINTENANCE ON THEM THAT DICTATES WHEN THEY COME OFF THE ROAD, BE IT A FIRETRUCK VERSUS A LIGHT FLEET SEDAN.

>> SO BOTH ITEMS DO PLAY A FACTOR IN TERMS OF OUR OWN VEHICLES, WHETHER IT BE BOTH MILEAGE AND MAINTENANCE RECORDS OF THOSE VEHICLES, PLUS THE TIME WOULD BE INCLUDED IN THAT, AM I CORRECT IN THAT?

>> YEAH, MORE SPECIFICALLY THE MAINTENANCE AND MILEAGE AND THE QUALITY AND CONDITION OF THE VEHICLE AND WHEN IT BECOMES COST PROHIBITIVE TO KEEP AN OLDER VEHICLE ON THE ROAD.

>> ALL RIGHT, THANK YOU VERY MUCH. THANK YOU, MR. MAYOR.

>> THANKS, COUNCILLOR QADRI. COUNCILLOR TIERNEY WOULD YOU LIKE TO WRAP UP?

>> I JUST WANT TO THANK THE TAXI INDUSTRY. THEY REALLY RESPECT THEIR VEHICLES. THEY PUT A LOT OF INVESTMENT IN THEM. AND I WANT TO THANK YOU FOR THE GREAT WORK THAT YOU DO. THANK YOU, MR. MAYOR.

>> THANK YOU. AND I KNOW THAT IN MY MEETINGS WITH MR. SINGH AND HIS COLLEAGUES, THIS IS SOMETHING THAT THEY VERY MUCH WANTED US TO BRING FORWARD. AND I APPRECIATE YOU BRINGING FORWARD THIS MOTION. SO ON THE MOTION? CARRIED. DISSENT BY K -- QAQISH. ON THE ATTORNEY-DAROUZE MOTION. (CALLING OF RECORDED VOTE)

>> 12 YEAS, 12 NAYS.

>> WELL, THAT LOST ON A TIE. OKAY. NEXT IS TRANSFERABILITY OF NEW TAXI PLATE LICENCES, MOVED BY COUNCILLOR MOFFAT, SECONDED BY COUNCILLOR MCKENNEY.

>> THANK YOU. THIS KIND OF GOES BACK TO SOMETHING THAT WE DISCUSSED LAST TERM AT COUNCIL. AND IT'S -- SORRY, SETS US DOWN A PATH THAT WE WERE ON PRIOR TO THEN. IT IS DESIRABLE TO ESTABLISH AN EQUITABLE AND UNIFORM OWNERSHIP FOR TAXI PLATE OWNERSHIP -- AS WELL AS FOR PREVIOUSLY ISSUED TAXI PLATES AND WHEREAS THE TAXI BYLAW PROVIDES FOR THE TRANSFER OF A STANDARD TAXI PLATE HOLDER LICENCE AND... AND ACCESSIBLE TAXI PLATE HOLDER LICENCE PROVIDED THAT THE TRANSFER TAKES PLACE MORE THAN FIVE YEARS OF DATE OF ISSUANCE AFTER THE HOLDER LICENCE OR THE DATE OF... WHEREAS ANY NEW LICENCE ISSUED MUST BE FOR ACCESSIBLE VEHICLES AND THE INSPECTOR WOULD BE IN A POSITION TO FURTHER FORTH ADDITIONAL ACCESSIBLE TAXI CANS INTO CIRCULATION FOR SERVICE, SHOULD COUNCIL APPROVE RECOMMENDATION INSIDE THE STAFF REPORT TITLED REGULATING VEHICLES FOR HIRE IN THE CITY OF OTTAWA, TAXI, LIMOUSINES... TO EXPAND THE REGULATED AREA TO THE ENTIRE CITY OF OTTAWA AND TO AMEND THE RATIO OF PLATES TO POPULATION FROM ONE TO 784 TO 1 TO 806 AND WHEREAS ACCESSIBLE TAXI MATES WERE ORIGINALLY INTENDED TO BE NONTRANSFERABLE -- THIS IS A GOOD TIME TO REINTRODUCE THAT CONCEPT INTO THE NEW VEHICLE FOR HIRE BYLAW, THEREFORE BE IT RESOLVED THAT THE CITY COUNCIL APPROVED THAT ALL NEW TAXI PLATE HOLDER LICENCES ISSUED BY THE CITY OF OTTAWA BE NONTRANSFERABLE INCLUDING THE FOUR ACCESSIBLE TAXI PLATE OLDER LICENCES THAT MAY BE APPROVED AS PART OF THE RECOMMENDATIONS RELATED TO THE REGULATING VEHICLES FOR HIRE IN THE CITY OF OTTAWA TAXIS, LYNN LIMOUSINE... AND FURTHER RESOLVED THAT ANY NEW NAMES FOR THE PRIORITY WAITING LIST BE RESTRICTED TO ONLY THOSE TAXICAB

DRIVERS WHO ARE NOT ACCESSIBLE OR TAD -- OR STANDARD TAXI PLATE HOLDERS.

>> ON THE MOTION, PLEASE?

>> MR. MAYOR, I WOULD LIKE TO ASK THE MOVER AND THE SECONDER, THIS MOTION DIDN'T COME TO COMMITTEE AND DOES NOT HAVE THE PUBLIC DISCUSSION ON THIS. WOULD THEY AGREE TO SEND THIS FLIGHT RELEASE THESE BACK TO THE COMMITTEE TO FEEL WITH IT? BECAUSE I THINK MAKING THAT POLICY HERE, IT'S DISHEARTENING, MR. MAYOR, BECAUSE THERE WAS NEVER THE TIME TO TALK ABOUT THIS DURING THE 18 HOURS I ATTENDED AT THE MEETING. IT WAS NEVER BROUGHT UP.

>> SO YOU'RE MOVING THIS BE REFERRED BACK TO CPS?

>> YES, MR. MAYOR.

>> SECONDED BY COUNCILLOR CHIARELLI? QUESTION TO STAFF, COUNCILLOR NUSSBAUM, PLEASE.

>> I GUESS THE KEY QUESTION IS IF COUNCILLOR EL-CHANTIRY'S MOTION WERE TO PASS WE WOULD NEED SOME ASSURANCE AND AT LEAST SOME OF US MIGHT NEED SOME ASSURANCE THAT THE LICENCES ARE NOT ISSUED BEFORE COMMITTEE AND COUNCIL HAVE AN OPPORTUNITY TO OPINE ON IT. SO COULD STAFF ASSURE US THAT IF COUNCILLOR EL-CHANTIRY'S MENTION WERE TO PASS THAT THE LICENCES WOULD BE HELD BACK UNTIL SUCH TIME AS COUNCIL HAD AN OPPORTUNITY TO DECIDE ON THE MATTER? THANK YOU.

>> YES, MR. MAYOR, IN THE NORMAL COURSE OF REFERRING THINGS BACK TO COMMITTEE FOR PUBLIC CONSULTATION, IT WOULD THEN RISE BACK TO COUNCIL, SO NO LICENCES WOULD BE ISSUED IN THE INTERIM.

>> I THINK COUNCILLOR, YOU MEANT COUNCILLOR MOFFAT'S MOTION, THE ONE WE'RE DEALING WITH RIGHT NOW.

>> NO, I WAS -- SORRY, WHAT I WAS SAYING IS BEFORE DECIDING ON HOW I WOULD VOTE ON COUNCILLOR EL-CHANTIRY'S DEFERRAL MOTION, I NEEDED TO KNOW --

>> I'M SORRY, OKAY.

>> I NOW HAVE THAT ANSWER. THAT'S HELPFUL, OKAY.

>> ON THAT DEFERRAL -- OR REFERRAL, RATHER, REFERRAL, EXCUSE ME, COUNCILLOR -- I HAVE COUNCILLOR CHIARELLI ON REFERRAL. COUNCILLOR BLAIS ON REFERRAL. COUNCILLOR MOFFAT ON REFERRAL.

>> SO CAN I JUST GET CLARIFICATION IF WE REFER TO THIS COMMITTEE WE'RE TALKING ABOUT TRANSFERABLE PLATES IN GENERAL? ALL OF IT?

>> NO, I THINK IT'S JUST THE MOTION THAT YOU'VE GOT BEFORE YOU.

>> THEN I DON'T SEE A NEED TO REFER TO COMMITTEE. IF WE'RE ONLY TALKING ABOUT FOUR PLATES. THIS IS THE PATH THAT WE WERE DOWN BEFORE. UNLESS THE PATH THAT COUNCIL VOTED IN -- SUGGESTED THAT WE SHOULD MAINTAIN THE NON-TRANSFERABILITY OF ACCESSIBLE TAXI PLATES. WE'RE TRYING TO GO BACK TO A SITUATION WHERE WE DON'T TRANSFER ACCESSIBLE TAXI PLATES. AND TO SAY THAT IT DIDN'T COME UP DURING THE COMMITTEE, IT CAME UP. AND SPEAKERS, DELEGATIONS AT THE COMMITTEE ON THURSDAY MENTIONED THE ISSUE OF TRANSFERABLE MATES, AND IF YOU DON'T THINK THEY DID, THEN I'M NOT SURE YOU WERE LISTENING. AND ALSO, LEADING UP TO IT AS FAR BACK AS OCTOBER, TAXI DRIVERS HAD MENTIONED ISSUES WITH TRANSFERABLE PLATES, TRANSFERABLE PLATES IS AN ISSUE IN THIS CITY AND ANY MARKET THAT ALLOWS FOR THEM. AND THIS ADDRESSES MERELY ON A GOING FORWARD BASIS THAT WE DON'T ALLOW THE FOUR THAT ARE GOING TO BE ISSUED, JUST FOUR, OF 11,888 AREN'T GOING TO BE ISSUED AS TRANSFERABLE PLATES AND THAT ANY FURTHER ONES ARE ALSO NONTRANSFERABLE:

>> OKAY, ON REFERRAL, COUNCILLOR QAQISH?

>> I JUST HAVE A QUICK QUESTION TO STAFF ON THE MOFFAT MOTION IN TERMS OF CONCERNS WITH -- GIVEN ALL THE ONES THAT ARE IN THE MARKET NOW ARE TRANSFERABLE, WE'RE CREATING A TWO-TIER SORT OF TRANSFERABLE AND -- I DON'T HAVE ANY ISSUES WITH THE MOFFAT MOTION BUT I'M JUST WONDERING FROM A LEGAL PERSPECTIVE, IS THERE ANYTHING OF CONCERN FROM THAT PERSPECTIVE?

>> NO, MR. MAYOR, BECAUSE AS I READ THE MOTION IT WOULD BE ON A GO-FORWARD BASIS SO I DON'T SEE THOSE LEGAL ISSUES.

>> OKAY, THANKS.

>> ON REFERRAL, COUNCILLOR WILKINSON?

>> THIS MOTION HAS TWO PARTS TO IT. AND IN OUR VIEW -- ALSO I THINK IT'S REALLY QUITE IMPORTANT TO SAY THAT IT SHOULD ONLY BE GIVEN TO

PEOPLE WHO DON'T ALREADY HAVE PLATES AND THINGS SO I THINK IT'S SOMETHING WORTHWHILE TAKING A LOOK AT.

>> OKAY, ON REFERRAL, CARRIED. YEAS AND NAYS? (CALLING OF RECORDED VOTE) HUBLEY QAQISH LEIPER

>> 8 NAYS, 16 YEAS.

>> BEAR BECOME WITH -- SO WE'RE BACK WITH COUNCILLOR MOFFAT'S ORIGINAL MOTION. I NOTICED MOST MEMBERS OF CPS VOTED NOT TO REFER IT. NO COINCIDENCE. COUNCILLOR BLAIS ON COUNCILLOR MOFFAT'S MOTION, PLEASE?

>> AS THE LAST -- THERE YOU GO. DID THE LAST BE IT RESOLVED, IS THAT EFFECTIVELY SAYING, JUST SO I'M CLEAR, THAT EXISTING PLATE OWNERS WILL NOT BE ABLE TO APPLY FOR THE NEW FOUR PLATES YOU'RE CONTEMPLATING ISSUING?

>> SORRY, TO THE MAYOR, IF I'M HEARING CORRECTLY, WHAT THAT IS ESSENTIALLY SAYING IS THAT ANY NEW NAMES THAT COME ONTO THE LIST WHO WANT TO BE ELIGIBLE TO RECEIVE A PLATE CANNOT CURRENTLY OWN AN ACCESSIBLE PLATE OR STANDARD TAXI PLATE.

>> SO BASICALLY, THIS HAS TO GO TO SOMEONE NEW.

>> WHO IS ONLY A DRIVER AND NOT A PLATE HOLDER.

>> YEAH, PERFECT, THANK YOU.

>> THANKS, COUNCILLOR BLAIS. COUNCILLOR MCKENNEY ON THE MOFFAT-MCKENNEY MOTION?

>> THANK YOU, MR. MAYOR. I'M THINKING ABOUT IT. YOU KNOW, WE DID -- I WAS AT THE FULL TWO-DAY COMMITTEE MEETING, AND YOU KNOW, WE DID HEAR NOT FROM A LOT OF DRIVERS, WE HEARD MORE FROM PLATE HOLDERS, BUT WHAT WE HEARD FROM THE TAXI INDUSTRY IS THAT IT'S NOT WORKING AND IT HASN'T WORKED WELL FOR A LONG TIME AND A LOT OF THE MESSAGES I GET FROM DRIVERS ARE THAT THEY'RE STRUGGLING. AND THEY'RE STRUGGLING TO MAKE ANY I HAVE GONE WILL -- WHETHER, YOU KNOW, WORKING LONG HOURS, SIX, SEINE DAYS -- SEVEN DAYS A WEEK AND THERE'S SOMETHING WRONG WITH THAT. THERE'S SOMETHING WRONG WITH THE FACT THAT DRIVERS ARE -- YOU KNOW, WE HAVE SORT OF A TWO-TIER SYSTEM THAT'S BEEN CREATED OVER A NUMBER OF YEARS, AND YOU KNOW, WE'VE GOT DRIVERS WHO WE HEARD FROM WHO ARE RENTING PLATES FOR,

YOU KNOW, OVER 2,000 A MONTH MUCH IT'S OFTEN WELL INTO THE MONTH BEFORE THEY EVEN START TO -- TO EARN AN INCOME, TO EARN A LIVING. I THINK WE DID DO THE RIGHT THING IN REDUCING THE RATE OF INSURANCE, THAT WILL HELP, YOU KNOW, THE PLATE OWNERS AND HOPEFULLY THAT CAN BE PASSED ON TO THE DRIVERS. BUT CHAIR DEANS IS RIGHT. THE WAY WE'RE GOING FORWARD NOW, WE NEED TO -- THE TAXI INDUSTRY NEEDS TO MODERNIZE AND THEY NEED TO FIND A WAY OF COMPETING. AND IN THAT WE HAVE TO RECOGNIZE THAT THE SYSTEM THAT'S BEEN CREATED TO DATE HAS NOT WORKED FOR ALL OF THE DRIVERS AND HAS NOT WORKED FOR A LARGE NUMBER OF DRIVERS. AND GOING FORWARD WE'RE NOT LOOKING BACKWARDS RIGHT NOW, BUT GOING FORWARD, LET'S MAKE SURE THAT WE HAVE AN EQUITABLE SYSTEM SO THAT IF YOU WANT TO TAKE AN LICENCE TO DRIVE AN ACCESSIBLE CAB, THAT IT'S NOT TRANSFERABLE. SO THAT THAT THE VALUE IN THAT PLATE WE ARE NOT RIDING IT. WE ARE SAYING LOOK, THAT IS THE VALUE, YOU GO OUT, EARN A LIVING, EARN A DECENT LIVING, BE ABLE TO SUPPORT YOURSELVES AND YOUR FAMILIES AND PROVIDE A SERVICE TO FOLKS WHO NEED ACCESSIBLE TAXI CABS AND FOLKS WHO QUITE FRANKLY WILL ALWAYS WANT TO TAKE TAXIS, MAY NOT CHOOSE UBER. I'VE GOT TO TELL YOU WE'RE NOT HEARING FROM ANYONE. THERE ARE MANY, MANY PEOPLE WHO WANT TO TAKE TAXI CABS FOR A LOT OF GOOD REASON. SO THIS WILL HELP TO DO THIS. THIS WILL HELP TO RIGHT SOME PAST PRACTICES THAT HAVE BEEN CREATED OVER YEARS ON BOTH SIDES. THANK YOU.

>> THANK YOU, COUNCILLOR WILKINSON, PLEASE.

>> MR. MAYOR, THIS MOTION HAS TWO DISTINCT PARTS. THE FIRST PART IS ABOUT WHETHER THEY'RE TRANSFERABLE OR NOT. THE SECOND ONE IS WHETHER YOU GIVE THEM TO -- ALLOW PEOPLE THAT ALREADY HAVE A PLATE TO GET IT ON -- SO I WOULD ASK THAT WE DIVIDE THE MOTION, BECAUSE I THINK PEOPLE HAVE DIFFERENT VIEWS ON THE TWO PARTS. SO IF WE COULD HAVE THE VOTE ON THE FIRST WHEREAS CLAUSE, WHICH IS ABOUT THE TRANSFERABILITY RATE FROM THE ONE ABOUT ONLY GIVING THEM TO PEOPLE WHO DON'T HAVE A PLATE HOLDER NOW. SO MR. MAYOR, DO YOU FOLLOW THAT? MR. MAYOR? THE REQUEST IS THAT IT BE DIVIDED, BECAUSE THE TWO PARTS ARE VERY DIFFERENT MOTIONS.

>> THAT'S FINE, THAT'S FINE. COUNCILLOR MOFFAT, WOULD YOU LIKE TO WRAP UP?

>> NO, I THINK I SAID ENOUGH ON MY OPPOSITION TO REFERRAL. I THINK WE'RE GOOD.

>> OKAY. THANK YOU. SO COUNCILLOR WILKINSON, WHICH PART DO YOU WANT SEPARATED? IS IT THE LAST --

>> THERE'S ONLY TWO PARTS, MR. MAYOR, THE FIRST CLAUSE AND THE SECOND CLAUSE.

>> BUT IS IT THE BE IT FURTHER RESOLVED, THAT'S THE ONE YOU WANT TO HAVE A SEPARATE VOTE ON, AND THEN THE REST WOULD BE THE OTHER VOTE?

>> THE FIRST RESOLVE CLAUSE IS ABOUT -- WHETHER THEY'RE TRANSFERABLE, THAT WOULD BE ONE VOTE AND THE SECOND VOTE WILL BE ON WHETHER OR NOT ONLY LICENSED ONES ARE, NOT PLATE HOLDERS.

>> JUST FOR CLARIFICATION, I THINK YOU WANT TO SPLIT THE BE IT FURTHER RESOLVED, ANY NEW NAMES FOR ACCESSIBLE TAXICAB PRIORITY WAITING LISTS BE RESTRICTED TO ONLY THOSE TAX INSIST.

>> THAT ONE AND THEN THE SEPARATE CLAUSE WOULD BE A SEPARATE VOTE.

>> SO IT'S ALL OF THE MOTION UP UNTIL THE WORD "AND"?

>> YES.

>> IS ONE. AND THEN THE SECOND ONE IS THE "BE IT FURTHER RESOLVED".

>> THAT'S RIGHT, THANK YOU.

>> ON COUNCILLOR MOFFAT AND MCKENNEY'S MOTION UP UNTIL "BE IT FURTHER RESOLVED"? CARRIED. AND THEN ON THE SECOND MOTION... CARRIED. DISSENT BY CHIARELLI, TAYLOR AND EL-CHANTIRY. THANK YOU VERY MUCH. OUR NEXT MOTION -- AND WE HAVE JUST FOR THE BENEFIT OF OUR GUESTS IN THE AUDIENCE, WE HAVE TWO MOTION THE LEFT AND THEN THE MAIN REPORT AND THEN A DIRECTION TO STAFF. SO THE NEXT MOTION IS MOVED BY COUNCILLOR EL-CHANTIRY SECONDED BY COUNCILLOR RICK CHIARELLI WITH RESPECT TO CAMERAS, AND AS COUNCILLOR EL-CHANTIRY KNOWS, BECAUSE I TOLD HIM ALLOWING THIS TO GO FORWARD, DESPITE THE BROCKING TON MOTION, BECAUSE I THINK THIS IS IMPORTANT THAT THIS ISSUE BE DEALT WITH. SO COUNCILLOR EL-CHANTIRY, THE FLOOR IS YOURS.

>> LET ME BEGIN BY THANKING MR. MAYOR FOR ALLOWING THIS DEBATE. I THINK WE HEARD EARLIER WHEN MY COLLEAGUE COUNCILLOR PROGRESSINGTON PUT THIS FORWARD WITHIN A YEAR TO HAVE THE NEED TO HAVE A CAMERA. I FOR ONE HAVE BEEN ON COUNCIL LONG ENOUGH TO

DEALT WITH THE TAXI. I WAS ONE OF THE COUNCILLOR WHO HAD TO WALK TO A ROOM FULL OF 800 TAXI DRIVERS AND ASK THEM THAT THEY NEED TO INSTALL THAT CAMERA IN THEIR VEHICLES. AND WE SAW THE RESISTANCE AT THE TIME. BUT WITHIN NO TIME, WE SAW THE BENEFIT OF THE CAMERA FOR THE HEALTH AND SAFETY OF BOTH THE PASSENGERS AND THE DRIVER. AND WHEN WE HAD THE COMMITTEE MEETING, MR. MAYOR, WE HAD INVITED ONE OF OUR INSPECTORS WITH THE OTTAWA POLICE TO GIVE US JUST A LITTLE BIT OF INFORMATION ABOUT THE BENEFITS OF THE CAMERA INSIDE THE TAXICAB. AND ONE OF HIS COMMENTS WAS IN THE LAST COUPLE OF YEARS, 2014-2015, IT'S BEEN BETWEEN 25 TO 40 TIMES THE CAMERA HAVE BEEN REVIEWED BY THE OTTAWA POLICE AND TO HIS STATEMENT, ONE MAJOR CRIME WAS SOLVED BECAUSE OF THE CAMERA AND MANY OTHER CRIMINAL ACTIVITIES. SO I DON'T BELIEVE WAITING FOR A YEAR TO SEE IF SOMEBODY PHYSICIAN TO GET HURT -- GOING TO GET HURT OR SEXUAL ASSAULT OR WHATEVER THE CASE MIGHT BE IS THE RIGHT THING TO DO. I BELIEVE WITHOUT -- WE SAW THE BENEFIT OF THE CAMERA IN MANY AREAS. WE SAW THEM ON THE SCHOOL BUS WHEN WE HAD A PILOT PROJECT AND HOW MANY THOSE CAMERAS REDUCED THE PEOPLE PASSING THE SCHOOL BUSES. WE SAW INCREASING OF THE RED CAMERA ON THE BUSY ROADWAY INTERSECTION AND WE SAW ALSO HOW MANY TIMES THOSE RED CAMERA CLICK A PICTURE OF TICKETS. SO WE KNOW THE CAMERA IS A GOOD DEAL IN THE TOOLBOX TO HELP POLICE TO HELP THE DRIVERS AND THE PASSENGERS. SO THEREFORE I WOULD ASK YOU AND I WOULD READ MY MOTION, MR. MAYOR. AND FIRST THANK YOU TO -- I DON'T KNOW WHO IS STILL HANDLING BUT -- I DON'T KNOW IF WE EVEN HAVE -- OKAY. THIS MOTION IS MOVED BY MYSELF, SECONDED BY COUNCILLOR CHIARELLI. AND I'M GOING TO READ THE MOTION. "WHEREAS IN 2005 CITY COUNCIL APPROVED A RECOMMENDATION THAT ALL TAXI CABS BE EQUIPPED WITH SECURITY CAMERAS, AS A MEANS OF PROTECTION AND ENHANCED DRIVER AND PASSENGER SAFETY, AND AS DETERRENT TO BAD BEHAVIOUR AND ACTS OF VIOLENCE AND THAT SUCH A CAMERA WILL BE MANDATORY IN 2008, AND WHEREAS THE STAFF REPORT RECOMMENDS THAT EQUIPMENT FOR A VIDEO CAMERA CONTINUE TO BE REQUIRED FOR THE TAXICAB IN ORDER TO MAINTAIN PUBLIC SAFETY BUT THAT BYLAW MEET MINIMUM STANDARD RATHER THAN SPECIFIC MAKES AND MODELS, AND WHEREAS IN VEHICLE CAMERA ARE NOT PROPOSED FOR PRIVATE TRANSPORTATION COMPANIES, PTCs AND WHEREAS THE PUBLIC SAFETY WAS ONE OF THE COUNCIL APPROVED GUIDING PRINCIPLES OF THE REGULATORY REVIEW, AND THE DATE -- DATA COLLECTED IS BENEFICIAL TO THE OTTAWA POLICE SERVICE DURING CRIMINAL INVESTIGATION AND WHEREAS THE SECURITY CAMERA IN



TAC TAXI CABS ARE REGULATED BY AN ACCESS AND PRIVACY POLICY, THAT THE PROPOSED OF WHICH TO STRIKE A BALANCE BETWEEN ENHANCING THE SAFETY OF BOTH TAXICAB DRIVERS AND MEMBERS OF THE PUBLIC... WHEREAS AT THE SAME TIME PROTECTING THE PERSONAL INFORMATION OF INDIVIDUALS AS TO THEIR PERSONAL PRIVACY AS MUCH AS POSSIBLE AND WHEREAS IN ORDER TO ENSURE THE INTEGRITY OF THE DATA COLLECTED FOR LAW ENFORCEMENT AND COURT PROCEEDINGS, TAXICAB SECURITY CAMERAS ARE REQUIRED TO BE CONTINUALLY RUNNING WHEN THE TAXI IS IN OPERATION, NOT UNDER THE CONTROL OF THE DRIVER OR OCCUPANT AND MUST ONLY BE ACCESSED BY THE AUTHORITY PERSONNEL FOR THIS FROM THE OTTAWA POLICE SERVICE FOR LAW ENFORCEMENT PURPOSE. AND THEREFORE BE IT RESOLVED THAT COUNCIL APPROVE AMENDED RECOMMENDATIONS TO SUCH VIDEO CAMERAS SIMILAR TO THE ONE REQUIRED FOR TAXICABBER REQUIRED FOR PRIVATE TRANSPORTATION CABS -- INCLUDING THE PROVISION OF NOTICE BY THE DRIVER TO PASSENGER THAT A CAMERA IS PRESENT IN THE VEHICLE". I SEE MY TIME IS OUT, SO I'LL COME BACK AFTER THE MAYOR TO WRAP UP.

>> THANK YOU, COUNCILLOR EL-CHANTIRY.

>> IN 2006 TO 2008 THIS COUNCIL BECAME A LEADER IN CANADA BY BEING THE FIRST TO INTRODUCE MANDATORY CAMERAS IN TAXI VEHICLES. AND AT THAT -- WHEN THE PROPOSAL FIRST CAME FORWARD, I WAS AGAINST IT. I WAS TALKED INTO IT BY MEMBERS OF THE COMMITTEE AT THAT TIME AND I SUPPORTED IT. AND WITHIN MONTHS OF THE PASSING OF THAT REGULATION, I WAS VERY GLAD I DID. AND IN 2008, THERE WERE PROTESTS BY TAXI DRIVERS, ALL THROUGH THE CITY. AND THEY WERE SIGNIFICANT ITEM OF CONCERN FOR THE CITY, PROTESTING AGAINST THE CAMERAS. BUT AGAIN, WITHIN A MATTER OF WEEKS, TAXI DRIVERS BECAME SUPPORTERS OF THE CAMERAS IN THE VEHICLES. AND THE REASON FOR THIS HAS NOTHING TO DO -- PEOPLE SAY, WELL, IN PTCS, UBER TYPE VEHICLES, YOU DON'T NEED A CAMERA BECAUSE EVERYBODY KNOWS WHO THE DRIVER IS AND EVERYBODY KNOWS WHO THE PASSENGER IS. WHEN I SAT ON LICENCING COMMITTEE, THE PEOPLE WHO CAME BEFORE US OR THE INCIDENTS THAT CAME BEFORE US USUALLY WASN'T A QUESTION OF WHO WAS IN THE VEHICLE, IT WAS A QUESTION OF WHAT HAPPENED IN THE VEHICLE. AND WHAT HAPPENED IN THE VEHICLE DOES GET SORTED OUT AND CLARIFIED VERY QUICKLY WHEN THERE'S A CAMERA IN THE VEHICLE. WE KNOW -- AND LEAVING CAMERAS OUT OF THE UBER TYPE VEHICLE DOES NOT SOLVE THE IDENTITY ISSUE. THE PEOPLE IN THE VEHICLE WILL STILL HAVE TO IDENTIFY THE DRIVER. THEY CAN'T JUST SAY, LOOK AT MY APP. THAT'S NOT GOOD

ENOUGH. THEY WILL HAVE TO IDENTIFY THE DRIVER THE SAME AS THEY ALWAYS HAD TO BEFORE IN TAXI CABS BEFORE WE HAD CAMERAS. WHAT THE CAMERAS DO IS CLARIFY WHAT HAPPENED IN THE VEHICLE. AND HAS IT BEEN SUCCESSFUL? WE'RE ALL HAPPY IT HAPPENED, ONCE WE PUT THEM IN PLACE. BUT IMPERICALLY HAS IT BEEN SUCCESSFUL? WE HAVE THE EVIDENCE FROM THE POLICE SPOKESPERSON AT COMMITTEE THAT ALMOST ONCE PER WEEK, WE HAVE THE POLICE ACCESSING THE DATA FROM CAMERAS IN CABS TO CLARIFY INCIDENTS OR RELATED INVESTIGATIONS SO THAT'S ALMOST ONCE A WEEK THIS HAS BEEN A HELP TO OTTAWA POLICE. SO YOU KNOW, FOR PURPOSES OF A CAMERA MOST OF THE USEFULNESS OF THE CAMERA COMES FROM THE FACT THAT IT TELLS YOU WHAT HAPPENED IN THE VEHICLE AND MAY ESTABLISH, YOU KNOW, WHETHER A CRIME EVEN WAS COMMITTED IN THE VEHICLE. THAT'S WHAT MOST OF IT'S FOR. AND IT'S DONE AN EXTREMELY GOOD JOB OF PROVIDING THAT INFORMATION. SO I THINK IF WE DECIDE NOT TO PUT CAMERAS IN THE VEHICLE TODAY, THEN THE FIRST TIME THERE'S AN INCIDENT IN AN UBER TYPE VEHICLE, PEOPLE ARE GOING TO SAY, WELL YOU DID THEM IN TAXIS, WHY DID YOU NOT DO THEM IN UBER VEHICLES. AND WHAT ARE WE GOING TO SAY? ONCE A WEEK OF NEEDING THE CAMERAS IN TAXIS WAS NOT ENOUGH TO CONVINCE US AND WE STILL DIDN'T DO THEM IN UBER VEHICLES? I THINK ULTIMATELY, WE WILL BE DOING THEM IN UBER VEHICLES, EVEN IF WE SAY NO TODAY. BUT WE'LL BE DOING THEM NOT OUT OF A POSITION OF LEADERSHIP BUT OUT OF A POSITION OF REACTION, REACTING TO INCIDENTS THAT OCCUR. SO BACK WHEN THE WHOLE UBER ISSUE CAME UP WELL OVER A YEAR AGO, ALMOST TWO YEARS AGO, I WAS ASKED WHAT THE ESSENTIAL THING I THOUGHT HAD TO OCCUR, AND I THOUGHT WE HAD TO TREAT BOTH TAXIS AND UBER TYPE OPERATIONS ON A RELATIVELY EQUAL FOOTING, BUT WE NEEDED CAMERAS IN BOTH FOR SURE. I HAVEN'T CHANGED ON THAT. AND I THINK IT'S IMPORTANT THAT WE LOOK AT THE CONSEQUENCE, NOT OF THE TAXI DRIVERS, NOT OF THE UBER DRIVERS, BUT OF THE PASSENGERS, THE CUSTOMERS WHO ARE SITTING IN THE SEAT IN THE VEHICLE.

>> THANK YOU, COUNCILLOR EGLI?

>> JUST WANT TO GET ONE THING SAID RIGHT AT THE VERY BEGINNING. THIS TO ME IS NOT ABOUT WHETHER FLIGHT OR UBER OR LIFT OR ANY OTHER PTC OPERATES IN THE CITY. I HAVE MY FEELS ABOUT HOW UBER OPERATES. I THINK EVERYBODY IS AWARE WHERE I STAND ON THAT. HAVING SAID THAT, I HAVE HEARD OVERWHELMINGLY FROM RESIDENTS THAT THEY WANT UBER IN THE CITY AND SERVICES LIKE UBER, THEY WANT CHOICE. THEY WANT THE

ABILITY TO GO WITH A CAB OR GO WITH A PTC. AND I RESPECT THAT. BUT WHAT I'M ALSO HEARING FROM MY RESIDENTS IS WHATEVER THEY GET INTO, WHATEVER COMPANY IT IS, THEY WANT TO BE IN A SAFE ENVIRONMENT. THAT IS THE NUMBER 1 THING I HAVE HEARD SINCE THIS WHOLE DISCUSSION BEGAN MONTHS AND MONTHS AND MONTHS AGO. THAT'S WHY I VOTED THE WAY I VOTED ON THE INSURANCE MOTION THIS MORNING, WHICH FORTUNATELY FAILED. IT'S WHY I PUT FORWARD THE ENHANCED COMPLIANCE MOTION AT COMMITTEE, WHICH PASSED UNANIMOUSLY, BECAUSE THIS HAS TO BE ABOUT SAFETY FOR OUR RESIDENTS. THIS HAS TO BE ABOUT KNOWING WHEN YOU GET INTO A VEHICLE, THERE ARE CERTAIN PROTECTIONS IN PLACE. YOU DON'T KNOW THE UBER DRIVER ANY MORE THAN YOU KNOW MAYOR WATSON. YOU'VE SEEN HIS PICTURE ON T.V. OR IN THE NEWSPAPER, YOU KNOW HE'S THE MAYOR, SAME AS YOU KNOW WHOEVER IS BEHIND THE WHEEL OF THE CAR, BUT YOU DON'T KNOW THEM. THAT DOESN'T GIVE YOU ANY MORE FEELING OF SAFETY TO KNOW THAT IT'S BOB SMITH BEHIND THE WHEEL, BECAUSE IF IT'S JUST BOB SMITH AND YOU IN THE CAR AND SOMETHING GOES WRONG, THEN IT'S A HE SAID-SHE SAID VERSION OF EVENTS THAT WILL TAKE A LONG TIME TO UNRAVEL AND PUT POTENTIAL VICTIMS TO SOMETHING THAT HAPPENS IN THE CAR, WHETHER THEY BE DRIVERS OR PASSENGERS, THROUGH A LOT MORE ANGST THAN THEY NEED TO GO THROUGH. CAMERAS MAKE SENSE. CAMERAS DO ACT AS A DETERRENT. AND THAT IS THE REASON I SUPPORT THIS MOTION BROUGHT FORWARD BY COUNCILLOR EL-CHANTIRY AND I THANK THE MAYOR FOR ALLOWING US TO SPEAK ON THIS ISSUE BECAUSE I THINK IT'S AN IMPORTANT ISSUE. AGAIN, I'M NOT AGAINST ANY OTHER SERVICE COMING TO TOWN, ANY OTHER TYPE OF TRANSPORTATION COMPANY COMING TO TOWN. BUT WHAT I AM FOR, 100%, IS FOR SAFETY. AND THAT'S WHY RESIDENTS HAVE SAID TO ME, WE WANT TO GET INTO A SAFE VEHICLE. WE KNOW THAT -- WE WANT TO KNOW THAT THE EXPERIENCE WE'RE HAVING GETTING FROM POINT A TO POINT B IS GOING TO BE IN A SAFE ENVIRONMENT. AND AGAIN, I THINK THAT WE HEARD QUITE CLEARLY AND WE'VE SEEN QUITE CLEARLY OVER TIME THAT THE CAMERA DOES ACT AS A DETERRENT. WE KNOW INCIDENTS HAPPEN IN UBER VEHICLES AND FLIGHT VEHICLES AND LIFT VEHICLES. ALL YOU'VE GOT TO DO IS GOOGLE AND SEE THE REFERENCES TO SITUATIONS THAT HAVE OCCURRED, WHETHER THEY'RE ROBBERIES OR ASSAULTS, OR WHAT THEY ARE. WE KNOW ALREADY THAT HAPPENS. WE ALSO KNOW FROM A SIMPLE WEB SEARCH THAT MANY UBER DRIVERS CHOOSE TO PUT A CAMERA OF SOME SORT IN THEIR VEHICLE, TO PROTECT BOTH THEMSELVES AND THE PASSENGERS. THEY MAKE THAT DECISION ON THEIR OWN, WHETHER THE PARENT MOTHERSHIP OF UBER

AGREES WITH IT OR NOT, THEY DO IT BECAUSE THEY KNOW IT'S THE RIGHT THING TO DO. THEY KNOW IT'S THE SAFE THING TO DO. SO I'M URGING ALL OF MY COLLEAGUES TO VOTE FOR THIS MOTION. WE CAN HAVE THE REPORT BACK AS, YOU KNOW, EVIDENCED BY THE MOTION OF COUNCILLOR BROCKINGTON BUT IT CAN TELL US HOW THE CAMERAS WORKED SUCCESSFULLY OVER THE LAST YEAR RATHER THAN WHETHER OR NOT WE NEED THEM. WE DO NEED THEM. OUR RESIDENTS HAVE ASKED FOR SAFETY. THIS IS ONE OF THE MAIN WAYS WE CAN ENHANCE THE SAFETY IN THE VEHICLE. WHOEVER IS DRIVING IT, WHOEVER IS LICENCING IT AND FOR THOSE REASONS, I THINK COUNCILLOR EL-CHANTIRY AND COUNCILLOR CHIARELLI FOR BRINGING FORWARD THIS MOTION. I THINK IT MAKES EMINENT SENSE AND I THINK IT WORKS TO PROTECT OUR RESIDENTS SO I WILL BE SUPPORTING IT.

>> THANK YOU, COUNCILLOR NUSSBAUM?

>> THANK YOU, MR. MAYOR. I JUST WANT TO START BY SAYING I THINK COUNCILLOR BROCKINGTON SAID IT WELL EARLIER THIS MORNING, WHEN HE SAID THAT THIS IS AN IMPORTANT ISSUE, IT'S ONE WE'RE ALL STRUGGLING WITH. AND I THINK HE AND COUNCILLOR HARDER DID AN ADMIRABLE JOB OF ALLOWING US TO EVALUATE THIS ISSUE OF CAMERAS FROM A POSITION OF STRENGTH, FROM A POSITION OF HAVING DATA AND EVIDENCE FROM THE EXPERIENCE THAT WE HAVE WITH PTCS OVER THE COMING YEARS. FURTHER MORE, I DID WANT TO POINT OUT FOR THOSE WHO WEREN'T IN THE ROOM ON THURSDAY AND FRIDAY THAT ONE OF THE DIRECTIONS TO STAFF RELATED TO PUBLIC SAFETY AND RELATED VERY MUCH TO THIS MOTION, WAS TO ASK THEM TO EVALUATE AND TO WORK WITH PTCS TO LOOK AT THE FEASIBILITY OF A PRODUCT THAT'S BEING MOTHEDED CALLED AN SOS BUTTON WHICH ALLOWS EITHER A DRIVER OR A RIDER USING A PTC TO ACTIVATE EMERGENCY SERVICES. IT WOULD BE THE EQUIVALENT OF A CALL TO 9-1-1. IT WOULD BE GEOGRAPHICALLY LOCATED. THIS IS A PRODUCT THAT'S BEING PILOTED IN OTHER CITIES, AND STAFF HAVE AGREED TO LOOK AT THIS PRODUCT, WHICH IS INTERESTING, BECAUSE WE'RE ASSUMING THAT PUBLIC SAFETY IN CAMERAS ARE SYNONYMOUS, BUT IN FACT PUBLIC SAFETY CAN BE ACHIEVED PERHAPS THROUGH OTHER WAYS, AND I THOUGHT THAT THIS SOS BUTTON WAS AN INTERESTING EXAMPLE OF SOMETHING THAT MIGHT BE SOMETHING THAT WE CONSIDER AND WOULD ACTUALLY GIVE RIDERS AND DRIVERS PERHAPS AN EVEN SAFER WAY TO RIDE, BECAUSE IF THERE WAS AN INCIDENT, THERE WOULD BE AN IMMEDIATE RECOURSE TO EMERGENCY SERVICES, WHICH IN SOME WAYS YOU COULD ARGUE IS BETTER THAN HAVING A CAMERA IN THE SENSE THAT YOU CAN DEAL WITH INCIDENTS AS

THEY HAPPEN. SO I THINK IT'S IMPORTANT, PUBLIC SAFETY IS OBVIOUSLY CRITICAL TO ALL OF US. BUT I THINK STAFF NOW HAVE CLEAR DIRECTION THROUGH BOTH THE BROCKINGTON MOTION AND THROUGH THE STAFF DIRECTION ISSUED LAST WEEK TO THINK ABOUT ALL OF THE DIFFERENT WAYS IN WHICH WE CAN ENSURE PUBLIC SAFETY AND PTCS. THANK YOU.

>> THANKS, COUNCILLOR. COUNCILLOR QADRI, PLEASE?

>> JUST GOT A COUPLE OF QUESTIONS FOR MS. JONES AND MR. DEMONTE. IN TERMS OF WHEN WE INITIALLY INSTITUTED THE REQUIREMENTS FOR CAM VALUES IN THE TAXI CABS BACK -- CAMERAS IN THE TAXI CABS BACK IN 2008, YOU MENTIONED SOME OF THOSE REASONS AT COMMITTEE. COULD YOU REFRESH OUR MEMORY ON THAT, PLEASE?

>> THE REASON WE RECOMMENDED THE CAMERAS IN TAXI CABS WAS BECAUSE WE HAD ACTUAL INCIDENTS THAT HAD OCCURRED AND WERE UNABLE TO PURSUE THEM FURTHER BECAUSE OF LACK OF IDENTITY OF THE INDIVIDUAL, AND THAT WAS WHY WE HAD COME FORWARD WITH -- IN ADDITION TO THAT WERE ROBBERIES IN CABS. SO IT WAS A GREAT TOOL IN ASSISTING POLICE TO BE ABLE TO APPREHEND THOSE INDIVIDUALS AND RECOGNIZING IT'S A CASH BASED BUSINESS OR CAN BE, SO THAT WAS PROVIDING ADDITIONAL SUPPORT TO BE ABLE TO INVESTIGATE THOSE INDIVIDUALS. SO HIGH END, SAFETY OF THE PASSENGER, SAFETY OF THE DRIVER, ALSO RECOGNIZE BEING THE ANONYMITY OF THAT TYPE OF SERVICE MODEL AND THE FACT THEY USE CASH.

>> THANK YOU VERY MUCH. AND COMING TO MR. O'CONNOR FROM A LEGAL PERSPECTIVE, IN TERMS OF THAT INSTALLATION OF CAMERA, DID THAT AFFECT ANYTHING ABOUT PERSONAL SECURITY OR ANY OF THOSE KIND OF CONCERNS THAT MAY HAVE BEEN RAISED OVER THE LAST COUPLE OF YEARS ON THIS ISSUE?

>> I'M SORRY, MR. MAYOR, WITH REGARDS TO ANY SORT OF PRIVACY ISSUES, IS THAT WHAT THE COUNCILLOR IS ASKING?

>> I'M ASKING THE QUESTION, MR. O'CONNOR, BASED ON THE FACT THAT THROUGH THE... SCENARIO WERE THERE ANY ISSUES RAISED WITH THE CAMERA ISSUE IN THE CABS?

>> YES, MR. MAYOR, THERE WERE INITIALLY AND WE WORKED WITH THE INFORMATION AND PRIVACY COMMISSIONER --

>> I'M SORRY, I'M HAVING A HARD TIME HEARING.

>> SORRY, MR. MAYOR. YES, THERE WERE INITIALLY SOME PRIVACY ISSUES THAT WERE RAISED AND STAFF WORKED WITH THE INFORMATION AND PRIVACY COMMISSIONER IN TORONTO TO MAKE SURE THAT WE HAD A POLICY TO ACCOMMODATE THOSE.

>> SO OUR POLICY WOULD HAVE COVERED THOSE KIND OF SCENARIOS?

>> THAT'S CORRECT, MR. MAYOR.

>> ALL RIGHT, THANK YOU. TO MY COLLEAGUES, I MEAN, WHEN THIS ISSUE FIRST CAME UP A COUPLE OF MONTHS BACK -- WELL, IT'S BEEN DISCUSSED FOR A WHILE, NOT JUST A COUPLE OF MONTHS, I HAD SIMILAR CONCERNS THAT HAVE BEEN EXPRESSED TODAY IN TERMS OF THE SAFETY OF THE RIDERS, AS WELL AS THE SAFETY OF THE DRIVERS. HAVING LISTENED TO THE DEBATE AT COMMITTEE AND HAVING LISTENED TO THE DEBATE THIS MORNING, MY CONCERN IN TERMS OF SAFETY IS ALTHOUGH IT'S NOT COMPLETELY ABSOLVED BUT IT HAS BEEN SATISFIED, SATISFIED IN TERMS OF WHAT COUNCILLOR BROCKINGTON OR COUNCILLOR NUSSBAUM MENTIONED IN TERMS OF THE PANIC BUTTON IN THE VEHICLES THAT WE'RE REQUIRING, AS WELL AS THE FACT THAT THE RECORDS FOR THAT RIDER, EVERY RIDE IS AVAILABLE IF WE AS A CITY OR IF THE POLICE OR ANY OTHER AUTHORIZED AGENT SILLS -- AGENCIES NEEDS THOSE RECORDS, THEY'RE AVAILABLE FROM BOTH SOURCES, FROM THE PASSENGER AS WELL AS FROM THE COMPANY ITSELF. SO IN TERMS OF THOSE KIND OF CONCERNS, I THINK WE NEED TO PUT THIS MODEL IN, BECAUSE AS WE'VE HEARD OVER AND OVER AGAIN THIS MORNING, THE MODELS ARE CHANGING, THE TIMES HAVE CHANGING, THE INDUSTRY IS CHANGING. I MEAN, IF YOU LOOK AT ANY OTHER INDUSTRY, EVERYBODY IS GOING THROUGH SOME KIND OF A MODEL CHANGE. AND I THINK IT'S ABOUT TIME THAT THE CITY OF OTTAWA, WHICH PRIDES ITSELF ON ITS TECHNOLOGY KNOWLEDGE IN THE CITY, I THINK IT'S ABOUT TIME WE STARTED USING SOME OF THAT TECHNOLOGY AND PUTTING IT INTO PLAY AND PUTTING IT INTO PRACTICE. I THINK THIS ITEM WILL DO THAT AND SHOW NOT ONLY THE CITY BUT ALSO, YOU KNOW, ACROSS THE COUNTRY TO SAY WE'RE THE LEADERS, WE'RE TAKING THE STEPS AND GOING FORWARD ON THIS TECHNOLOGY AND USING THIS TECHNOLOGY TO ENSURE NOT ONLY THAT WE'RE PROVIDING A FAIR SERVICE TO OUR RESIDENTS BUT ALSO PROVIDING A SAFE SERVICE TO THE RESIDENTS. IF YOU NOTICE IN THE KPMG REPORT, THERE WAS SOME CAUTION ADDRESSED, AND THOSE CAUTIONS STAFF DID LISTEN TO AND DID PRESENT TO BOTH COMMITTEE AND TODAY AT COUNCIL. I THINK WE'RE PROVIDING BY DOING THIS SERVICE, I THINK WE'RE PROVIDING A VERY IMPORTANT SERVICE TO THE RESIDENTS, WHICH IS CHOICE. CHOICE OF -- THEY CAN MAKE THAT

DECISION WHETHER TO CHOOSE TO GO THROUGH A TAXI OR THROUGH UBER OR USE BOTH. BUT THAT IS THEIR CHOICE. TO ME THAT IS DEMOCRACY AND THAT IS THE WAY THAT WE SHOULD BE WORKING FORWARD. SO THANK YOU AND I ENCOURAGE MY COLLEAGUES TO SUPPORT NOT THE REQUEST ON COUNCILLOR EL CHANTRY'S MOTION BUT THE COMMITTEE REPORT SUGGESTING GOING FORWARD. THANK YOU VERY MUCH, MR. MAYOR.

>> THANK YOU, COUNCILLOR KADRI, COUNCILLOR BLAIS PLEASE ON THE MOTION.

>> THANK YOU VERY MUCH, MR. MAYOR. FOR MANY OF US -- OR MAYBE I SHOULD ONLY SPEAK FOR MYSELF -- THIS IS PERHAPS THE MOST DIFFICULT PART OF THIS CONVERSATION, IN THE CONVERSATIONS THAT I'VE HAD WITH MOST OF MY COLLEAGUES, I THINK ALL OF US WANT TO SEE OPENNESS AND COMPETITION IN THIS PARTICULAR MARKET. THEY WANT TO SEE NEW TECHNOLOGIES COMING IN AND THESE COMPANIES BEING ABLE TO THRIVE AND COMPETE FOR BUSINESS IN OTTAWA, AND ELSEWHERE. AND SO BALANCING THIS REQUIREMENT VERSUS WHAT WE'VE HEARD HAS BEEN DIFFICULT. I PERSONALLY DO NOT BELIEVE THAT A GROUP OF SMART PEOPLE IN A TECHNOLOGY COMPANY CAN'T FIGURE OUT HOW TO MAKE CAMERAS WORK THAT CAN TURN ON WHEN YOU WALK INTO THE CAR, TURN OFF WHEN YOU GET OUT OF THE CAR, THAT CAN'T BE MOVED WHEN YOU'RE USING THE CAR FOR YOUR PERSONAL PURPOSES, AND THAT CAN'T BE SET UP IN SUCH A WAY THAT WOULD PROVIDE THE POLICE WHATEVER PARTICULAR INFORMATION THEY NEED TO RECEIVE. I DON'T BELIEVE THAT A COMPANY THAT PRIDES ITSELF ON BEING A DATA-DRIVEN COMPANY, A TECHNOLOGY COMPANY, COULD NOT ACHIEVE THAT AND FRANKLY COULD NOT ACHIEVE THAT IN A RELATIVELY SHORT PERIOD OF TIME. AND SO GIVEN THAT, I FIND IT VERY HARD TO BELIEVE THAT THIS IS A BARRIER TO ENTRY AT ALL. PRICES ARE LOW, IF IT'S BUILT INTO THE APP FOR THE DRIVERS, THE PRICE WOULD BE FREE. IF THEY CAN FIGURE OUT HOW TO MAKE IT ADDRESS THE PRIVACY ISSUES AND THE POLICING ISSUES, THEN AS I'VE SAID, I THINK THAT IS EASY FOR TECHNOLOGY IS BIG -- EXCUSE ME, A TECHNOLOGY COMPANY AS BIG AS THE ONE WE'RE TALKING ABOUT TO BE ABLE TO ACHIEVE. AND SO THEN IT'S COME DOWN TO A FEW THINGS FOR ME... SPOKEN TO THE PEOPLE THAT I CARE ABOUT THE MOST, AND THEY'RE THE ONES WHO HAVE CONVINCED ME THAT THIS IS SOMETHING THAT THEY WOULD NEED TO FEEL SAFE. AND GIVEN THAT THAT IS THEIR VIEW AND THESE ARE PEOPLE THAT I RESPECT, LOVE, GIVEN THAT I DON'T BELIEVE THAT IT IS A BUSINESS IMPEDIMENT TO THEIR OPERATION IN THE CITY AND I DON'T BELIEVE THAT THERE IS A TECHNOLOGY IMPEDIMENT OR A DOLLAR

FIGURE IMPEDIMENT, I THINK WE HAVE TO ASK THAT THEY HAVE CAMERAS TO OPERATE, SO THAT WE DO PROVIDE PROTECTION FOR THE RIDERS. AND OFFERING PEOPLE A CHOICE BETWEEN BEING SAFE AND PAYING MORE AND BEING UNSAFE AND PAYING LESS IS FRANKLY NO CHOICE AT ALL. AND SO I WOULD SUPPORT EVERYONE TO -- OR ENCOURAGE EVERYONE TO SUPPORT THE MOTION. THANK YOU.

>> THANK YOU. COUNCILLOR DEANS, PLEASE?

>> WELL, THANK YOU VERY MUCH, MR. MAYOR. LET ME FIRST START BY ADDRESSING THIS ISSUE OF THE INTERVENTION WE HAVE FROM INSPECTOR MAXWELL AT THE COMMITTEE MEETING LAST WEEK. WHEN INSPECTOR MAXWELL APPEARED BEFORE THE COMMITTEE, HE TOLD US A COUPLE OF THINGS. ONE, HE TOLD US HE WAS NOT ON DUTY, AND HE ALSO TOLD US THAT HE DID NOT SPEAK FOR POLICE. SO I TOOK FROM THAT THAT INSPECTOR MAXWELL'S INTERVENTION WAS A POLITICAL INTERVENTION, RATHER THAN A POLICE POSITION. HE ALSO OFFERED THAT HE FELT WE SHOULD PUT CAMERAS IN OC TRANSPORATION VEHICLES AND I NOTICED THAT WE HAVEN'T JUMPED ON THAT SUGGESTION. OUR GOAL IN BRINGING FORWARD THIS PACKAGE OF REGULATIONS IS TO MODERNIZE THE INDUSTRY AND TO ELIMINATE UNNECESSARY REGULATIONS. IT'S NOT TO CREATE NEW UNNECESSARY REGULATIONS. I BELIEVE THAT COUNCIL NEEDS TO ENGAGE IN EVIDENCE BASED DECISION-MAKING. BACK IN 2008-2009 I PROMOTED THE USE OF CAMERAS IN TAXI CABS. IT WAS TO PROTECT THE DRIVERS AS WELL AS THE PASSENGERS AND IT WAS BASED ON THE EVIDENCE THAT WE HAD AT THE TIME. AND I STILL BELIEVE, BECAUSE OF THE NATURE OF THE BUSINESS, THAT IT IS NECESSARY TO HAVE CAMERAS IN TAXI CABS. THEY HAVE PEOPLE GETTING INTO THEIR CARS THAT ARE ANONYMOUS, SAME WITH CAB STANDS AND THEY HAVE CASH TRANSACTIONS. BUT WHEN IT COMES TO PTCS IT'S A RIDE ARRANGED BETWEEN TWO PARTIES THAT DO HAVE KNOWLEDGE OF EACH OTHER AND WHEN CORE STRATEGIES WHO DID THE CONSULTATION PIECE FOR KPMG TALKED TO THE PUBLIC ABOUT IT, THEY DID NOT IDENTIFY THAT THIS IS AN ISSUE -- IMPORTANT PUBLIC SAFETY ISSUE. IN FACT, WHAT THEY TOLD US THROUGH THIS EXTENSIVE CONSULTATION IS THAT PASSENGERS INDICATED THEY FELT SAFER IN PTCS THAN IN CABS, ESPECIALLY BECAUSE OF THE GPS AND THE RATING SYSTEM WHICH SEEMS TO ADDRESS THE ISSUE OF SAFETY. AND THERE IS AN ELEMENT OF CHOICE. IF SOMEONE FEELS SAFER IN A VEHICLE WITH A CAMERA, THEN THEY SHOULD ABSOLUTELY TAKE A TAXICAB. (PLEASE STAND BY) WE WANT TO ALLOW COMPETITION IN THE MARKET. WE DON'T WANT TO PUT UP FALSE BARRIERS TO ENTRY FOR COMPETITION IN



OUR MARKETPLACE, SO LET'S GIVE IT THE YEAR. LET'S LOOK AT IT. I'LL BE THE FIRST ONE TO VOTE FOR CAMERAS IF THERE'S A SAFETY ISSUE THAT ARISES OVER THAT YEAR. AND FINALLY, I JUST WANTED TO SAY TO MY COLLEAGUE THAT SITS TO MY RIGHT HERE, HE DOESN'T KNOW YOU, MAYOR WATSON, BUT I WOULD TAKE A RIDE WITH YOU. I WOULD FEEL QUITE SAFE.

>> THANK YOU. COUNCILOR BROCKINGTON, PLEASE.

>> JUST VERY BRIEFLY, YOUR WORSHIP. TWO AND A HALF HOURS AGO WHEN WE DEBATED THE FIRST MOTION ON THE FLOOR AND THAT IS THE ONE THAT COUNCILOR HARDER AND I MOVED, THAT MOTION PASSED ON A VOTE OF 20 IN FAVOUR AND FOUR OPPOSED. AND IT WAS ARGUED THAT THE WHOLE INTENT OF A YEAR IS TO COLLECT EVIDENCE, TO -- TO BE GUIDED BY EVIDENCE-BASED DATA AND DECISION-MAKING AND TO COME BACK THROUGH COMMITTEE AND REFLECT ON WHAT STAFF HAVE ASSESSED OVER THAT YEAR, AND I STILL STRONGLY BELIEVE IN THAT. AND SIMILAR TO OTHER COMMENTS, I'M NOT OPPOSED TO CAMERAS, BUT I WANT TO MAKE SURE THAT IF WE PROCEED WITH THIS REGULATION, THAT THERE IS A DEMONSTRATED NEED FOR THAT. EVEN THOUGH AS WE ARE AWARE THERE ARE CERTAIN SAFETY MITIGATIONS THAT ARE ALREADY IN PLAY. WE ALREADY PASSED THE MOTION TO ASKED STAFF TO REVIEW AND ASSESS THE SITUATION OVER A 12-MONTH PERIOD AND THEN WITH THAT INFORMATION, WE CAN MAKE BETTER DECISIONS BASED ON THE EVIDENCE THAT EXISTS. SO, I'M SIMPLY ARGUING AGAINST THIS MOTION ON A PROCEDURAL MATTER. PROCEDURALLY, I BELIEVE WE PASSED A BETTER MOTION TODAY AND THAT'S THE ONE THAT SHOULD STAND AND IF WE NEED TO COME BACK TO THE MOTION ON THE FLOOR NOW AT A LATE DATE, HE WOULD BE OPEN TO THAT, SO LET'S STICK SOLELY WITH WHAT WE PASSED ORIGINALLY AND WE CAN REFLECT AND REVIEW ON THIS A YEAR FROM NOW.

>> THANK YOU, COUNCILOR. COUNCILOR MITIC, PLEASE?

>> THANK YOU, MAYOR. STICKING WITH THE REDUCING COSTS FOR THE FUTURE OF DRIVERS, YOU KNOW, I HAVE NOTHING AGAINST CAMERAS. I THINK THEY'RE GREAT. THEY MAKE FOR ALL KINDS OF AWESOME VIDEOS ON YOUTUBE. THEY ALSO, FROM WHAT I'VE HEARD, PROTECT DRIVERS MORE THAN ANYTHING, BUT I THINK WE'RE ENTERING AN AGE WHERE IT'S NOT REQUIRED. SO WHAT IF WE MADE IT A CHOICE FROM ALL? WE HEARD AN OPINION FROM A POLICE OFFICER THAT THEY OFTEN SEEK EVIDENCE. WE DIDN'T HEAR IF THEY PROVIDE ANY EVIDENCE OR SOLVE MORE THAN A COUPLE OF CRIMES, SO IF WE WAIT A YEAR, HE'LL HAVE THE INFORMATION. WE'LL BE ABLE TO MAKE A DECISION AND THEN MAYBE WE

CAN GIVE EVERYONE THE CHOICE, INCLUDING THE TAXI DRIVERS, WHETHER OR NOT THEY WANT TO EQUIP THEIR CABS WITH THE SAME KIND OF CAMERA THEY HAVE NOW BUT IT'S THEIR DECISION TO TAKE ON THAT COST AND TELL THEIR CUSTOMERS THAT IF YOU WISH TO HAVE A CAMERA, THEN YOU WANT TO RIDE WITH ME, SO I'D LIKE IT KEEP THAT WE STICK TO THE YEAR. DO THE STUDY. GET THE EVIDENCE AND THEN GIVE THE INDUSTRY ITS CHOICE ON WHETHER OR NOT IT WANTS THIS LEVEL OF SECURITY.

>> ALL RIGHT. THANK YOU. COUNCILOR MITIC. COUNCILOR WILKINSON, PLEASE.

>> THANK YOU, MR. MAYOR. I VOTED FOR THE EARLIER MOTION AS A SECOND CHOICE. NOT THE FIRST CHOICE, AND I THINK THAT -- I THINK THAT ALL 20 PEOPLE WHO VOTED FOR THAT MOTION WERE -- IT WAS THEIR FIRST CHOICE, I THINK YOU'D BE MISTAKEN. MY FIRST CHOICE IS, IN FACT, TO HAVE CAMERAS AND TO HAVE CAMERAS AS SOON AS POSSIBLE. THIS DOESN'T COME INTO EFFECT UNTIL THE END OF SEPTEMBER. THERE'S PLENTY OF TIME FOR THEM TO ARRANGE AND GET CAMERAS. CAMERAS HAVE COME DOWN ENORMOUSLY IN PRICE SINCE THE TAXI DRIVERS FIRST STARTED RECEIVING THEM. UBER DRIVERS WORK ON A DIGITAL SYSTEM AND HAVING A DIGITAL CONNECTION THAT WOULD COME -- IT'S NOT HARD TO DO. IT'S MUCH SIMPLER, IN FACT, WHERE THE TAXI SYSTEM, WHERE THEY HAVE TO HAVE IT GO ON WHEN THE CAR IS ACTUALLY GOING ON, BECAUSE THE TAXI IS EFFECTIVELY LICENSED TO BE IN OPERATION ALL THE TIME. SO I -- I REALLY STRONGLY BELIEVE WE SHOULD HAVE THIS AS A SAFETY FACTOR. WE ARE PUTTING IN MORE AND MORE CAMERAS IN THIS CITY ALL THE TIME NOW FOR SAFETY. TAKE A LOOK AT THE NUMBER OF CAMERAS THAT ARE ALONG THE QUEENSWAY. TAKE A LOOK AT OTTAWA PUBLIC HOUSING, THAT'S PUTTING IN CAMERAS SO THEY CAN SEE SAFETY. HOW MANY STORES ARE ANYTHING IN CAMERAS? IT IS ACTUALLY MORE IMPORTANT NOW THAN IT'S EVER BEEN TO HAVE EVIDENCE THAT WILL STAND UP IN COURT. AND THERE HAVE BEEN COURT CASES FROM THE TAXI CAMERAS THAT HAVE BEEN SUCCESSFUL BECAUSE THERE WAS A CAMERA. SURE, YOU CAN HAVE PANIC BUTTON AND YOU CAN PUSH IT. ALL RIGHT? BUT YOU STILL HAVE ONLY TWO PEOPLE IN THAT VEHICLE OR WHATEVER -- IT MAY ONLY BE TWO AND IT'S STILL GOING TO BE A YOU SAID/I SAID ONE AND YOU HAVE NOTHING THAT SAYS VISUALLY PROOF OF WHAT HAPPENED. WHAT HAPPENS WHEN YOU PUSH THE PANIC BUTTON? I HAVE ONE AT MY WARD OFFICE. I PUSH THAT PANIC BUTTON, IT TAKES AN AWFUL LONG TIME FOR ANYBODY TO COME. ALL IT DOES IS WHEN PEOPLE COME AND FIND ME ON THE FLOOR THAT I KNEW IT WAS GOING TO HAPPEN. IT'S... I REALLY THINK WE THEY'D TO HAVE IT CONCERN I THINK IT

CAN BE DONE VERY CHEAPLY NOW. WHEN WE STARTED THIS OUT... WHAT? FIVE YEARS AGO. THOSE CAMERAS COST A LOT BECAUSE OF THE WAY THEY'RE CONNECTING AND EVERYTHING ELSE. STOCK NOTHING HAS IMPROVED ENORMOUSLY SINCE THEN U YOU HAVE THE NUMBER 1 TECHNOLOGY BUSINESS PARK IN THE COUNTRY IN THIS CITY. YOU HAVE PEOPLE THIS THAT AREA THAT DO CAMERAS. THEY HAVE -- WE'VE PEOPLE THAT YOU CAN GET THEM FROM CHEAPLY. WE HAVE THE NUMBER 1 COMPANY IN THE WORLD THAT DOES -- USES THE CLOUD FOR SENDING OUT INFORMATION. IT'S HERE IN OUR CITY OF OTTAWA. ALL OF IT'S HERE. SO WHY NOT USE WHAT WE'VE GOT HERE? AND I'VE PUT THIS IF THE MOTION -- THE DIRECTION GOING FORWARD FOR THE YEAR'S REPORT IN CASE THIS MOTION DOESN'T PASS. BECAUSE I'D RATHER HAVE IT IN A YEAR THAN NOT HAVE IT AT ALL, BUT REALLY, I'D RATHER HAVE IT NOW. I THINK IT COULD BE DONE NOW. I THINK IT WOULD BE SAFER FOR ALL. WHEN WE DID -- I DIDN'T ATTEND ALL OF THE COMMITTEE MEETINGS, BUT ONE YOUNG WOMAN SAID IF IT WAS ONLY 1 OR \$200, I WOULD BE QUITE HAPPY TO HAVE A CAMERA. THAT WAS AN UBER DRIVER THAT SAID THAT. THE ONLY WAY WE CAN DO IT IS TO MAKE IT MANDATORY, BECAUSE HAVING IT FOR SOME AND NOT OTHERS MEANS THE PUBLIC DOESN'T KNOW WHETHER IT'S THERE OR NOT. SO YOU CAN'T MAKE IT OPTIONAL FOR TAXI DRIVERS. I DON'T THINK YOU CAN MAKE IT OPTIONAL FOR UBER DRIVERS. SAFETY MATTERS MORE THAN ANYTHING ELSE, WHEN YOU GET DOWN TO THIS IT. THIS IS A CHEAP, EASY WAY TO GET MUCH ENHANCED SAFETY. LET'S USE IT. THANK YOU.

>> THANK YOU, COUNCILOR. COUNCILOR HUBLEY?

>> THANK YOU, MR. MAYOR. I URGE MY COLLEAGUES TO REALIZE THAT, IN TODAY'S WORLD, AS WE'RE LOOKING AT EVOLVING THIS INDUSTRY, ANYBODY GETTING INTO A CAB HAS A CAMERA AND CAN RECORD ANYTHING THEY WANT. WE DON'T NEED, YOU KNOW, WITH ALL DUE RESPECT, MY COLLEAGUE JUST MENTIONED \$200 PER CAMERA. THE CAMERA THAT WE'RE PUTTING CURRENTLY IN TAXIS HAVE TO BE MOUNTED. THEY HAVE TO BE LOCKED. THEY CAN ONLY BE OPENED BY THE POLICE. THOSE ARE NOT AVAILABLE FOR \$200, SO WE HAVE TO BE CAREFUL WHEN WE'RE SAYING HERE. I SUPPORT COUNCILOR BROCK'S EARLIER MOTION TO GATHER THE INFO. COUNCILOR DEANS SAYS AN EVIDENCE-BASED DECISION. I LIKE IDEAS LIKE TOBI'S -- OR COUNCILOR NUSSBAUM, SORRY, ABOUT THE SOS BUTTON. I'M SURE OVER THE YEAR OF GATHERING INFORMATION OR SIX MONTHS, WHATEVER IT WAS DECIDED, MANY MORE IDEAS LIKE THAT COULD COME UP AND PERHAPS ENHANCE THE SERVICE EVEN BETTER. I BELIEVE AT THE TIME THAT THE FORMER COUNCIL VOTED FOR CAMERAS, THAT THERE

WAS A NEED FOR IT IN THE SERVICE. IT WAS -- THERE WAS ALL KINDS OF ISSUES WITH THE TAXI SERVICE. I KNOW THOSE CAMERAS HAVE HELPED. BUT WE ALSO SHOULD GET DUE RESPECT TO THE STAKEHOLDERS IN THE INDUSTRY THAT HAVE COME IN SINCE THEN. PEOPLE LIKE COVENTRY, WHO HAVE DONE A LOT TO CLEAN UP THE TAXI SERVICE IN OUR CITY. AND ALSO THE DRIVERS' UNION. YOU KNOW, WE'VE ALL MET EMERICK SINGH. I BELIEVE HE'S DOING A LOT TO HELP IMPROVE THE REPUTATION AND THE SERVICE THAT WE'RE PROVIDING. SO, I LOOK AT THIS MOTION NOW ABOUT FORCING CAMERAS INTO UBER CARS NOT AS A SECURITY ISSUE, BUT AS A POISON PILL TO TRY TO STOP UBER. I HAVE IN MY OWN WARD SENIORS THAT ARE DRIVING FOR UBER. MORE AS A WAY TO GET TO KNOW THEIR NEIGHBOURS AND TO OCCUPY THEIR TIME THAN TO GET RICH. THEY'RE ONLY MAKING A FEW DOLLARS ON IT. I ALSO KNOW THAT, IN MY AREA AND ACROSS TOWN, WE NOW HAVE FEMALES -- AND NOT JUST ONE OR TWO, BUT MANY THAT ARE DRIVING FOR UBER. THEY OBVIOUSLY FEEL SAFE IN THE RIDE-SHARING MODE. I THINK THAT ENCOURAGES THE SAFETY VALUE TO THOSE THAT RIDE IN THEIR CABS. THAT'S AT LEAST THE ACTUAL FEEDBACK THAT I GET FROM MY RESIDENTS. SO... I LOOK AT THIS MOTION HERE FOR CAMERAS AND THE RATIONALES THAT I'M HEARING BEHIND IT AS MORE OF A WHICH TO PREVENT THOSE SENIORS AND FEMALES TO GET INVOLVED IN THIS INDUSTRY AND PROVIDE A SERVICE TO OUR RESIDENTS, BECAUSE THEY'RE NOT GOING TO WANT THAT \$1,200 MOUNTED ON THE DASH BESIDES THE COUPLE OF HOURS A DAY THAT THEY DRIVE FOR UBER. SO I THINK WE SHOULD ALL JUST TAKE A STEP BACK. SO, WITH THAT IN MIND, I WILL NOT BE SUPPORTING THE MOTION BEFORE US RIGHT NOW, MR. MAYOR. THANK YOU.

>> ALL RIGHT. THANK YOU, COUNCILOR HUBLEY. COUNCILOR QAQISH, PLEASE.

>> THANK YOU, MR. MAYOR, AND YOU KNOW, LOTS OF GOOD POINTS ARE BEING RAISED HERE. BUT THE ONE POINT THAT WE'RE CONSISTENTLY HEARING AND WE JUST HEARD IT AGAIN IS THAT THE CAMERA IS A BARRIER TO ENTRY. WELL, THAT'S NOT REALLY OUR PROBLEM. IT'S A BARRIER TO ENTRY TO ONE CORPORATE BULLY THAT'S BEEN OPERATING ILLEGALLY IN OUR CITY FOR THE PAST YEAR AND A HALF. SO, YOU KNOW, I FEEL AGAIN AND AGAIN THAT WE'RE BENDING THE RULES BECAUSE WE'RE WORRIED THAT WE'RE GOING TO WALK AWAY AS A RESULT OF THIS. YOU KNOW, IN TALKING TO MS. JONES LAST WEEK, SHE'S ALREADY INDICATED SOME OTHER PTCS HAVE EXPRESSED INTEREST, LIKE LIFT, LIKE FLIGHT, AND WHO KNOWS WHAT ELSE IS GOING TO BE COMING DOWN THE ROAD THAT ARE GOOD CORPORATE CITIZENS THAT UNDERSTAND THE REGULATORY FRAMEWORK

NEEDS TO BE ADJUSTED AND APPROVED. THEY CAN PLAY BY THOSE RULES. THE RULES THAT WE SET. NOT THE RULES THAT THEY SET. AND SO, I AGREE WITH THE COUNCILOR'S MOTION. I URGE COLLEAGUES TO BE FAIR AND CONSISTENT IN THE POLICIES AND THE LEGISLATION THAT WE BRING FORWARD AND NOT TO CONTINUE BENDING RULES FOR ONE CORPORATE BULLY. THANK YOU.

>> THANK YOU. COUNCILOR -- DOES ANYONE ELSE WISH TO SPEAK BEFORE WE WRAP UP? WRAP UP.

>> YES, MR. MAYOR. AGAIN, I WANT TO THANK YOU FOR ALLOWING THIS DEBATE ON A VERY IMPORTANT ISSUE. BUT I WANT TO CLARIFY THING THAT WAS SAID EARLIER, MR. MAYOR: AND WHAT WAS SAID, INSPECTOR FROM OPS WAS INVITED AS A POLITICAL INTERVENTION. THIS IS VERY FAR FROM THE TRUTH, MR. MAYOR. THE REQUEST REMAIN CAME FROM THE DEPUTY CITY MANAGER. IT WAS NOT INTERVENTION. WE ALL KNOW JUST LIKE THE SENIOR OFFICER AND THE MANAGER IT THE CITY, THEY DO WORK AFTER HOURS AND THEY DON'T GET COMPENSATION FOR OVERTIME. BUT PUT THAT ASIDE -- PUT THAT ASIDE, MR. MAYOR, MY COLLEAGUES SAY THERE'S A NEED FOR SOS BUTTON. GREAT. WHAT'S THE DIFFERENCE, SOS AND CAMERA? SOS, YOU ASK FOR HELP. IF YOU FLY A HELICOPTER FROM THE CITY HALL TO KILBORN, YOU'RE GOING TO TAKE TEN, 12 MINUTES, SO WHAT GOOD IS A PANIC BUTTON GOING TO DO ME, MR. MAYOR? I'M A BELIEVER IN THE CAMERA. AS YOU KNOW, THERE'S A PILOT PROJECT IN THE PROVINCE WITH THE O.P.P. AND ONTARIO -- AND ONTARIO PROVINCIAL POLICE AND THE TORONTO POLICE SERVICE TO HAVE A BODY WORN CAMERA AND WE'RE JUST WORKING THE LOGISTICS CAN WITH THE PRIVACY COMMISSIONER. SO, THEREFORE, MR. MAYOR, TIME TO HAVE MORE CAMERA. LIKE MY COLLEAGUE COUNCILOR QAQISH SAID, IT'S GOING TO BE OTHER COMPANIES LIKE UBER THAT COME INTO THE MARKET RIGHT NOW. WHY WOULD YOU WANT TO COMPROMISE? WHY WOULD YOU WANT TO CALL HEALTH AND SAFETY AND A POISON PILL OR OBSTACLE? THAT'S NOT MY CONCERN. MY DISCERN THE HEALTH AND SAFETY OF THE RESIDENTS IN MY CITY AND I DO BELIEVE IN MY HEART THAT THE CAMERA, IF ANYTHING, IS DETERRENT. I HAD A BUSINESS BEFORE. 20 YEARS AGO, WE HAD A CAMERA IN OUR BUSINESS. JUST TO HELP US TO -- TO -- AND STILL TO THAT DAY, THE PEOPLE WHO HAD THAT BUSINESS, THEY STILL HAVE.

>> CAMERON: WAS. THERE'S HARDLY ANY BUSINESS OR ANY BUILDING YOU GO TO TODAY DOESN'T HAVE A CAMERA. AND THE REASON FOR IT? TO HELP US SOLVE PROBLEMS QUICKER AND FASTER. AND I KNOW COUNCILOR HARDER, YOU DON'T WANT TO VOTE FOR IT, BUT LET ME FINISH MY STUFF

AND YOU DON'T HAVE TO VOTE FOR IT. BUT, PLEASE, FOLKS, YOU'RE NOT VOTING FOR UBER OR TAXI DRIVERS. YOU'RE VOTING FOR THE HEALTH AND SAFETY OF OUR RESIDENTS. THANK YOU.

>> OKAY. SO ON THE MOTION... YEAS AND NAYS? (CALLING OF RECORDED VOTE)

>> NINE I CAN'TS. 19 ANYWAYS.

>> OUR NEXT MOTION IS SEEKING LEGISLATIVE AMENDMENT TO REGULATE PTC RATES OR FARES. COUNCILOR BLAISE, PLEASE.

>> THANK YOU VERY MUCH, MR. MAYOR. THIS AROSE AT COMMITTEE AS A RESULT OF CHANGING OR CREATING A NEW CATEGORY OF BUSINESS AS OPPOSED TO CALLING THESE -- THIS NEW GROUP A TAXI. WE LOSE ABILITY TO REGULATE PRICE IN ANY CIRCUMSTANCE. WHETHER THAT'S A STATE OF EMERGENCY, WHICH ALMOST NEVER HAPPENS, AN URGENT SITUATION BE WHICH HAPPENS ALL TOO OFTEN, UNFORTUNATELY, OR FOR OTHER -- OTHER REASONS RELATED TO COMPETITION. SO, THIS IS SIMPLY TO ASK THE PROVINCE TO AMEND THE ACT TO PROVIDE US THIS AUTHORITY SHOULD WE CHOOSE TO USE IT FOR ANY NUMBER OF CIRCUMSTANCES IN THE FUTURE WHICH MIGHT REQUIRE IT. THANK YOU.

>> SO, DOES ANYONE WISH TO SPEAK TO THIS? ON THE MOTION? CARRIED. DO WE HAVE ANY OTHER MOTIONS, MADAM DEPUTY CLERK? WE HAVE ONE DIRECTION TO STAFF. I COULD ASK -- CALL UPON COUNCILOR QADRI, PLEASE.

>> THANK YOU VERY MUCH, MR. MAYOR. AND THIS IS A DIRECTION TO STAFF BASED ON THE MOTION THAT I PUT FORWARD AT COMMUNITY AND PROTECTED SERVICES COMMITTEE AND THE MOTION BASICALLY SAYS THAT THE MAYOR IN HIS CAPACITY AS THE STATUTORY CEO OF THE CITY OF OTTAWA WORK WITH THE MAYOR OF TORONTO TO IDENTIFY LEGISLATIVE AMENDMENTS THAT BOTH CITIES ARE REQUESTING AND/OR SUPPORTING AND THAT, AS APPROPRIATE, THEY WORK TOGETHER TO LOBBY THE PROVINCIAL GOVERNMENT FOR THE REQUESTED CHANGES.

>> THAT DIRECTION TO STAFF WILL BE FORWARDED TO THE ACTING CITY MANAGER. SO, ON THE MAIN REPORT AS AMENDED, WOULD YOU LIKE TO SPEAK TO IT, COUNCILOR BLAIS?

>> ONE CLARIFICATION, VERY QUICKLY. THE OTHER DIRECTION THERE IS A TOOK PLACE DURING DEBATE ARE INCLUDED IN...? YEAH? OKAY, THANKS.

>> YEAH. DEBATE ON THE MAIN MOTION, AS AMENDED. COUNCILOR FLEURY, PLEASE.

>> YES, MR. MAYOR. THANK YOU, MR. MAYOR. (VOICE OF TRANSLATOR): I THINK THAT THIS DISCUSSION IS NITPICKING ON SMALL DETAILS. I THINK WE HAVE TO LOOK AT WHAT THE PUBLIC IS ASKING FOR. IT'S ASKING FOR BETTER CUSTOMER SERVICE, MODERNIZING SUPPLY. SO THIS IS WHAT WE HAVE IN FRONT OF US. AND WE HAVE A REPORT THAT ALLOWS FOR COMPETITION. AND I BELIEVE THAT THIS COMPETITION OBVIOUSLY -- THERE'S A LOT OF UNCERTAINTIES BECAUSE THERE'S A CHANGE. BUT I THINK THAT EVERYBODY WILL BENEFIT FROM BETTER CUSTOMER SERVICE AND WE HOPE THAT THE COSTS WILL REMAIN REASONABLE OR AFFORDABLE. IT'S TOO BAD THAT DISCUSSION FOCUSED ONLY ON UBER, BECAUSE, FOR ME, ANYTHING THAT'S RELATED TO PRIVATE TRANSPORTATION IS BROADER. (END OF TRANSLATION) DISCUSSION -- IT'S A LICENSING GROUP THAT IS INTERESTING. IT'S NOT AN UBER GROUP. YOU'LL SEE, IN MY MIND, A LOT OF NEW INDUSTRIES THAT WILL COME IN THAT GROUP AND WILL OFFER NEW -- NEW OPPORTUNITIES FOR -- FOR OUR RESIDENTS THAT ARE MORE AFFORDABLE, THAT WORK ON DIFFERENT APPROACHES FOR CUSTOMER SERVICE AND, YOU KNOW, WE -- AS PART OF THE CONSULTATION, WE'VE HEARD FROM OUR RESIDENTS. THEY WANT THESE OPTIONS. THEY WANT -- THEY WANT MODERNIZATION, AND THAT'S WHAT WE'RE OFFERING. I THINK THAT ONE OF THE FORGOTTEN ELEMENTS IN ALL OF THIS IS THAT THE CITY'S ALSO AT RISK DOING THIS LICENSING GROUP. AND THE RISK THAT WE HAVEN'T REALLY TALKED ABOUT, AND I'M IN FAVOUR OF THE MODERNIZATION, IS WE DON'T KNOW A BUS USER THAT ONLY USES THE BUS A FEW TIMES A WEEK NOW HAS OPTIONS. SO IT'S FORCING US TO BE COMPETITIVE AS WELL. SO I'M IN FAVOUR OF THE REPORT. I THINK IT'S A GOOD THING AND I THINK THAT IT WILL OFFER OPTIONS FOR RESIDENTS OF OTTAWA. AND I'M CONFIDENT THAT AS PART OF THE REQUIREMENTS WE'LL BE ABLE TO LOOK AT IF THERE'S TWEAKS THAT ARE NEEDED FOR BOTH INDUSTRIES, FOR BOTH LICENSING GROUPS, TO MAKE SURE THAT OUR RESIDENTS ARE SAFE AND THAT OUR OPTIONS ARE PROVIDED. MERCI.

>> COUNCILOR TAYLOR, PLEASE.

>> THANK YOU VERY MUCH, MR. MAYOR. AND I WANT TO ECHO THAT ALTHOUGH I WISH WE COULD HAVE GOTTEN SOME OTHER SECURITY PROVISIONS IN HERE, I'M GLAD THAT THIS -- THAT THIS REPORT TAKES US A STEP CLOSER TO A MORE OPEN MARKET, ONE THAT'S MORE OPEN TO COMPETITION, AND I THINK THAT'S GOING TO BE ULTIMATELY GOOD FOR RESIDENTS. THE ONE THING I WOULD ECHO IS THAT -- AND I KNOW THAT, MR.

MAYOR, YOU'VE SHOWN LEADERSHIP ON THIS BEFORE AS WELL A NUMBER OF TIMES, AND I KNOW THAT THE REPORT HAS THIS EMBEDDED IN, IT BUT I WOULD HOPE THAT IN THE STRONGEST POSSIBLE TERMS WE COMMUNICATE TO THE GOVERNMENT OF ONTARIO OUR DESIRE TO HAVE AN ENFORCEMENT AUTHORITY TO ENFORCE THE BYLAW THAT GETS PASSED TODAY AND THE OTHER BYLAWS THIS ARE ON THE BOOKS. YOU KNOW, MY CONCERN IS THAT WE'VE SEEN -- THAT WE'VE BEEN INVOLVED WITH ONE PARTICULAR COMPANY THAT -- THAT HASN'T HAD A TRACK RECORD OF ADHERING TO THE LAWS THAT WERE IN PLACE UNTIL WE ARRIVED TODAY AND CHANGED THOSE LAWS. AND I HOPE THAT ONTARIO GIVES US THE AUTHORITY TO ACTUALLY HAVE SOME MEANINGFUL ENFORCEMENT CAPACITY SO THAT WHETHER IT'S AN UBER, A TAXI, OR A BANDED TAXI OR SOME FUTURE PTC THAT COMES NEWSPAPER AND SETS THAT UP WE HAVEN'T CONTEMPLATED YET, THAT WE HAVE THE AUTHORITY TO DO WHAT WE INTEND TO DO... PROTECT OUR RESIDENTS, PROTECT OUR VISITS TO THE CITY AND, OF COURSE, PROTECT WHOEVER'S DRIVING THOSE VEHICLES. SO, MY CLOSING COMMENT WOULD BE I HOPE IN THE STRONGEST POSSIBLE WAY THAT WE EXPRESS OUR DESIRE TO THE PROVINCE AGAIN TO HAVE THAT ENFORCEMENT ABILITY. THANK YOU, MR. MAYOR.

>> ALL RIGHT. THANK YOU, COUNCILOR. COUNCILOR CHERNUSHENKO, PLEASE.

>> THANK YOU VERY MUCH AND THANK YOU TO ALL MY COLLEAGUES, PARTICULARLY THE ONES ON THE COMMITTEE, FOR DOING THE HEAVY LIFTING HERE. MANY, LIKE I, CAME AND WENT AND TRIED TO PAY ATTENTION AS WEST BEST WE COULD, BUT YOU KNOW I WENT THROUGH A PHENOMENAL AMOUNT OF MATERIAL AND DELEGATIONS IN ORDER TO TRY AND DO THE RIGHT THING. WELL, WHAT IS THE RIGHT THING? I GUESS THAT'S DIFFERENT FOR EVERYBODY, BUT I THINK THE VAST MAJORITY OF US SAW THE RIGHT THING AS ENSURING THAT WE -- WE KNOW CHANGE IS COMING. WE COULD SEE IT COMING THE WRONG WAY, THE ILLEGAL WAY. AND WE WANTED TO FIND A WAY TO IMPROVE TRANSPORTATION SERVICES IN THIS CITY WITH THE RULES THAT ANYONE COULD COMPETE FAIRLY ON, AND I DON'T THINK THERE IS A SINGLE PERSON HERE WHO WANTED TO PENALIZE EXISTING TAXI DRIVERS, THE PEOPLE IN THE TAXI INDUSTRY. OUR GREAT CHALLENGE WAS FINDING A WAY TO OPEN UP TO COMPETITION IN WAY THAT WASN'T GOING TO UNDULY HARM THOSE WHO HAVE IN MANY CASES SUNK THEIR LIFE SAVINGS, INVESTED IN THEIR TAXI SERVICES. THIS WAS NOT A FOR UBER OR AGAINST UBER OR FOR TAXIS OR AGAINST TAXIS, AND IT WOULD BE VERY WRONG IF IT'S EVER REPORTED THAT WAY OR IF WE WERE TO BE CRITICIZED



BY EMAIL OR ANY OTHER WAY AS BEING ON ONE SIDE OR THE OTHER. I DO HAVE TO SAY, THOUGH, I'VE GOT SOMETHING I'VE GOT TO GET OFF MY CHEST HERE: I DO NOT LIKE, AND THAT IS A GROSS UNDERSTATEMENT, AND I'M LOOKING AT THE REPRESENTATIVES OF UBER AS I SAY THIS RIGHT NOW, I REALLY DO NOT LIKE THE WAY IN WHICH THIS CAME ABOUT. I DO NOT LIKE THE WAY IN WHICH WE COULD NOT GET A STRAIGHT, HONEST ANSWER TO PRETTY MUCH ANY QUESTION THAT WE ASKED, THE SHIFTING. THE DODGING. THE WEAVING, AND IN SOME CASE, THE LIES. WE'RE ELECTED REPRESENTATIVES WHO DO OUR BEST TO REPRESENT THE CITIZENS OF OTTAWA AND WE EXPECT WHEN WE ASK QUESTIONS THAT WE GET HONEST ANSWERS, BECAUSE THAT'S THE ONLY WAY WE CAN TAKE A RESPONSIBLE DECISION. SO WE'VE CREATED RULES NOW BY WHICH UBER CAN OPERATE. BUT THEY ARE EQUALLY RULES BY WHICH ANY OTHER COMPETITOR CAN OPERATE. AND I CAN SAY FROM MY PART AND PROBABLY ALL OF MY COLLEAGUES, WE WILL BE WATCHING VERY CAREFULLY, BECAUSE NOW THAT WE HAVE CREATED LAWS, RULES BY WHICH YOU CAN OPERATE, YOU HAD BETTER FOLLOW THEM, BECAUSE WE'RE GOING TO MAKE DARN SURE THAT THEY ARE ENFORCED. THIS IDEA OF WE'RE COMING INTO A MARKET AND WE'RE GOING TO BLISSFULLY IGNORE WHAT EXISTS NOW AND RELY ON THE HUNDREDS OF PEOPLE WITH THEIR SMART PHONES TO TELL US I LOVE UBER, GET OUT OF THE WAY OF PROGRESS, COUNCILOR... THAT WON'T FLY. THIS ISN'T ABOUT PROGRESS. THIS IS ABOUT HEALTH, SAFETY, GOOD GOVERNANCE AND RESPONSIBILITY TO OUR CITIZENS. SO, WE'RE THROUGH THIS. I DO SUPPORT THIS -- THIS REPORT. IT IS IMPERFECT, AS ANYTHING THIS BIG AND COMPLICATED IS BOUND TO BE. IT'S GOT A REPORTING PERIOD WHERE WE SEE WHAT'S -- HOW THINGS ARE OPERATING. I WAS REALLY TORN ON THE CAMERA ISSUE, BECAUSE SAFETY IS SO IMPORTANT. I DID ULTIMATELY SIDE TO VOTE NOT TO MAKE THEM MANDATORY AT THE START. I DON'T KNOW IF THAT WAS THE RIGHT DECISION. I HOPE, IT BECAUSE I WOULD HATE TOO SEE INCIDENTS COMING OVER THIS NEXT WHILE WHERE WE WISH WE'D HAD A CAMERA. SO THAT'S SOMETHING WE'LL BE WATCHING VERY CAREFULLY. I FULLY EXPECT IN THIS INTERVENING PERIOD UNTIL IT TAKES EFFECT THAT UBER OR ANY OTHER OPERATOR IN THE CITY WILL NOW RESPECT THE RULES THAT WE HAVE CREATED, AND I WILL BE WATCHING. THANK YOU.

>> THANK YOU, COUNCILOR. COUNCILOR HUBLEY.

>> THANK YOU, MR. MAYOR. I HAVE A QUESTION FOR MR. OWE CONER, IF I MAY... OR WHOEVER HE WANTS TO DELEGATE IT TO. IS IT TRUE OR -- YEAH, IS IT TRUE THAT IF UNDER THE REGULATORY FRAMEWORK FOR RIDE-SHARING

AS ENVISIONED BY THIS DRAFT BYLAW, IF IT PASSES AS WE HAVE IT TABLED HERE. IF A PTC WERE TO CONTRAVENE THE RULES THAT WE PASS, THAT THE CITY COEN FORCE AND THAT THE -- ENFORCE THE BYLAW AND IF THE CONTROVERSY -- SORRY, CONTRAVENTIONS CONTINUE, SEEK AN INJUNCTION AGAINST A PTC?

>> MR. MAYOR, I -- THE SORT ANSWER TO THAT IS "YES," AND I'D LIKE TO TAKE A MOMENT OR TWO TO EXPLAIN THAT ANSWER. I THINK PART OF THE CONTEXT WE GAVE HAD THE LEGAL IMPLICATIONS SECTION PART OF THIS REPORT WAS THE FACT THAT TWO OTHER MUNICIPALITIES IN CANADA, ONE IN ONTARIO BEING TORONTO, AND EDMONTON, BOTH MADE THOSE LEAPS DIRECTLY TO THE INJUNCTION APPLICATION AT THE BEGINNING OF THE PROCESS. AND IN BOTH INSTANCES, THE COURTS FOR A VARIETY OF REASONS, BUT INCLUDING THE FACT THAT THEY MADE DETERMINATION THAT IS COMPANIES SUCH AS UBER WERE NOT INCLUDED IN THOSE TAXI BYLAWS, SO, THEREFORE, THEY WERE SCOPED OUT, SO TO SPEAK. IF COUNCIL WERE TO PASS THE REPORT TODAY AND ULTIMATELY THE VEHICLE FOR HIRE BYLAW, THE COUNCILOR IS CORRECT. THE -- YOU KNOW, PRIVATE TRANSPORTATION COMPANY OR PTC WHO FAILS TO EITHER MEET A PRE-CONDITION TO GET THE LICENSE OR THEN GETS THE LICENSE AND OPERATES CONTRARY TO THE RULES WOULD BE SUBJECT, TO BEGIN WITH, A CHANGE IN PROVINCIAL OFFENCES COURT, WHICH AGAIN, AT PRESENT, THAT'S NOT CLEAR IN LAW. UBER AND COMPANIES LIKE THEM SAY WE'RE NOT BOUND BY IT, SO THEREFORE, WE'RE NOT ACTUALLY RESPONDING ILLEGALLY. IF COUNCIL BASS PASSES THIS BYLAW, WE WOULD TAKE THAT THEY ARE BOUND BY THE BYLAW AND WE WOULD ACTION IT ACCORDINGLY, IF IT WAS A FIRST OFFENCE -- THE MUNICIPAL ACT PROVIDES FOR AND SO DOES THIS BYLAW, \$100,000 FINE PER OFFENCE. NOW, THAT GENERALLY DOESN'T OCCUR THE FIRST TIME YOU'RE IN PROVINCIAL OFFENCES COURT. I THINK MOST PEOPLE APPRECIATE THAT THERE WOULD BE A NUMBER OF CONSIDERATIONS BY THE JUSTICE OF THE PEACE, INCLUDING ANY PRIOR CONVICTIONS. WHETHER -- WHAT WAS THE NATURE OF THE OFFENCE? WHAT IS THE SIZE OF THE COMPANY? WHAT'S THE ECONOMICS OF THE SITUATION? AND WHAT WOULD BE BOTH THE GENERAL AND SPECIFIC DETERRENTS? THOSE ARE ALL FACTORS IN DETERMINING THAT. HAVING SAID THAT, MR. MAYOR, IF THAT COMPANY, THAT FTC, FINANCED TO VIOLATE THE LAW AND THAT THERE WERE SUBSEQUENT CONVICTIONS, WE WOULD THEN MOST LIKELY MOVE TO A PROHIBITION ORDER IN COURT, AND THE PROHIBITION ORDER WOULD TELL THEM THIS PTC WAS VIOLATING THE BYLAW, THAT THEY MUST ADHERE TO THE BYLAW AND STOP DOING SO. AFTER THAT, MR. MAYOR, IF THEY CONTINUED THAT, WE WOULD THEN

TAKE STEPS TO ENFORCE THE PROHIBITION ORDER BY WAY OF A CONTEMPT OF COURT APPLICATION. AND IT'S AT THAT POINT, MR. MAYOR, THAT WE WOULD BE LOOKING FOR AN INJUNCTION FOR THEM TO CEASE AND LOOK FOR THOSE COURT ORDERS. SO THE COUNCILOR'S ABSOLUTELY CORRECT. THERE'S A PROCESS, BUT IF THIS BYLAW IS PASSED AND IF THE REPORT IS PASSED, THEY WOULD BE BOUND BY IT.

>> THANK YOU, MR. MAYOR. I THINK IT'S VERY APPROPRIATE ON A DAY WHEN MANY OF MY COLLEAGUES HAVE JOINED YOU AND I WEARING PINK AS A WAY TOO SPEAK OUT AGAINST BULLYING, AND I KNOW SOME OF MY COLLEAGUES HAVE REFERRED TO A COMPANY WE'RE DEALING WITH HERE AS A BILLY. THERE ARE GOING TO BE BIG FINANCIAL PENALTIES IN THAT KIND OF BEHAVIOUR CONTINUES, SO I THINK BE SUPPORTING THE REPORT AND I THANK COUNCILOR DEANS FOR THEIR WORK ON IT.

>> THANK YOU.

>> THANK YOU, MR. MAYOR. I'M GOING TO BE SUPPORTING THE RECOMMENDATIONS FROM COMMITTEE AS AMENDED. HOW IT'S A LADDER TO GETTING THROUGH KIDS THROUGH SCHOOL, TO JOIN THE MIDDLE CLASS, AND I'M GOING INTO THIS VOTE WITH MY EYES OPEN. THAT THERE ARE GOING TO BE FEWER OF THOSE OPPORTUNITIES MOVING FORWARD. I WANTED TO TAKE THE TUNE TO MAKE SURE THAT WE'RE NOT GOING TO LOSE SIGHT OF SOME OF THE BIGGER ISSUES. INCLUDING IN REGULATED SECTORS. BUT THERE ARE GOING TO BE THINGS THAT WE NEED TO ADDRESS LIKE THE RECOGNITION OF FOREIGN CREDENTIALS. ACCESS TO AFFORDABLE EDUCATION AND TRAINING. ACCESS TO JOB TRAINING PROGRAMS. CHILD CARE. (PLEASE STAND BY) I'M TALKING ABOUT YOUR PROVINCIAL TAGS THAT THE POLICE SAID ARE ALLOWED TO DRIVE FROM ONTARIO PLATES ONLY. IS THAT CORRECT?

>> THAT IS CORRECT.

>> SO --

>> UNDER THE PROPOSED BYLAW, YES.

>> OKAY. GOOD. SO CURRENTLY, THERE'S A LOT OF QUEBEC PLATES THAT ARE DRIVING AROUND WITH UBER AND PICKING PEOPLE UP. WHAT WOULD HAPPEN IF THEY CONTINUED THAT PRACTICE? WOULD THEY BE FINE?

>> THEY WOULD BE SUBJECT TO TAXES UNDER THE TAXI BYLAW OR PT BYLAW, YES.

>> THANK YOU FOR YOUR HARD WORK ON THIS.

>> THANK YOU, COUNCILOR.

>> THANK YOU, MR. MAYOR.

>> FIRST OFF, I WANT TO THANK ALL THE RESIDENTS THAT CAME OUT OVER THE 18 HOURS OF MEETINGS AND WERE ENGAGED IN THE PROCESS. I SPOKE TO ONE LADY IN PARTICULAR. I COULDN'T QUITE FIGURE OUT WHY SHE WAS THERE AND I ASKED HER WHY SHE WAS THERE BECAUSE SHE WASN'T RELATED TO AN UBER DRIVER OR TAXI DRIVER AND DIDN'T DRIVE UBER AND DIDN'T DRIVE A TAXI AND I SAID, IT'S GREAT THAT YOU'RE HERE ALL THIS TIME. AND YOU KNOW, I SAID, YOU HAVE NO SKIN IN THE GAME. SHE SAID, YES, I DO. IT'S ABOUT SOCIAL JUSTICE. THAT'S WHY I'M HERE. SO I WANT TO THANK ALL THE RESIDENTS THAT DID COME OUT. WE HAD A HUNDRED PEOPLE SIGN UP WANTING TO SPEAK TO US AND WE CAN'T DO OUR JOB WITHOUT YOUR HELP. SO I APPRECIATE THAT. AND I'M GOING TO VOTE FOR THIS REPORT. I'M NOT SURE I WOULD HAVE VOTED FOR THE ORIGINAL REPORT. BUT I THINK A LOT OF GOOD WORK HAPPENED OVER THOSE TWO DAYS. A LOT OF GOOD AMENDMENTS WERE MADE. A LOT OF GOOD PROTECTIONS WERE PUT IN, YOU KNOW, FOR EXAMPLE, YOU KNOW, ONE OF THE MAIN CONCERNS IN ADDITION TO SAFETY RAISED WAS ABOUT ACCESSIBILITY. AND I THINK COUNCILOR BROUGHT FORTH A VERY WORKABLE, VERY EFFECTIVE MOTION TO DEAL WITH THAT ISSUE, SO I THANK HIM FOR THAT. AND SO I THINK THE REPORT IS MUCH BETTER THAN IT WAS. AND I DON'T THINK IT'S PERFECT. YOU CAN TELL BY THE VOTES TODAY THAT I THINK THERE ARE SOME GAPS IN ENSURING SAFETY, SOME THINGS WE COULD HAVE DONE BETTER IN TERMS OF INSURANCE, IN TERMS OF CAMERAS. WE DIDN'T GET THERE. THANKS TO COUNCILOR BROCKINGTON, WE HAVE A PROCESS GOING FORWARD WHERE WE CAN LOOK AT THIS AGAIN IN A YEAR AND HOPEFULLY NOTHING BAD WILL HAPPEN IN THAT YEAR, BUT WE CAN LOOK AT IT AND MAKE SOME DETERMINATIONS ABOUT WHETHER WE DID THE RIGHT THING TODAY. SO I THANK HIM FOR THAT. BUT I REALLY DO HOPE THAT THE RIDE SHARE COMPANIES ARE LISTENING. I REALLY DO HOPE THAT UBER AND ALL THE REST KNOW THAT NEW RULES ARE IN TOWN NOW AND IT'S A FRESH SLATE. YOU HAVE AN OPPORTUNITY HERE. UBER AND THE REST HAVE AN OPPORTUNITY TO SHOW GOOD FAITH AND SAY TO THE CITY OF OTTAWA, SAY TO COUNCIL, COMMITTEE AND THE RESIDENTS, MOST IMPORTANTLY, THAT WE WILL

RESPECT YOUR LAWS. WE WILL FOLLOW YOUR LAWS. AND WE WILL WORK IN A COLLABORATIVE WAY WITH THE CITY AND WITH COUNCIL AND WITH RESIDENTS TO CREATE A COMPLETE TRANSPORTATION SYSTEM FOR EVERYBODY. A MORE ROBUST TRANSPORTATION SYSTEM. AND WE'LL DO IT LEGALLY. YOU CAN CALL THE TECHNOLOGY DISRUPTIVE. I CALL IT ILLEGAL. NOT THE TECHNOLOGY BUT THE METHODS. AND I THINK COUNCILOR SPOKE TO THIS AS WELL. I'M LOOKING AT IT DIFFERENTLY. YOU HAVE BEEN GIVEN AN OPPORTUNITY HERE TO SHOW US WE'RE WRONG. YOU HAVE AN OPPORTUNITY TO DO THE RIGHT THING GOING FORWARD, TO FOLLOW THE RULE, TO BE COMPLIANT, SO NOT TO GO DOWN THE ROAD THAT COUNCILOR HUBLEY SUGGESTED AND HAVE MR. O'CONNOR AND HIS GROUP LOOKING AT HOW IT INJUNCTIFY YOU, TO PROVIDE THE SERVICE YOU SAY YOU CAN PROVIDE IN AN EFFECTIVE, EFFICIENT, COST EFFICIENT WAY FOR ALL THE RESIDENTS, TO GIVE THE RESIDENTS WHAT THEY'VE ASKED FOR WHICH IS AN ALTERNATIVE WAY TO GET AROUND TOWN. BEING BETTER. YOU CAN SHOW US WE WERE WRONG. YOU CAN DO THE RIGHT THING AND FOLLOW THE RULES. THAT'S NOT A MESSAGE TO UBER - TO ANY OF THE RIDESHARING COMPANIES. OTTAWA IS OPEN FOR BUSINESS. WE'RE OPEN FOR BUSINESS FOR A NEW WAY OF GETTING AROUND TOWN. ALL WE ASK IS THAT YOU RESPECT THE RULES WE SET DOWN. IN THAT REGARD, I ALSO LOOK AT STAFF, IN THAT REGARD, I FULLY EXPECT YOUR COMMITMENT THAT IF THOSE RULES ARE NOT FOLLOWED, IF COUNCILOR CHERNUSHENKO AND HIS COMMENTS IS CORRECT IN THAT UBER MAY CONTINUE DOWN THE ROAD IN WHATEVER RIDESHARE COMPANY MAY CONTINUE DOWN THAT ROAD OF LOOKING AT THE RULES AND THINGS, DOESN'T QUITE FIT OUR BUSINESS MODEL SO WE'RE GOING TO DO SOMETHING DIFFERENT. I'M LOOKING FOR STAFF FOR THAT COMMITMENT AND YOU WILL ROBUSTLY AND VIGOROUSLY ENFORCE THE RULES WE HAVE NOW GIVEN YOU. WE'VE GIVEN YOU A VERY FULL TOOL BOX OF WAYS TO ENSURE COMPLIANCE AND I AM HOPEFUL -- I KNOW YOU WILL. I KNOW YOU WILL ENFORCE THOSE RULES IF NECESSARY BUT AGAIN, LAST WORD TO THE RIDESHARE COMPANIES, I'M HOPING WE DON'T HAVE TO GO INTO THAT TOOLBOX. I'M HOPING THAT YOU WILL RESPECT WHAT YOU'VE HEARD FROM THE RESIDENTS OF OTTAWA, RESPECT WHAT YOU'VE HEARD FROM THE ELECTED REPRESENTATIVES AND FOLLOW THE RULES GOING FORWARD. THANK YOU.

>> THANK YOU VERY MUCH. COUNCILOR EL-CHANTIRY, PLEASE.

>> THANK YOU VERY MUCH, MR. ACTING MAYOR. TODAY HAPPENS TO BE A DAY WE WEAR PINK TO STOP BULLYING WITH THE INTERNATIONAL

COMMUNITY, BUT YET WE LET SOMEONE WHO BULLY US FOURTEEN MONTHS OPERATING ILLEGAL IN OUR CITY. SO WHAT WE DO TODAY? WE REWARD THEM. IT'S NO DIFFERENT THAN THE FEDERAL GOVERNMENT WHEN THEY CANNOT STOP THE CONTRABAND CIGARETTES SOLD. WHAT THEY DO IS THEY REDUCE THE TAXES BECAUSE THAT IS THE WAY OF ALLOWING ILLEGAL ACTIVITY. I WILL NOT BE SUPPORTING THE REPORT. I HEARD FROM MY COLLEAGUE HAS DONE QUITE A BIT. IN REFORMING NOT JUST OUR FUTURE ANY TRANSPORTATION MECHANISMS, BUT NEVERTHELESS, TO SUPPORT SOMEONE WHO DIDN'T EVEN HAVE THE RESPECT TO ADDRESS OUR COMMITTEE AFTER THEY MADE A PROMISE TO APPEAR ON COMMITTEE, WE HAVE NOT EVEN PROMISED TO SUSPEND OPERATIONS WITH THE BYLAW IN EFFECT SO I WILL NOT BE REWARDING THAT COMPANY, MR. CHAIR. I WILL NOT BE VOTING IN FAVOUR.

>> THANK YOU VERY MUCH, COUNCILOR. COUNCILOR MITIC, PLEASE.

>> THANK YOU, CHAIR. THIS HAS DEFINITELY BEEN THE MOST EXCITING AND MAYBE EVEN THE BIGGEST THING WE DO THIS TERM, I'M NOT SURE. I BELIEVE THIS BYLAW, AS AMENDED, WILL ULTIMATELY ALLOW DRIVERS IN THIS INDUSTRY TO DRIVE. WE'VE HEARD A LOT OF VOICES AND A LOT OF POINTS OF VIEW, BUT OVERWHELMINGLY IN MY MIND, THE VOICE THAT HELD MY ATTENTION AND MADE ME MAKE THE DECISIONS I MADE WAS THE DRIVERS. YOU KNOW, THE DRIVERS, THEY'RE THE BACKBONE OF THIS INDUSTRY. THEY TAKE THE LARGEST RISK. THEY GRIND IT OUT EVERY DAY TO PAY THEIR BILLS AND FEED THEIR FAMILIES. AND I'VE ALWAYS TRIED TO KEEP THEM AS MY MAIN CONCERN WHEN MAKING MY DECISIONS AND I KNOW WE'RE NOT IN AN EASY SPOT, BUT BASICALLY THE WAY I CAN THINK OF DESCRIBING THIS IS WE HAVE AN ANALOGUE SYSTEM AND IT'S BEING -- WE'RE TRYING TO BRING IN A DIGITAL ONE. AND TAXIS AREN'T THE FIRST INDUSTRY THAT'S HAD TO DEAL WITH THIS, AND DEFINITELY IT WON'T BE THE LAST I MEAN, IN THIRTY YEARS, MAYBE WE'LL BE DEALING WITH AUTONOMOUS BUSES. WHO KNOWS WHAT THE FUTURE HOLDS. THE BIGGEST BENEFACTORS, IN MY OPINION, BASED ON THE WORK THAT WE DID AT COMMITTEE AND ALL OF OUR STAFF, IS THAT THE BIGGEST BENEFACTORS WILL BE THE DRIVERS. AND I THINK THEY'LL BE BETTER OFF AND BETTER ABLE TO MAKE A LIVING BY BEING RELIEVED OF THE FINANCIAL BURDEN THEY FIND THEMSELVES UNDER TODAY. THIS BYLAW GIVES US A MORE INCLUSIVE, FLEXIBLE AND DIVERSE AND MORE AFFORDABLE TRANSPORTATION SYSTEM IN THE CITY. AND I'VE ALWAYS TRIED TO KEEP THESE THINGS IN MIND BUT MY BIGGEST DECISION FOR ALL IS BASED ON

HELPING THE DRIVERS RELIEVE THEIR FINANCIAL BURDEN AND BE ABLE TO DRIVE AND MAKE A LIVING. THANK YOU.

>> THANK YOU VERY MUCH. COUNCILOR MONETTE, PLEASE.

>> THANK YOU. FIRST OF ALL, WHEN WE HAD DISCUSSIONS ON THIS, I WAS VERY FRUSTRATED WITH THE OUTCOME AS THE DISCUSSION WAS GOING. ONE OF THE THINGS I'VE ALWAYS MENTIONED, AND I WANTED TO SEE -- NOW THESE DISCUSSIONS WAS A LEVEL PLAYING FIELD. WHATEVER THE TAXIS HAD TO DO, I FELT THAT UBER SHOULD HAVE BEEN AT THE TABLE DOING THE SAME TYPE OF LEGISLATION. IN 2008, I WAS ONE OF THE COUNCILORS HERE WHO SAT HERE AT COUNCIL AND TOLD THE TAXIS, YOU NEEDED THE CAMERAS SO THAT YOU CAN MAKE A SAFER ENVIRONMENT, NOT ONLY FOR YOURSELF, THE PASSENGERS, ALSO. SOMEBODY HAD SAID, WELL, WE'VE NEVER SEEN ANY PROOF OF CAMERAS BEING EFFECTIVE. WE'VE ACTUALLY HAVE SEEN PROOF. WE HAVE SEEN POLICE RESOLVE SOME ISSUES, SOME CRIMES, BECAUSE OF THE PHOTOS THAT WERE TAKEN FROM THE CABBIES. IN FACT, THAT SAME CAB DRIVER WAS GIVEN AN AWARD AT A COUNCIL TABLE BECAUSE OF HIS ACTIONS. AND BECAUSE OF HIS COOPERATION WITH THE POLICE. SAFETY FOR RESIDENTS WAS ALWAYS MY NUMBER ONE CONCERN AS WE WENT FORWARD WITH THIS DISCUSSION. I WAS REALLY HOPING THAT THE CAMERAS WOULD HAVE BEEN THE SAME THING ACTUALLY AS IT IS IN UBER, A DECISION HAS BEEN MADE, AND I RESPECT THE DECISION AND THE MAJORITY OF COUNCIL. RIGHT NOW, I FEEL THAT WE HAVE MORE RESTRICTIONS TOWARDS CABS THAN UBER, BUT WE HAVE BEEN ABLE TO HELP THE CAB DRIVERS WITH SOME OF THE ISSUES THEY WERE FACING. VERY FRUSTRATING TO SEE THE COMPANY COME IN THE PAST 18 MONTHS AND PRETTY WELL SNUB THE CITY BYLAW AND OPERATE AND PRETTY WELL SAID THEY DON'T CARE WHAT WE THINK. ONE QUESTION, TWO QUESTIONS FROM THE CHAIR OF COMMUNITY AND PROTECTIVE SERVICES, AGAIN, THEY PRETTY WELL TOLD US, WE DON'T CARE WHAT I THINK -- WHAT YOU THINK. SO I'M VERY TORN AS TO HOW TO VOTE FOR THIS. I THINK MY ACTIONS HAVE SPOKEN TOWARDS THE MOTIONS AND I HAVE VOTED ON IT. BUT I DO NOT WANT TO STOP ANOTHER COMPANY FROM COMING IN AND PROVIDING BETTER SERVICES -- OR NOT BETTER SERVICES -- NEW SERVICES TO OUR RESIDENTS. WHAT I FEEL IS THE MOTION, THE WHOLE PACKAGE, IS NOT GREAT. IT'S NOT SOMETHING THAT I SUPPORT WHOLEHEARTEDLY. BUT AT THE END OF THE DAY, THE PACKAGE IS SOMETHING THAT WE FINALLY DO HAVE SOME LEGISLATION AND WE FINALLY DO HAVE SOME BYLAW OPTIONS THAT IF UBER DOES NOT WISH TO FOLLOW US IN THE FUTURE, WE'LL HAVE

ACTIONS THAT WE WILL BE ABLE TO TAKE. SO RELUCTANTLY, I WILL SUPPORT THE OVERALL MOTION BUT YOU CAN BE SURE THAT MY ACTIONS SPEAKS LOUDER THAN WORDS ON THE VOTES I HAVE MADE AND IF ANYBODY WISHES TO LOOK AT THE VOTES, ALL I TRIED TO DO WAS PUT A LEVEL PLAYING FIELD AND I DON'T BELIEVE THAT WAS ACCOMPLISHED TODAY.

>> THANK YOU, COUNCILOR MONETTE. COUNCILOR WILKINSON.

>> THANK YOU, MR. MAYOR. I CAN ASSOCIATE VERY WELL WITH WHAT COUNCIL MONETTE HAS JUST SAID BECAUSE I HAVE VERY SIMILAR FEELS. I'VE BEEN UNDER PRESSURE IN MY COMMUNITY FROM PEOPLE WHO ARE TAXI DRIVERS WHO FEEL THEIR LIVES ARE BEING THREATENED, THEIR HOMES AND THEIR -- HOW THEY ARE GOING TO BE ABLE TO PROVIDE FOR THEIR FAMILIES HAS BEEN THREATENED, AND HAVE DONE WHAT I CAN TO HELP AND MAKE SOME CHANGES IN WHAT WAS PROPOSED TODAY AND SOME CHANGES HAVE BEEN MADE BUT NOT AS FAR AS I WOULD LIKE TO GO. I'VE ALSO BEEN UNDER HUGE PRESSURE FROM PEOPLE WHO LIKE TO USE UBER BECAUSE IT'S A LONG WAY FROM KANATA TO THE AIRPORT, AND THEY LIKE THE CHEAPER FARES. LIKE COUNCILOR MONETTE, WE HAVE NOT YET REACHED A LEVEL PLAYING FIELD WE NEED TO HAVE. WE'VE MADE SOME PROGRESS. THE ALTERNATIVE DOING NOTHING IS THAT UBER CONTINUES TO ACT ILLEGALLY AND THEY SEEM TO GET AWAY WITH IT BECAUSE OUR BYLAW PEOPLE, I DON'T HAVE THE LEGAL AUTHORITY TO CHARGE THE COMPANY ITSELF BECAUSE THE COMPANY ITSELF IS NOT DRIVING THE VEHICLE. SO THEY HAVE TO GO AFTER THE INDIVIDUALS AND YOU CAN'T HAVE ALL OF OUR BYLAW PEOPLE ONLY GOING AFTER INDIVIDUALS DOING ILLEGAL RUNS AS TAXIS. IT PUTS THE CASE THAT WE NEED TO HAVE SOME REGULATIONS, SOME CONTROLS, SOMETHING OVERTOP OF THIS COMPANY THAT THEY DON'T JUST RUN RAMPANT WHICH IS WHAT THEY'VE BEEN DOING. I DISLIKE SUPPORTING THEM AT ALL BECAUSE NOT ONLY HAVE THEY BEEN OPERATING ILLEGALLY, THEY HAVE SAID THEY'RE GOING TO CONTINUE TO OPERATE ILLEGALLY. THEY DON'T CARE ABOUT THE BYLAWS AND DON'T CARE ABOUT REGULATIONS. THEY FEEL THEY SHOULD LIVE IN A SOCIETY WHERE THERE ARE NO RULES. WE USED TO HAVE THOSE MANY CENTURIES AGO. WE KNOW WHAT HAPPENED WITH THOSE. RULES AND REGULATIONS, I AGREE WE SHOULD HAVE THE MINIMUM REQUIRED FOR PUBLIC SAFETY AND TO MAKE SURE THAT WE GET EQUITABLE SERVICES AND I THINK THAT'S WHAT OUR STAFF HAVE TRIED TO DO. I DON'T THINK THEY'VE GONE QUITE FAR ENOUGH. I THINK THEY STILL ADVANTAGES TO THE UBER SYSTEM OVER THE TAXI SYSTEM THAT ARE VERY DIFFICULT TO



COMPLETE GET IN LINE. THE ONE BIG ONE IS MYSELF IS ALSO THE CAMERAS. I REALLY THINK THAT THE CAMERAS OF FIVE OR SIX YEARS AGO WERE WHICH WERE VERY EXPENSIVE -- TECHNOLOGY'S CHANGED LOT IN FIVE OR SIX YEARS. WE'VE JUST ENTERED A NEW SOCIETY NOW. PEOPLE REALIZE WHAT'S HAPPENING RIGHT NOW. WE'RE IN THE NEXT LEVEL ALREADY OF WHAT'S HAPPENING IN TECHNOLOGY. AND BY THE TIME WE GET THIS ALL GOING PROBABLY MAY NOT EVEN NEED TAXIS AT ALL. THE DRIVERLESS CARS ARE GOING TO BE QUITE COMMON WITHIN FIVE YEARS. AND THAT MAKES A CHANGE AS WELL. BECAUSE THEN YOU CAN BE BLIND AND DRIVE A CAR. RIGHT. YOU CAN BE -- YOU CAN BE INFIRM AND BE ABLE TO DRIVE A CAR BECAUSE THE CAR WILL DRIVE ITSELF. YOU JUST HAVE TO SIT IN IT. SO THIS IS THE BEGINNING OF A HUGE CHANGE IS GOING TO HAPPEN, NOT JUST IN THE BUSINESS OF VEHICLES, BUT IN EVERYTHING ELSE IN SOCIETY. SO I THINK -- I WILL VOTE TODAY TO GO FORWARD BECAUSE I WANT SOME REGULATION ON THIS COMPANY EVEN IF IT'S NOT ENOUGH. BUT I ALSO CONTINUE TO WORK WHERE I CAN TO MAKE MINOR ADJUSTMENTS OR EVEN MAJOR ADJUSTMENTS AS WE GO FORWARD THAT MIGHT BE ABLE TO IMPROVE THE SITUATION AS WE GO FORWARD. IF SOMETHING NEW COMES UP WE CAN BRING IT BACK. AND WE CAN MAKE -- WE CAN ADJUST THE BYLAWS AS WE GO FORWARD AND WHEN WE COME BACK WITH THE REPORT IN A YEAR OR SO, OR WHENEVER WE GET IT, THEN I WILL DEFINITELY BE PUSHING THAT TIME TO GET THE CAMERAS IN PLACE AND BY THAT TIME I HOPE WE'LL HAVE A LOW COST ALTERNATIVE THAT THE TAXI DRIVERS CAN USE AS WELL AS THE UBER DRIVERS SO THAT THAT AT LEAST WILL BE ON LEVEL PLAYING FIELD. THANK YOU, MR. MAYOR.

>> THANK YOU, COUNCILOR. COUNCILOR ON FINAL REPORT.

>> THANK YOU, MR. MAYOR. AND I WANT TO THANK MY COLLEAGUES AND STAFF AS WELL WHO WORKED TIRELESSLY TO BRING THIS REPORT TOGETHER. I THINK MY FORMER BOSS AND COUNCILOR CHERNUSHENKO SUMMED IT UP NICELY THAT THIS IS AN IMPERFECT REPORT. YOU KNOW, IN POLITICS, NOTHING IS PERFECT. I THINK YOU GIVE AND TAKE AND YOU NEVER GET EVERYTHING YOU WANT. AND IT'S NOT BLACK AND WHITE. AND I THINK BETWEEN THE DOZEN MOTIONS THAT WERE BROUGHT FORWARD BY COLLEAGUES ON THURSDAY AND FRIDAY AND THE SEVEN OR EIGHT MOTIONS THAT WERE BROUGHT FORWARD TODAY, WE'VE ATTEMPTED TO THREE OUR BEST TO -- IN COLLABORATION WITH THE INDUSTRY TO ADDRESS MOST OF THEIR CONCERNS OR ALL OF THE MAIN POINTS WERE RAISE AND HAD BROUGHT FORWARD TODAY. BUT AS I SAID EARLIER THERE'S -- IT'S NEVER BLACK AND WHITE. THE OPPORTUNITY IS THERE TO

ADDRESS ISSUES IF THEY COME UP AND I THINK THIS IS A REASONABLE COMPROMISE. DOING NOTHING AND KEEPING OUR HEAD IN THE SAND, THE LEGISLATION'S NOT THERE. IT DOES NOT HAVE THE TEETH TO DO ANYTHING TO GO AFTER THE INDUSTRY, SO I THINK THIS IS A REASONABLE COMPROMISE. I THINK WITH THE TWENTY MOTIONS THAT WERE BROUGHT FORWARD, A MORE COMFORTABLE WITH THE AMENDMENT STATUS QUO. I WAS NOT GOING TO SUPPORT THE REPORT BUT I THINK WE'VE ALL COLLECTIVELY WORKED HARD TO MAKE SURE ALL THE POINTS THAT WERE RAISED TO US WERE BROUGHT FORWARD AND ADDRESSED. SO I ENCOURAGE COLLEAGUES TO SUPPORT THE AMENDED REPORT AND PUT THIS ISSUE BEHIND US.

>> THANK YOU. DOES ANYONE ELSE WISH TO SPEAK ON THE REPORT? I WOULD LIKE TO OFFER A COUPLE OF COMMENTS. FIRST OF ALL, THANK YOU TO ALL OF OUR STAKEHOLDERS AND CITIZENS WHO TOOK PART IN A VERY VIGOROUS PUBLIC CONSULTATION PROCESS. I WILL BE SUPPORTING THIS REPORT AS AMENDED. I WANT TO THANK COUNCILOR DEANS, THE CHAIR OF CPS, SUE JONES, THE RESPECTIVE TEAMS. MY STAFF AS WELL, RYAN KENRY AND SERGE ARPAN FOR THEIR HARD WORK. THE ORIGINAL STAFF REPORT OFFERED A NUMBER OF IMPROVEMENTS FOR THE TAXI INDUSTRY. A LOT OF THESE WERE LONG STANDING IRRITANTS FOR BOTH DRIVERS AND PASSENGERS. LET ME REVIEW SOME OF THEM AND SOME OF THEM HAVE BEEN REFERENCED BY MEMBERS OF COUNCIL AND COMMITTEE. ALLOW TAXI COMPANIES TO OFFER REDUCED FARES WHEN RIDES. ELIMINATE THE 1.50 SO-CALLED CONVENIENCE FEE FOR CREDIT AND DEBIT CARDS. REDUCE THE TAXI DRIVER LICENSE BY 40%. WAIVE THE TAXI DRIVER LICENSE ENTIRELY FOR ACCESSIBLE CABS. ELIMINATE INTERIOR AND TRUNK SIZED REQUIREMENTS FOR VEHICLES. ALLOW TAXI COMPANIES TO DETERMINE THEIR OWN INDUSTRY SPECIFIC CUSTOMER SERVICE TRAINING INSTEAD OF THE 820 STANDARD TAXI CAB DRIVER COURSE, AND AT THE SAME TIME, STAFF PROPOSED MAINTAINING SEVERAL KEY BENEFITS FOR THE TAXI INDUSTRY. EXCLUSIVE USE OF TAXI STANDS OF LANES, EXCLUSIVE RIGHTS FOR STREET HAILING, EXCLUSIVE CONTRACT WORTH ABOUT \$9 MILLION AND UNDOUBTEDLY RISING EACH AND EVERY YEAR. A COMMITTEE, AFTER 18 HOURS OF LISTENING TO THE DISCUSSION, THERE ARE A NUMBER OF IMPROVEMENTS MADE, AND TODAY, WE SAW THE SAME, A NUMBER OF VERY GOOD SENSIBLE AMENDMENTS THAT CAME FORWARD. THESE IMPROVEMENTS WERE AS A DIRECT RESULT OF THE FEEDBACK THEY RECEIVED FROM THE TAXI INDUSTRY FROM CONSUMERS AND FROM RIDESHARING COMPANIES. I THANK MEMBERS OF COUNCIL FOR THEIR ACTIVE PARTICIPATION, PARTICULARLY THOSE MEMBERS OF CPA AND I

KNOW THAT ALL MEMBERS OF COUNCIL, I THINK DIANE CAME AT ONE POINT OR ANOTHER TO PART OF THE HEARINGS. THEY ASKED FOR STRONGER OVERSIGHTS FOR MAKING PTC SUBMIT A LIST OF DRIVERS AND OTHER INFORMATION PROACTIVELY, EVERY THREE MONTHS INSTEAD OF REACTIVELY. THEY ASKED FOR BETTER ENFORCEMENT SO WE'RE GIVING OUR CHIEF LICENSING INSPECTOR THE POWER TO SUSPEND A PTC LICENSE AND SEEK FINES OF UP TO \$100,000. THEY'VE ASKED US TO DELAY THE IMPLEMENTATION DATE AND WE'VE DELAYED IT FOR THREE MONTHS. THEY WERE CONCERNED ABOUT HST, SO WE'RE ADVISING CANADA REVENUE AGENCY OF THESE CHANGES. I MET WITH THE TAXI INDUSTRY AS I'M SURE YOU HAVE, MORE THAN ANY OTHER GROUP IN RECENT WEEKS.

[ VOICE OF TRANSLATOR ] RECENTLY I'VE MET THIS GROUP MONDAY NIGHT. [ End of Translation ] LET ME TELL YOU WHAT I TOLD THEM WHEN I MET THEM ON MONDAY. I BELIEVE IN THE TAXI INDUSTRY. I BELIEVE THAT THE VAST MAJORITY OF TAXI DRIVERS WORK HARD AND WANT TO BE AMBASSADORS FOR OUR CITY. BUT I ALSO HEAR A LOT -- FROM A LOT OF TAXI DRIVERS AND CONSUMERS THAT THINGS REALLY DO NEED TO CHANGE. [ VOICE OF TRANSLATOR ] THE STATUS QUO IS NOT WORKING. [ End of Translation ] WE WILL HAVE A VIBRANT TAXI INDUSTRY UNDER THESE NEW RULES BUT IT WILL TAKE A NEW KIND OF THINKING. FOR THE FIRST TIME THERE WILL BE COMPETITION. THE OWNERS AND EXECUTIVES OF THE MAJOR CAB COMPANIES IN OTTAWA HAVE HAD A NEAR MONOPOLY FOR DECADES AND I THINK COMPETITION IS A POSITIVE THING. IT WILL MAKE THE INDUSTRY BETTER AND IT WILL GIVE THE PUBLIC WHAT THEY HAVE BEEN ASKING FOR. ONCE AGAIN, I ASKED YOU TO SUPPORT THIS LIGHTER REGULATORY FRAMEWORK WHICH IS FOCUSED ON INNOVATION AND COMPETITION. WE CAN'T BE CALLED AN INNOVATION CITY OR A KNOWLEDGE BASED CITY IF WE'RE GOING TO SIMPLY TURN OUR BACKS TO NEW TECHNOLOGY THAT IS GOING TO COME AROUND MANY, MANY TIMES IN OUR TERM OF COUNCIL AND WHO KNOWS WHAT THE FUTURE HOLDS IN TERMS OF TRANSPORTATION AND A DECADE OR TWO DECADES FROM HERE. LET'S LEAD THE WAY TOGETHER AND I APPRECIATE THE ATTENDANCE OF I KNOW MANY OF OUR GUESTS DID LEAVE, BUT I DO WANT TO THANK THOSE WHO ARE HERE FOR THIS DEBATE. THANK YOU FOR YOUR COOPERATION AND YOUR RESPECT OF OUR COUNCIL CHAMBER. SO ON THE REPORT, CARRIED. DISSENT BY COUNCILOR AL CHANTIRI. NEXT IS TRANSPORTATION COMMITTEE REPORT NUMBER 13. COUNCILOR CHERNUSHENKO AND MOFFAT WILL BEGIN WITH A CHANGE OF TITLE. COUNCILOR CHERNUSHENKO.

>> QUITE SIMPLY WHEN THIS REPORT OR THE MOTION WAS SIGNIFICANTLY AMENDED AT TRANSPORTATION COMMITTEE LAST WEEK, IT DID NOT CROSS ANYBODY'S MIND TO CHANGE THE TITLE TO ACCURATELY REFLECT THE CHANGE OF MOTION. SO, AGAIN -- [ Shouting ]

>> SORRY.

>> YOU'RE GOING TO BE RUINING 2,000 LIVES HERE! 2,000 HOMES! YOU DON'T KNOW WHAT YOU'RE DOING!

>> THANK YOU, SIR.

>> DO YOU KNOW HOW MANY LIVES YOU'RE RUINING! [ INAUDIBLE ]. [ Shouting ] [ INAUDIBLE ] THINK OF WHAT THE HELL YOU'RE DOING! ALL OF YOU! THESE ARE HOMES! THESE PEOPLE ARE GOOD TAXPAYERS!

>> THANK YOU, SIR. [ Shouting ]

>> THANK YOU. THANK YOU VERY MUCH. IF WE COULD ASK THIS GENTLEMAN TO LEAVE, PLEASE.

>> I CAN'T BELIEVE HOW HE'S RUINING OUR LIVES!

>> THANK YOU. COUNCILOR CHERNUSHENKO, PLEASE.

>> ON A MUCH MORE MUNDANE NOTE, WE FELT IT WAS APPROPRIATE TO HAVE THE TITLE OF THE MOTION REFLECT THE MOTION THAT EXISTS NOW SO THIS IS QUITE SIMPLY A HOUSEKEEPING ONE BEFORE WE ACTUALLY GET INTO ANY OF THE SUBSTANCE.

>> OKAY. SO COUNCILOR MONETTE.

>> IF I WERE TO READ THE NEW TITLE THEN. IT IS NOW A STUDY OF CAUSES OF TRAFFIC CONGESTION AND THE FULL RANGE OF SOLUTIONS.

>> IF WE CAN SHUT THE DOOR, PLEASE. THANK YOU. COUNCILOR CHERNUSHENKO.

>> ALL RIGHT. THE TITLE I'M HOPING WE CAN CARRY THE CHANGE FOR THE TITLE, WHICH JUST ACCURATELY REFLECTS WHAT THE MOTION IS.

>> OKAY. COUNCILOR MONETTE. WE'RE GOING TO DEAL WITH THE SUBSTANTIVE ASPECT I BELIEVE YOU WANT TO SPEAK TO AFTERWARDS. THIS IS JUST ON CHANGING THE TITLE. DOES ANYONE WANT TO SPEAK ON CHANGING THE TITLE OR TO THE SUBSTANTIVE PORTION? COUNCILOR HUBLEY ON THE TITLE? NO. OKAY. OKAY. SO ON THE TECHNICAL

AMENDMENT. YEAS AND NAYS. WE HAVEN'T COME TO THE SUBSTANTIVE PORTION YET. ON THAT, CARRIED. SO COUNCILOR -- THIS IS BEFORE US NOW. SO COUNCILOR HUBLEY HAS THE FLOOR.

>> IF YOU WANT COUNCILOR MONETTE WAS AHEAD OF ME THERE.

>> SORRY. YOU DON'T HAVE -- IT'S NOT A MOTION. IT AS REPORT FROM THE COMMITTEE. SO YOU PUT YOUR NAME ON THE LIST. COUNCILOR MONETTE IS THE FIRST TO SPEAK ON THIS ITEM.

>> THANK YOU, MR. MAYOR. I GUESS ON THIS ISSUE, I WOULD FEEL BETTER INSTEAD OF JUST CHANGING THE TITLE THAT AN AMENDMENT WOULD BE PUT IN TO THE MOTION THAT SAID THAT WE WILL NOT LOOK AT PRICING TOOLS AND TOLL ISSUES DURING THE STUDY. WOULD THAT BE A FRIENDLY AMENDMENT? SO INDIRECTLY. YOU CHANGE THE TITLE BUT AT THE END OF THE DAY, IT'S STILL PRICING TOOLS. AND TOLD I WILL NOT SUPPORT THE MOTION.

>> THANK YOU, COUNCILOR MONETTE. COUNCILOR EGLI.

>> I WILL BE SUPPORTING THIS MOTION. AS CHAIR OF TRANSPORTATION COMMITTEE, WE HAD A VERY VIGOROUS AND ROBUST DISCUSSION IN DEBATE AT COMMITTEE. WE HAD, I BELIEVE, TEN OR TWELVE DELEGATES FROM THE PUBLIC COME OUT AND SPEAK TO THE MATTER. ALL IN FAVOUR. I THINK THAT THIS IS A BETTER MOTION THAN WE HAD BEFORE, THIS IS A MORE ALL ENCOMPASSING MOTION IN THAT IT WANTS TO LOOK NOT ONLY AT HOW WE MIGHT FIX CONGESTION BUT MORE IMPORTANTLY, HOW WE GOT HERE IN THE FIRST PLACE AND I THINK BY LOOKING AT THE CAUSES OF CONGESTION, THAT'S GOING TO OPEN THE DOOR FOR MORE INNOVATIVE AND INTERESTING WAYS TO TACKLE THE PROBLEM. TO COUNCILOR MONETTE'S POINT, THIS IS NOT JUST ABOUT ROAD TOLLS. SURE, ROAD TOLLS MAY BE SOMETHING THAT'S LOOKED AT IN THERE, BUT IT'S ALSO THINGS LIKE TIME SHIFTING, WORKING WITH COMMUNITIES AND BUSINESSES, WORKING WITH THE FEDERAL GOVERNMENT, IF EVERYBODY DIDN'T GO TO WORK AT EIGHT O'CLOCK IN THE MORNING AND LEAVE AT FOUR O'CLOCK IN THE MORNING, WE WOULDN'T HAVE THIS PROBLEM. THAT WOULDN'T TAKE ANYTHING IN TERMS OF COST FOR RESIDENTS TO DO THAT. THAT WOULD TAKE NEGOTIATION AND DISCUSSION WITH BUSINESSES AND MORE IMPORTANTLY, OUR BIGGER EMPLOYERS LIKE BELL, LIKE THE FEDERAL GOVERNMENT AND THE CIVIL SERVICE. AND WE COULD ACHIEVE THESE THINGS. SO WITH THE TMP REFRESH COMING UP, I THINK THIS IS THE RIGHT PLACE TO DO IT. WE CAN'T MAKE AN INFORMED DECISION

ABOUT HOW WE DEAL WITH CONGESTION. WE ALL AGREE IT'S A PROBLEM. WE WOULDN'T HAVE SPENT AS MANY MILLIONS OF DOLLARS ON LRT TO HELP ADDRESS THE CONGESTION ISSUE IF WE DIDN'T THINK IT WAS A PROBLEM. IT IS A PROBLEM. AN LRT WILL BE A BIG PIECE OF FIXING THAT BUT IT'S NOT GOING TO BE EVERYTHING. IT'S NOT GOING TO BE THE SILVER BULLET THAT'S GOING TO FIX ALL THE CONGESTION ISSUES IN THE CITY. SO IT'S THE RIGHT TIME TO DO IT. IT'S THE RIGHT PLACE TO DO IT. AND AGAIN, TO JUST TAKE A KNEE-JERK REACTION TO SAY, NOT GOING TO DO IT BECAUSE WE MIGHT TALK ABOUT TOLLS, DOES A DISSERVICE, I THINK. WE NEED TO HAVE THE INFORMATION IN FRONT OF US TO MAKE A KNOWLEDGE BASED DECISION ABOUT HOW TO TACKLE THIS PROBLEM THAT'S NOT GOING TO GO AWAY, IS NOT GOING TO GET BETTER ON ITS OWN, IS ONLY GOING TO GET WORSE AS THE CITY GETS BIGGER, AND SO WE HAVE TO ADDRESS IT. AND THE ONLY WAY TO DO THAT IS WITH KNOWLEDGE AND WITH INFORMATION AND THAT'S ALL COUNCILOR CHERNUSHENKO IS ASKING TO DO. HE'S SAYING, LET'S HAVE THE INFORMATION ON THE TABLE. HE'S NOT SUGGESTING WE MAKE ANY -- TAKE ANY VOTE AT THIS POINT IN TIME AS TO WHAT THE APPROPRIATE REMEDY MAY BE. HE'S NOT EVEN SAYING I KNOW WHAT ALL THE CAUSES COULD BE. HE'S SAYING, LET'S FIND OUT WHAT THE CAUSES ARE, LET'S FIND OUT WHAT THE OPTIONS ARE TO ADDRESS IT. LET'S LOOK AT OTHER CITIES, OTHER JURISDICTIONS, SEE HOW THEY DO IT. PUT THAT ALL ON THE TABLE SO WHEN WE'RE LOOKING AT OUR TRANSPORTATION MASTER PLAN GOING FORWARD, WHEN WE'RE TAKING INTO ACCOUNT WHERE WE'RE GOING TO BE IN 2031 AND 2041 AND SO ON, AS THIS PROBLEM PROGRESSES, THAT WE WILL TAKE INTO ACCOUNT THE BEST WAYS TO ADDRESS THIS PROBLEM. THAT DOESN'T IN ANY WAY DIMINISH THE IMPACT OF LRT IN OUR CITY IT WILL HELP. IT WILL HELP A LOT. IT'S NOT GOING TO SOLVE EVERYTHING. I THINK DAVID'S MOTION IS APPROPRIATE, IT REASONABLE AND WILL ASSIST US IN MAKING THE TYPE OF KNOWLEDGE BASED DECISIONS WE NEED TO MAKE IF WE'RE GOING TO PROPERLY REPRESENT OUR RESIDENTS. SO ALL OF MY COLLEAGUES TO PLEASE SUPPORT THIS MOTION. THANK YOU.

>> COUNCILOR EGLI, THANK YOU. COUNCILOR HARDER, PLEASE.

>> THANK YOU, MR. MAYOR. WE DON'T HAVE TO DO A SURVEY OR SPEND A LOT OF BACK TIME FIGURING OUT WHAT'S WRONG. WE'RE NOT INVESTING ENOUGH IN OUR INFRASTRUCTURE. WE HAVE A VERY BALANCED APPROACH BUT WE DON'T -- WE KNOW THAT THE GROWTH HAD SLOWED DOWN FOR EXAMPLE. WE'VE GOT THE DEVELOPMENT CHARGES THAT AREN'T ACCRUING LIKE WE SHOULD. WE'VE SLOWED DOWN SOME OF OUR

PROJECTS. REASON THERE'S MORE PEOPLE ON WOOD ROUGH AVENUE THAN THEY EXPECTED BACK IN 2002 IS SIMPLY BECAUSE IT'S THE ONLY FREAKING ROAD WE WIDENED AND BARRHAVEN, THE NUMBER ONE GROWTH AREA, AND YOU WANT TO TALK ABOUT WHY WE HAVE CONGESTION, WELL, I'LL TELL YOU, COUNCILOR CHERNUSHENKO, IN THE LAST FIVE YEARS BARRHAVEN'S BEEN THE NUMBER ONE GROWTH AREA. WE HAVEN'T HAD ONE NEW EXPRESS. WE DIDN'T EVEN HAVE WHEN IT OPENED. WE HAVE ONLY MILK ONE, ONE ROUTE, SOUTH OF THE JOCK RIVER WHERE STONEBRIDGE IS, HALF MOON BAY, ALL OF THAT GROWTH DOWN TO THE BOTTOM OF THE URBAN BOUNDARY. THOSE ARE THE REAL TANGIBLE REASONS OF WHY WE HAVE CONGESTION. I'M NOT AFRAID TO TALK ABOUT TOLLS. I GOT TO TELL YOU THAT. I'M ONE OF THE PEOPLE THAT'S NOT. I'M TALKING ABOUT TOLLS THAT WOULD BE ON THE ROADS, FOR EXAMPLE, THAT WAS THE 416 AND 417 WHERE ALL THE MONEY, LIKE IN THE STATES, IS PUT INTO THOSE ROADS AND THINK ABOUT THOSE BEAUTIFUL TRIPS YOU TAKE DOWN THERE. AS FAR AS JOB SHARING GOES OR TIME SHARING OR CHANGING YOUR TIME, WE ALREADY DO THAT. WE ALREADY DO THAT. THOSE OF US THAT ARE DEPENDENT ON COMING IN FROM THE 'BURBS, WHETHER YOU'RE GOING TO THE PARK AND RIDE TO GET ON THERE, YOU WANT TO STAY AWAY FROM WOOD ROUGH. I WAS ON THIS MORNING AT TEN TO SIX. I HAD A GREAT DRIVE IN. IT WAS EXCELLENT. NOT EVEN THE QUEENSWAY WASN'T TOO AWFUL. THE POINT IS, WE ALREADY KNOW AND DO ALL OF THE THINGS THAT WE CAN. I AM NOT GOING TO SUPPORT SPENDING A BUNCH OF TAXPAYERS' DOLLARS ON SOMETHING THAT WE KNOW. WE'VE GOT TO UNDERSTAND HOW WE'RE GOING TO MOVE FORWARD AND INVEST IN OUR D.C.-DRIVEN PROJECTS. BECAUSE THAT'S GOING TO HELP US WHEN WE BUILT THE TRILLIUM LINE OUT TO BODESVILLE, HOPEFULLY SOMEBODY CAN GET TO IT FROM THE SOUTHERN COMMUNITIES IN ORDER TO TAKE ADVANTAGE OF THAT AND GET ONTO TRANSIT. THAT'S WHY THE SUBURBAN COUNCILORS SUPPORTED THE LRT. EVEN THOUGH FOR SOME OF US, WE'RE GOING TO WAIT A LOT LONGER FOR IT TO GET THERE. BECAUSE WE KNOW THAT THAT'S THE ANSWER. SO WHY WOULD WE SPEND MONEY AND TIME AND REALLY DON'T LOSE TRACK BECAUSE OFTEN TIMES, WE ASKED STAFF HOW MUCH IS IT COSTING? IT'S COSTING 60,000 DOLLARS FOR A CONSULTANT. BUT HOW MUCH STAFFER TIME IS GOING INTO IT? WE DON'T HAVE A NUMBER FOR THAT. IT WOULD COST US A LOT OF MONEY. UNTIL WE CAN WRAP OUR HEAD AROUND WHERE THE CITY'S GOING WITH GROWTH, ET CETERA, THERE IS NO GOOD REASON TO DO THIS. I'M NOT SUPPORTING IT BECAUSE I HAVE GIVEN YOU 90% OF THE REASON OF HOW WE GOT TO

CONGESTION AND WHY IT'S THERE AND THE ONLY WAY THAT'S GOING TO FIX IT IS MONEY.

>> THANK YOU. COUNCILOR HUBLEY, PLEASE.

>> YES.

>> THANK YOU VERY MUCH, MR. MAYOR. I APPRECIATE THE INTERVENTIONS OF MY COLLEAGUES, ESPECIALLY MR. -- COUNCILOR MONETTE FOR POINTING OUT THAT THIS IS REALLY JUST A WOLF IN SHEEP'S CLOTHING. IT IS ALL ABOUT THE TOLLS. JUST CHANGING THE NAME BUT WANTING TO KEEP THE TOLLS IN THERE IS VERY DISAPPOINTING. I DON'T UNDERSTAND WHY WE WOULD WANT TO PAY 80,000 DOLLARS FOR A CONSULTANT TO TELL US HOW PEOPLE ARE COMMUTING INTO THE CORE EVERY MORNING. AS COUNCILOR HARDER SAID, ALL THE SUBURBAN COUNCILORS CAN GIVE YOU THE NAMES OF THE STREETS THAT PEOPLE ARE USING TO GET THERE. WE DO NOT HAVE THE TRAFFIC CRISIS THAT OTHER CITIES THAT ARE BEING USED, FOR EXAMPLE, SUCH AS LONDON, ENGLAND, OR TORONTO OR ANY OF THOSE OTHER CITIES HAVE. I CAN TELL YOU THAT MY COMMUTE IN FROM KANATA EVERY DAY IS ON AVERAGE ABOUT 30 MINUTES AND THAT'S FINE BY ME. I KNOW IN THE FUTURE THEY'LL BE CAPACITY ISSUES, BUT WE CAN PLAN FOR THAT AS COUNCILOR HARDER SAID WITH THE BETTER INVESTMENTS IN OUR ROADS. I DON'T UNDERSTAND WHY INSTEAD OF 80,000 TO CONSULTANTS WE WOULDN'T BE TALKING ABOUT, IF WE WANT TO GET MORE DETAILS, GIVING THE MONEY TO OUR EXCELLENT STAFF THAT WE HAVE WORKING ON TRAFFIC MANAGEMENT, PHIL LANDRY AND HIS GROUP, THEY'VE DONE WONDERS FOR US WHEN I KNOW IN MY AREA, I'VE HEARD FROM OTHER COLLEAGUES, ANY TIME THERE IS A TRAFFIC ISSUE ON A ROAD, THEY USUALLY COME UP WITH SOME PRETTY GOOD SOLUTIONS FOR US TO TRY. THIS TERM OF COUNCIL, WE MADE BIG INVESTMENTS AT 40,000 DOLLARS EACH TO PUT INTO TRAFFIC IMPROVEMENTS IN OUR AREA. I THINK THAT'S THE RIGHT WAY TO GO. I DON'T WANT TO SEE MORE MONEY GOING OUT THE DOOR TO CONSULTANTS TO TELL US WHAT WE ALREADY KNOW. COUNCILOR EGLI SPOKE ABOUT SPEAKING TO THE FEDERAL GOVERNMENT AND BELL CANADA WERE THE TWO EXAMPLES HE USED. BOTH OF THEM ALREADY DO AS COUNCILOR HARDER DO, AS A FORMER FEDERAL PUBLIC SERVANT AND HAVING LOTS OF NEIGHBOURS AND FRIENDS THAT WORK FOR BELL. THEY'RE ALREADY ON SHIFTING TIME. I JUST SAVED YOU \$80,000 ON THE TRANSPORTATION BUDGET BY LETTING YOU KNOW WHAT'S ALREADY HAPPENING. THIS IS A BACK DOOR ATTEMPT TO SEPARATE AND CREATE DIVISION AMONGST OUR COMMUNITIES AND I DON'T LIKE IT, AND I WILL NOT BE SUPPORTING THIS



AND I CAUTION MY COLLEAGUES TO NOT GO DOWN THIS ROAD BECAUSE IT IS GOING TO CAUSE BIG DIVISIONS. THANK YOU.

>> Nathan: COUNCILOR LEIPER.

>> THANK YOU, COLLEAGUES, AS YOU MIGHT EXPECT, I HAVE A SOMEWHAT DIFFERENT OPINION ON THE ISSUE OF CONGESTION STUDY. REALLY. I AM LOOKING FORWARD TO UNDERTAKING A HOLISTIC LOOK AT CONGESTION IN THIS CITY. OBVIOUSLY, THE ROAD INFRASTRUCTURE IS A PART OF IT. BUT THERE ARE A NUMBER OF THINGS ACROSS THE SILOS, ACROSS THE DEPARTMENTS THAT WE HAVE THAT WE NEED TO TAKE A LOOK AT AS WELL. OC TRANSPORATION COUNCILOR HARDER RAISED AN EXCELLENT POINT, OUR PUBLIC TRANSPORTATION ROUTES OPTIMIZED. ARE THE PRICES -- WHAT THEY NEED TO BE? IN PLANNING, ARE WE DEVELOPING REAL LIT KIND OF MIXED USE COMMUNITIES THAT PREVENT THOSE LONG COMMUTES? ARE WE TRULY BUILDING COMMUNITIES ACROSS THE CITY WHERE PEOPLE CAN LIVE AND WORK? ACTIVE UNDER THE PURVIEW FORTUNATE TRANSPORTATION COMMITTEE. ARE WE BUILDING THE LANES? ARE WE BUILDING THE ACTIVE TRANSPORTATION CORRIDORS WE NEED IN ORDER TO ADDRESS CONGESTION? I'M LOOKING FORWARD TO THIS REPORT AS AN OPPORTUNITY TO ADDRESS THE OVERALL COSTS EVER CONGESTION WHICH IS NOT JUST A SUBURBAN ISSUE. YOU HAVE TO TAKE A LOOK AT ISLAND PARK DRIVE IN THE HEART OF OUR URBAN CORE TO SEE THE IMPLICATIONS. WHEN DO WE NEED TO ACT? I THINK COUNCILOR HUBLEY RAISED AN EXCELLENT POINT. WE'RE NOT THERE YET. I WOULD LIKE TO GET PREPARED FOR THAT DAY AND HAVE AN UNDERSTANDING OF WHAT WE'RE GOING TO GET THERE. WHAT ARE THE MOST EFFECTIVE TOOLS? ARE THEY PLANNING TOOLS? ARE THEY TRANSPORTATION TOOLS? ARE THEY INFRASTRUCTURE TOOLS? IN ORDER TO ADDRESS CONGESTION, AND HOW ARE WE GOING TO PRIORITIZE INVESTMENTS IN THOSE? AS A CROSS-SILO LOOK, FOCUSED ON CONGESTION ISSUES PARTICULARLY, I THINK WE'VE GOT THE OPPORTUNITY TO DO SOME REALLY INTERESTING PLANNING ON THIS FILE. WITH THAT SAID, I WILL BE SUPPORTING THIS REPORT. THANK YOU.

>> THANK YOU, COUNCILOR HUBLEY.

>> THANK YOU, MR. MAYOR. THROUGH YOU, I SIT ON THE COMMITTEE OF TRANSPORTATION AND I DID HEARD MOST OF THE DELEGATION I JUST WANT TO ECHO WHAT COUNCILOR MONETTE AND COUNCILOR HARDER AND COUNCILOR HUBLEY SAID AND TO THE RESPECT TO ALL MY COLLEAGUES, I ENCOURAGE THEM TO LOOK AT THE CITY OF OTTAWA MAP BEFORE THEY

START TALKING ABOUT STUDIES. IF YOU WANT TO STUDY THE WHOLE CITY OF OTTAWA AND YOU THINK 80,000 DOLLARS IS GOOD, IT'S ENOUGH, YOU GOT TO THINK TWICE. AND THE CITY OF OTTAWA, IT GOES BEYOND THE GREENBELT. WE KNOW, AS A CITY COUNCIL, WHERE IS OUR CONGESTION. IF YOU WANT TO TELL ME WHERE IS THE PROBLEM IN MY AREA, I TELL YOU, RIGHT TURN LANE. WIDEN BANK STREET. WE KNOW WHERE THE ISSUE IS. WE SPEND BILLIONS OF DOLLARS ON AN LRT AND WE'RE NOT YET WAITING TO SEE WHAT THE BENEFIT IS FROM THIS INVESTMENT. THIS IS ONLY TO SAY WE PAY ENOUGH GAS TAX NOT TO DO STUDY FOR US TO HAVE A ROAD TOLL. BUT THE POINT IS WE'RE TRYING TO MAKE -- WE ARE TRYING TO SAY, IF YOU WANT TO DO STUDY AND YOU REALLY WANT TO SPEND AN 80,000 DOLLARS FROM THE TAX DOLLAR PAYER, JUST TO GIVE THEM TO CONSULT THEM, GO FOR IT. BUT THE ISSUE IS HERE, YOU'RE STILL LOOKING ABOUT WAYS FOR CHARGE THE CITY OF OTTAWA CITIZEN TAXES. THAT'S WHAT IT IS AND THERE IS LOTS OF ARGUMENT AROUND THIS TABLE. I HEARD MY COLLEAGUE NOT TO VOTE FOR THIS. THIS IS JUST A LITTLE STUDY IN THE DOWNTOWN CORE. THAT'S NOT GOING TO AFFECT THE CITY OF OTTAWA AT ALL. THANK YOU.

>> THANKS, COUNCILOR. THANK YOU, YOUR WORSHIP. I WANT TO ASK STAFF WHAT THEY BELIEVE WE WILL DERIVE FROM THIS REPORT THAT WE ALREADY DON'T KNOW. BECAUSE IF WE DON'T KNOW THE CAUSES OF CONGESTION YET IN THE CITY, THEN I THINK WE HAVE A BIGGER PROBLEM.

>> THROUGH YOU, MR. CHAIR. WE DO KNOW WHERE CONGESTION'S HAPPENING. BUT THE STUDY WOULD LOOK AT THE ISSUES BEHIND THAT EVEN FURTHER. OUR RESPONSE TO THE IPD AT THE TIME WHEN WE WERE TALKING ABOUT THE CONGESTION PRICING IS TO LOOK AT WHAT OTHER CITIES ARE DOING AND HOW THEIR SOLUTIONS, WHETHER THEY WERE EFFECTIVE OR NOT, AND HOW SOME SOLUTIONS COULD BE TRANSFERRED TO OTTAWA IN OUR CONTEXT SO THERE WAS MUCH MORE THAN JUST LOOKING AT CONGESTION ITSELF OR LOOKING AT TOLLS, ELSEWHERE. IT'S REALLY TO BRING ALL THAT WORK INTO THE CONTEXT OF THE CITY.

>> WHAT ARE WE DOING NOW, THOUGH, TO FIGHT CONGESTION ISSUES AND TO NOT ADD TO THE PROBLEM OF CONGESTION PROMOTING WORK SHARING AND ALL THE EXAMPLES THAT WE'VE BEEN GIVEN TO AVOID HAVING TO HAVE THIS STUDY. PEOPLE ARE CONCERNED ABOUT THE COST AND THE NECESSITY, WHETHER IT'S AVAILED FOR SOMETHING ELSE. I WANT TO KNOW WE HAVE A ROBUST TRANSPORTATION TRAFFIC DEPARTMENT AND TRANSIT, WHY ARE YOU NOT ALREADY DOING THIS? WHY DO WE NEED TO HIRE A CONSULTANT TO DO THIS STUDY?

>> THE ISSUE ABOUT HIRING CONSULTANT WAS BASED ON A PREVIOUS ISSUE ABOUT TOLLS AND CONGESTION. THIS NEW MOTION IS DIFFERENT. WE DO -- YOU'RE VERY CORRECT, COUNCILOR, WE DO HAVE MANY PROGRAMS IN PLACE TO DEAL WITH CONGESTION, FROM THE INFRASTRUCTURE SIDE THAT WOULD BE OUR TRANSIT FACILITIES, OUR ACTIVE TRANSPORTATION, WE HAVE TRANSPORTATION DEMAND MANAGEMENT PROGRAM. WE HAVE THE TRANSPORTATION SYSTEM MANAGEMENT PROGRAM THAT WOULD GET EFFICIENCIES OUT OF OUR NETWORK -- CURRENT NETWORK WITH BETTER IMPROVEMENT IT OUR SYSTEM AND SO FORTH. THE CITY HAS SO MANY MECHANISMS IN PLACE TO DEAL WITH CONGESTION, TO DEAL WITH GROWTH IN VARIOUS DIFFERENT MODES.

>> IS THIS GOING TO BE AN IN-HOUSE REVIEW OR STILL GOING WITH AN OUTSIDE CONSULTANT?

>> WE WILL FORMULATE THE SPOKE AND BRING THAT BACK TO COMMITTEE AND COUNCIL FOR REVIEW BEFORE WE PROCEED WITH THE TMP.

>> THANK YOU.

>> SIR COUNCILOR WILKINSON. COUNCILOR WILKINSON.

>> THANK YOU, MR. MAYOR. WHAT WE NEED DO IS THE MASTER TRANSPORTATION PLAN. WE'RE GOING TO DO ANOTHER ORIGIN DESTINATION STUDY AND HAVE A LOOK AT WHERE PEOPLE ARE GOING WITHIN THE CITY AGAIN. AS WE DID THE LAST TIME.

>> YES.

>> SO THAT IS GOING TO GIVE US AN IDEA WHERE PEOPLE ARE FLOWING. THIS BY COUNCILOR HARDER, IN OUR AREA, I HAVE HAD TO LITERALLY BATTLE TO GET BUS ROUTES, WHEN I GET BUSINESSES CALLING, IT'S HAPPENED A NUMBER OF TIMES, THEY CAN'T GET PEOPLE BECAUSE THEY CAN'T GET HERE. THERE'S NO BUS SERVICE AT ALL. I'VE BEEN ABLE TO GET SOME MINOR CHANGES MADE BECAUSE THE CITY IN ITS WISDOM IN THE BUDGET EXCEPT FOR ONE YEAR IN THE LAST THREE OR FOUR YEARS NO MONEY FOR NEW BUS SERVICE YET WE'VE HAD HUGE INCREASE IN HIS POPULATION AND RIGHT NOW IN THE BUSINESS PART, WE'VE HAD -- IT'S GROWING LIKE CRAZY. SO IN A NUMBER OF JOBS, AND THE RESULT OF THAT IS, AND WE'RE GETTING MORE PEOPLE TO USE THE BUS. WHICH IS THE WHOLE THING BEHIND IT. SO I THINK THAT WE'RE CERTAINLY AWARE OF WHEN THE PROBLEM AREAS ARE. WE KNOW THE NUMBER ONE PROBLEMS

ARE, THE WHOLE THING, WE HAVE A GREENBELT THAT'S LIKE A NOOSE AROUND OUR NECK, AND YOU HAVE VERY LIMITED PLACES TO GO THROUGH AND IF THEY WERE SMART AND DID WHAT MANY HAVE BEEN TELLING US FOR YEARS, LIKE EVERY OTHER CITY IN THE WORLD HAS DONE, TO PUT GREEN FINGERS IN, YOU SAVE ALL THE IMPORTANT LANDS WHICH YOU HAVE URBAN DEVELOPMENT AND CERTAIN AREAS AND YOU DON'T HAVE THAT LONG PIECE OF LAND THAT ADDS COSTS TO US FOR INFRASTRUCTURE AND THAT MEANS WE DON'T GET WHAT WE ACTUALLY NEED TO SERVE THE POPULATION. WE KNOW THAT. AND THERE'S NOT A LOT WE CAN DO ABOUT THAT NOW. THE NCC DID TELL ME THEY'RE STARTING TO THINK ABOUT IT. MAYBE IT'S STARTING TO MOVE IN THAT DIRECTION. I DON'T SEE THAT THIS PARTICULAR STUDY, EXCEPT FOR THE PARTS THAT WE'LL BE DOING IN THE MASTER TRANSPORTATION STUDY ANYWAY. I DON'T THINK WE NEED ANYTHING EXTRA. I THINK WE NEED TO DO A GOOD TRANSPORTATION STUDY AT THAT TIME TO UPDATE WHERE WE'RE GOING AND AS SOON AS YOU START PUTTING EXTRA THINGS IN, PEOPLE START ANTICIPATING THINGS AND I DON'T THINK IT'S GOING TO HAPPEN. AND RIGHT NOW WE'RE IN THE MIDST OF A CONSTRUCTION BOOM WITH THE LIGHT RAIL THAT'S CAUSING CERTAIN CONGESTION. AND WE KNOW WHEN THAT'S FINISHED SOME OF THAT CONGESTION WILL GO AWAY. I DON'T SEE WHY WE NEED THIS RIGHT NOW.

>> COUNCILOR QADRI, PLEASE.

>> THANK YOU VERY MUCH, MR. MAYOR. AND JUST TO QUESTION AGAIN TO MAYBE TO COUNCILOR CHERNUSHENKO. THAT AT COMMITTEE, WHEN YOU PRESENTED -- WHEN YOUR ORIGINAL MOTION CAME THROUGH, WAS BASED ON TOLL ROADS SCENARIO. AND WHEN YOU SAW THE OBJECTION FROM THE COMMITTEE, THE WORDING WAS ADJUSTED THROUGH THE CHAIR OF THE COMMITTEE TO PRESENT THE CURRENT MOTION THAT IS ALREADY APPROVED BY THE COMMITTEE. NOW WE'RE FINDING OUT TODAY THE QUESTIONS OF ONE OF MY COLLEAGUES ASKED YOU THAT YOUR INTENT IS STILL TO GO TOWARDS THE TOLL SCENARIO OF THIS MOTION. MAYBE YOU CAN CLARIFY FOR US.

>> CAN I? CAN I RESPOND TO A QUESTION FROM MY COLLEAGUE TO CLARIFY?

>> YOUR TIME. IT'S NOT -- IT'S ACTUALLY NOT COUNCILOR CHERNUSHENKO'S REPORT.

>> THAT'S MY PROBLEM. THIS IS WHAT I WOULD HAVE LIKED TO HAVE INTRODUCED IN MY INTRODUCTION TO THE MOTION. BUT APPARENTLY THAT'S NOT THE PROCESS.

>> YOU CAN TAKE NOTICE OF THAT QUESTION.

>> EVERY QUESTION I CAN IN MY FIVE MINUTES AT THE END.

>> THANK YOU FOR THAT. THE CONCERN I HAVE IS AT COMMITTEE, THE MOTION CARRIED SEVEN TO THREE. BUT I THINK THE MOTION CARRIED UNDER WHAT I WOULD CONSIDER WRONG PRETENSES, BECAUSE WE THOUGHT -- AT LEAST I DID AT COMMITTEE -- THE FACT THAT WE WERE ADJUSTING THE MOTION THAT WAS PUT FORWARD ABOUT THE TOLL ROADS. TODAY, LIKE I SAID, I'M FINDING OUT THAT IT MAY NOT BE THE CASE. I'M GOING TO COME BACK TO STAFF FOR A MOMENT. AND SUGGEST OR ASK IN TERMS OF THIS CONGESTION STUDY THAT IS BEING REQUESTED AS OF THIS MORNING, ONE OF MY COLLEAGUES DID ASK ABOUT THE FACT DOESN'T STAFF ALREADY LOOK AT THOSE THINGS? I THINK THE RESPONSE WAS, YES, YOU DO. MAYBE CLARIFY THAT.

>> YES, WE ALWAYS LOOK AT THE DEMAND THE CONGESTION, THE DEMAND, AND THEN WE TRY TO FIND SOLUTION AND IS THAT'S ROLLED INTO OUR TNP.

>> THANK YOU FOR THAT, BUT CONGESTION TO ME, IN DIFFERENT LOCALES AND DIFFERENT PARTS OF THE CITY, AS COUNCILOR HARDER MENTIONED, IN HER WARD, MAYBE A DIFFERENT ISSUE AND COUNCILOR'S WARD, MAYBE AN ENTIRELY DIFFERENT ISSUE. SO TO ME, UNLESS YOU CAN CLARIFY THE CONGESTION CAN BE CAUSED BY VARIOUS AND MANY FACTORS, DEPENDING ON THE LOCATION, DEPENDING ON WHERE IT IS, HOW ARE YOU GOING TO IDENTIFY WHAT IS THE CAUSE OF THAT CONGESTION AS THIS MOTION LOOKS FORWARD TO?

>> MR. MAYOR, IT'S THROUGH OUR TNP. WE NEED TO LOOK AT IT FROM OVERALL CITY PERSPECTIVE. SO WE WILL LOOK FOR ISSUES, WHETHER IT'S BY AREA OR WHETHER CAUSES ARE MORE GLOBAL ACROSS THE CITY. SO WE'LL LOOK AT ALL THOSE DETAILS. AND SOLUTIONS, OF COURSE, HAVE TO BE CONTEXT SENSITIVE.

>> THANK YOU FOR THAT. AND MR. MAYOR, JUST TO BE VERY CLEAR, UNLESS I HEAR SOME -- EXCUSE ME -- SOME POSITIVE COMMENTS FROM COUNCILOR CHERNUSHENKO WHEN HE DOES HIS EXPLANATION, I WILL NOT BE SUPPORTING THIS REQUEST AS I SUPPORTED HIS MOTION AT

COMMITTEE. IN THE DISCUSSIONS AT COMMITTEE. SO JUST WANT TO MAKE THAT CLEAR. I'LL WAIT FOR THE EXPLANATION FROM COUNCILOR CHERNUSHENKO.

>> THANK YOU VERY MUCH, MR. MAYOR.

>> THANK YOU, COUNCILOR. COUNCILOR QAQISH, PLEASE.

>> I HAVE A QUICK QUESTION. IS THIS NOT WHAT WE ALREADY DO IN TERMS OF A TRANSPORTATION MASTER UPDATE WHEN WE DO THE NEXT ONE?

>> I THINK IT GIVES A LITTLE MORE EMPHASIS TO OUR ANALYSIS. AND REPORTING ON THE ISSUE OF CONGESTION. AND WHAT ARE THE SOLUTIONS THAT THE CITY CAN UNDERTAKE TO RESOLVE THAT.

>> IF THIS MOTION'S APPROVED WE'RE ASKING FOR EXTERNAL RESOURCE TOSS DO THAT AS WELL?

>> YOU CAN SPEAK UP, COUNCILOR QAQISH.

>> NOT NECESSARILY. BUT YOU WILL -- AS I SAID, WE WILL BRING FORWARD THE STATEMENT OF WORK -- THE SCOPE OF THE TRANSPORTATION MASTER PLAN OUTLINING THE EFFORTS AND THE ISSUES AND THAT WILL BE BEFORE COMMITTEE FOR REVIEW.

>> THANK YOU.

>> THANK YOU.

>> COUNCILOR NUSSBAUM, PLEASE.

>> THANK YOU, CHAIR. I THINK STAFF HAVE JUST ANSWERED THE QUESTION. WHEN I HEARD COUNCILOR WILKINSON SPEAK, I WANTED TO CONFIRM THAT THE INTENT OF THIS MOTION IS TO HAVE INCLUDED AS PART OF THE STATEMENT OF WORK FOR THE NEXT TRANSPORTATION MASTER PLAN. SOME ELEMENT OF AN EXAMINATION OF THE CAUSES OF CONGESTION, I DIDN'T THINK THAT THIS INVOLVED ANY KIND OF SEPARATE STUDY OR EXTRA RESOURCES AND I THINK STAFF HAVE JUST CONFIRMED THAT THAT'S NOT THE CASE. THIS IS PART OF THE STATEMENT OF WORK WHICH WE WOULD ALREADY BE UNDERTAKING AS TO REVIEW AS PART OF OUR TRANSPORTATION MASTER PLAN. IS THAT A CORRECT INTERPRETATION OF THE REPORT?

>> MR. MAYOR, UNTIL WE FULLY DEFINE THESE SCOPE OF THE TRANSPORTATION MASTER PLAN, I CANNOT SAY RIGHT NOW WHETHER IT'S A SEPARATE EXERCISE OR ROLLED INTO THE OVERALL TRANSPORTATION MASTER PLAN EFFORT. IT WILL BE. AND AGAIN, ALL OF THAT WILL BE BEFORE YOU.

>> OKAY. SO THAT WILL BE FORTHCOMING AT SOME STAGE BETWEEN NOW AND WHEN TRANSPORTATION MASTER PLAN IS DRAFTED. THANK YOU.

>> THANK YOU. COUNCILOR CHERNUSHENKO.

>> THANK YOU VERY MUCH. THE FIRST THING THAT I REALLY HAVE TO ADDRESS IS INTENT, BECAUSE THE NUMBER OF PEOPLE HAVE ASSUMED MY INTENT OR EVEN PUT WORDS IN MY MOUTH AND THE ONLY WAY I CAN CLARIFY THAT IS TO AS HONESTLY AS POSSIBLE TELL YOU WHAT MY INTENT IS. MY INTENT IS TO REDUCE CONGESTION AND AS ALWAYS, TO REDUCE CONGESTION IN THE MOST COST EFFECTIVE RESPONSIBLE WAY POSSIBLE. THERE'S NO PREJUDGMENT THAT IT'S URBAN, SUBURBAN OR RURAL. THE FACT IS THIS CITY HAS CONGESTION PROBLEMS THAT ARE PARTICULARLY BAD IN SOME PLACES AND VERGING ON A PROBLEM IN OTHER PLACES. IN MY FIVE YEARS AS A COUNCILOR AND 40-ODD YEARS LIVING IN THIS CITY, I HAVE SEEN THAT THE ASSUMED SOLUTION TO CONGESTION HAS ALWAYS BEEN LIMITED. IT HAS EITHER BEEN WE NEED TO BUILD MORE INFRASTRUCTURE THAT IS A NEW ROAD OR WIDER ROAD OR WE NEED TO GET PEOPLE ONTO PUBLIC TRANSIT AND OCCASIONALLY NOW, AND CYCLING AND THAT'S GOOD. IT ISN'T THE ONLY SOLUTION AND IN SOME CASES, IT MAY NOT BE THE MOST APPROPRIATE SOLUTION IN A PARTICULAR SPOT. I HAVE HAD THE GOOD FORTUNE TO TRAVEL TO A NUMBER OF CITIES IN THE WORLD AND TO HAVE READ ABOUT OTHERS AND I'VE SEEN THEY'VE TRIED OTHER SOLUTIONS. THEY HAVE ARRANGED FROM AND YES, I'LL PUT IT RIGHT OUT THERE, SINCE SOME ARE TRYING TO CHARACTERIZE THIS IS JUST ABOUT TOLL ROADS, IN SOME CASES, A TOLL ROAD HAS BEEN USED. A HIGH OCCUPANCY VEHICLE LANE THAT BE USED SOMETIMES FREE, SOMETIMES AT A FEE, SOMETIMES DEPENDING ON THE TIME OF DAY AND WHETHER THERE IS CONGESTION, A FEE OR NO FEE, VARIABLE PRICING IN PARKING HAS BEEN USED. MULTI-DIRECTIONAL LANES HAVE BEEN USED DEPENDING ON THE CONGESTION. THESE ARE ALL TOOLS THAT COULD BE AVAILABLE TO US BUT I HAVE NEVER SEEN THE CITY OF OTTAWA FULLY STUDY AND UNDERSTAND OUTSIDE OF THE STATUS QUO INFRASTRUCTURE AND PUBLIC TRANSIT. I THINK THE NEXT TRANSPORTATION MASTER PLAN, SCOPE OF WORK FOR STAFF AND IF NECESSARY, SOME CONSULTANT INPUT WOULD BE TO INCLUDE A BROADER MORE INFORMED SET OF INFORMATION

FOR US. BUT I'M CALLING FOR TODAY IS THAT WE COMMIT OURSELVES TO DOING THAT STUDY, NOT PREJUDGE THE OUTCOME, NOT PREJUDGE EVEN IF THE RECOMMENDATION WAS YOU'LL SOLVE IT WITH TOLL ROADS THAT WE WOULD EVEN VOTE FOR THEM. BUT I'M NOT GOING DOWN THAT ROUTE AT THIS POINT. I SIMPLY WANT FOR THE FIRST TIME THE CITY OF OTTAWA TO INCLUDE IN ITS STUDY PRICING TOOLS AS WELL AS THE OTHERS. WE AMENDED THIS MOTION AT COMMITTEE BECAUSE IT WAS BROUGHT TO MY ATTENTION THAT DO, WE REALLY FULLY UNDERSTAND WHAT'S CAUSING CONGESTION IN THE FIRST PLACE? AND I THINK JUST FROM HEARING FROM MY COLLEAGUES NOW, THERE'S ASSUMPTIONS, YEAH, I THINK IT'S THIS. I THINK IT'S THAT. WE'RE NOT REALLY SURE. WE'RE ASSUMING THINGS. WE CAN'T ASSUME THINGS. I THINK WE NEED TO HAVE THE EVIDENCE IN ORDER TO MAKE THOSE DECISIONS. THAT'S WHERE THIS REPORT REQUEST FOR THIS REPORT COMES FROM. THE CHANGE OF THE TITLE WAS ACTUALLY MEANT TO MATCH. IT'S IN FRONT OF US. THE RECOMMENDATION RIGHT NOW SAYS A STUDY ON THE CAUSES OF CONGESTION AND THE CITY OF OTTAWA HAS CLAIMED AS POTENTIAL SOLUTIONS TO REDUCE CONGESTION. I WANTED THE TITLE TO SAY EXACTLY THAT. THE TITLE JUST SAID CONGESTION PRICING TOOLS. AND THAT WASN'T ACCURATE. WE AMENDED IT TO LOOK AT CAUSE AND POSSIBLE OUTCOMES. SO THAT'S MY INTENT. MY INTENT IS TO REDUCE CONGESTION AND THE COST EFFECTIVE ENVIRONMENTAL SOCIALLY RESPONSIBLE MANNER AND I DON'T SEE HOW HAVING GREATER KNOWLEDGE CAN HURT US. I DO SEE HOW EVEN IF IT WERE TO COST, AND I THINK THIS IS A WELL BEYOND WHAT IT NEED TO, AN 80 DOLLARS AND THAT WAS TO ADDRESS A DIFFERENT QUESTION, EVEN IF WE WERE TO BRING IN CONSULTANTS, WE JUST PAID KPMG 300,000 DOLLARS. FOR THE REPORT THAT WE JUST COMPLETED. WHEN WE NEED TO SPEND MONEY ON OUTSIDE CONSULTANTS, WHEN WE DON'T NEED TO, I WOULD RATHER WE DON'T. BUT IF THERE'S SPECIFIC ADVICE, THAT'S WHAT STAFF WILL BRING TO US IN ADVANCE OF THE NEXT AND SAY WE'VE LOOKED AT THIS. NOW THAT YOU'VE DIRECTED US TO DO IT, ASSUMING THAT WHAT WE VOTE TODAY, WE'RE GOING TO COME BACK TO YOU AND SAY, HERE IS WHAT THE TERMS OF THE STUDY COULD LOOK LIKE WHETHER WE CAN DO IT IN-HOUSE, OR WHETHER WE THINK IT WILL COST ADDITIONAL MONEY. BUT MY ASSUMPTION IS, WE COULD BE SAVING INTO THE TENS OF MILLIONS OF DOLLARS IF ONE OF THESE CONGESTED ROADS THAT WE HEAR ABOUT NOW COULD BE ADDRESSED BY ONE OF THOSE TOOLS I'VE JUST MENTIONED. THEN AN 80,000 DOLLAR INVESTMENT OVER THE 60 MILLION DOLLAR WIDENING OF A ROAD WOULD LOOK LIKE A GREAT RETURN ON INVESTMENT. MY TIME IS UP. THAT'S MY INTENTION. THAT'S WHAT I HOPE



YOU'LL UNDERSTAND. AND THAT WE'LL BE VOTING FOR GREATER KNOWLEDGE. THANK YOU.

>> DOES ANYONE ELSE WISH TO SPEAK ON THIS MATTER?

>> I LIKE TO OFFER A COUPLE OF COMMENTS. THE DIRECTION TO STAFF GOING BACK DECEMBER 2015 WAS VERY, VERY CLEAR AND I'LL READ IT TO YOU, PROVIDE AN ESTIMATE OF THE LEVEL OF EFFORT AND COSTS REQUIRED TO STUDY REVIEW, BEST PRACTICES IMPLEMENTED IN OTHER CITIES, WITH REGARDS TO APPLYING ROAD TOLLS, CONGESTION CHARGES, USER FEES. AND THE ISSUE OF 80,000 DOLLARS WAS NOT MADE UP, IT'S ACTUALLY IN THE REPORT. SPECIFICALLY SAYS A CONSULTANT STUDY OF BEST PRACTICES WOULD COST APPROXIMATELY 80,000 AND WOULD TAKE TEN MONTHS TO COMPLETE. SO THE REPORT ITSELF OR THE INFORMATION IPD SPECIFICALLY GOES ON A GREAT DETAIL TO TALK ABOUT TOLL ROADS. GIVES THE LEGAL SUMMARY. AND THE IRONY IS THAT THE TITLE THAT CHANGED SPECIFICALLY SAID REVIEW OF CONGESTION PRICING TOOLS. NOW, THE ORIGINAL MOTION THAT CAME FORWARD AT COMMITTEE WAS VERY CLEAR IN ITS INTENTION AND I'LL READ A PORTION TO YOU. WHEN YOU TAKE A STUDY IN CONJUNCTION WITH THE NEXT REVIEW OF THE TMP OF DIFFERENT USER PAY APPROACHES AS MEANS OF REDUCING URBAN CONGESTION. THE MEETING THAT TOOK PLACE AT CITY HALL ATTRACTED A LETTER WITH 16 SIGNATURES ON IT, A GROUP OF SUPPORTERS, WHO STATED BASED ON WHAT THEY THOUGHT THEY WERE COMING TO THE CITY TO HEAR. WE BELIEVE THAT INTRODUCING THE USER FEES AND CONGESTION CHARGES FOR CERTAIN ROADS WILL ASSIST THE HIGH COST OF MAINTENANCE. MANY GROUPS CAME FORWARD AND SPOKE ON THE UNDERSTANDING THAT THAT MOTION THAT WAS BEFORE TRANSPORTATION COMMITTEE SPECIFICALLY MANY OF THEM TALKED ABOUT CONGESTION TAXES AND TOLLS WHICH WAS THE ORIGINAL MOTION. AFTER ALL THE GROUPS HAD SPOKEN, THE MOTION IS COMPLETELY EVISCERATED AND IT MAGICALLY REMOVES ALL REFERENCES TO TOLLS AND CONGESTION FEES. WELL, I HATE TO BREAK IT TO YOU, BUT WE DO NOT HAVE A CONGESTION PROBLEM IN DOWNTOWN OTTAWA. WE'RE NOT LONDON. WE'RE NOT SINGAPORE. WE'RE NOT BEIJING. WE'RE NOT TOKYO. WE, IN FACT, NEED MORE PEOPLE TO LIVE, MOVE, EAT, VISIT, SHOP IN THE CORE. WE DO HAVE A CONGESTION PROBLEM ON ALBERT AND SLATER STREET WHEN IT COMES TO PEAK PERIODS FOR OC TRANSPOR, AND THAT'S WHY, AS COUNCILOR MONETTE SAID AT TRANSPORTATION COMMITTEE, WHY WE'RE INVESTING BILLIONS OF DOLLARS TO REMOVE THAT CONGESTION PROBLEM THROUGH THE LRT SYSTEM. THE FACT IS THIS MOTION REALLY IS THE IT FIRST STEP

TOWARDS A CONGESTION FEE OR TOLL AND I CAN'T SEE HOW ANY SUBURBAN OR RURAL COUNCILOR COULD SUPPORT THIS. THIS WOULD COST POTENTIALLY HUNDREDS OF DOLLARS FOR SOMEONE WHO WORKS ON THE CORE BUT LIVERS OUTSIDE THE CORE AND WHY WOULD AN URBAN COUNCILOR SUPPORT POTENTIAL PLAN THAT WOULD HURT THE LOCAL SMALL BUSINESSES, SHOPS AND RESTAURANTS WHO RELY ON CUSTOMERS AND DINERS FROM OUTSIDE THE CORE TO SURVIVE? ENOUGH REPORTS AND STATS ON TRAFFIC PATTERNS WITHOUT SPENDING ANOTHER 80,000 ON A WAY TO TAX MOTORISTS I KNOW EVEN MORE. I WOULD URGE TO YOU VOTE AGAINST THIS REPORT. [CALLING OF RECORDED VOTE] [CALLING OF RECORDED VOTE]

>> MOTION TO ADOPT REPORTS. COUNCILOR BROCKINGTON, PLEASE.

>> THANK YOU, YOUR WORSHIP. THE AGRICULTURE AND RURAL AFFAIRS COMMITTEE REPORT 14 COMMUNITY AND PROTECTIVE SERVICES COMMITTEE REPORTS 11 AND TWELVE. FINANCE AND ECONOMIC DEVELOPMENT COMMITTEE REPORT 13 AND TRANSPORTATION COMMITTEE REPORT 13 BE RECEIVED AND ADOPTED AS AMENDED.

>> ON THE MOTION? CARRIED. MOTIONS OF WHICH NOTICE HAS BEEN PREVIOUSLY GIVEN MOVED BY COUNCILOR FLUERY SECOND BY MYSELF WITH RESPECT TO PAY DAY LOANS. COUNCILOR FLUERY?

>> I THINK COUNCILOR FLUERY HAS SOME COMMENTS AND SOME MEMBERS OF THE PUBLIC HAVE BEEN WAITING ALL DAY FOR THIS ITEM.

>> I JUST THANK YOU, MR. MAYOR. EVERYONE HAS READ THE MOTION SO I'LL BE VERY BRIEF. I WANTED TO THANK THE MEMBERS OF ACORN, MEMBERS OF THE COMMUNITY ASSOCIATION VANIER AS WELL AS THE BIA IN VANIER IN HELPING US PUT TOGETHER ALL OF THIS. I ALSO WANT TO THANK MR. MIZI AND MR. MARK WHO'S HELPED US NAVIGATE THROUGH THE LEGAL PROCESS SO WE ARE ASKING THE PROVINCE FOR THESE AMENDMENTS IN THE MUNICIPAL ACT AND WE WILL BE REVIEWING THE LICENSING SO THANK YOU, MEMBERS OF COUNCIL, FOR YOUR SUPPORT. ON THIS INITIATIVE.

>> ON THE MOTION. CARRIED. THANK YOU. THE NEXT MOTION THAT'S BEEN GIVEN NOTICES BY COUNCILOR QADRI SAYING BY COUNCILOR HUBLEY WITH RESPECT TO THE COMMUNITY DESIGN AND OPPOSED. COUNCILOR QADRI, PLEASE.

>> THANK YOU VERY MUCH. AND THIS IS A NOTICE OF MOTION THAT WE PUT FORWARD TWO WEEKS AGO. WE BEING COUNCILOR HUBLEY AND

MYSELF. IT'S REGARDING CANADA POST CORPORATION ABOUT THE POSTAL CODES IN THE FERNBANK LANDS. THIS IS A CLARIFICATION TO MOST OF MY COLLEAGUES, IS THE FACT THAT IN TERMS OF THIS MOTION IT HAS NOTHING TO DO WITH CANADA POST BOUNDARIES IN TERMS OF FLYER DISTRIBUTIONS AND SO ON. THIS IS STRICTLY FROM A POLITICAL REPRESENTATIVE POINT OF VIEW. I'VE GOT 15,000 HOMES BEING DEVELOPED IN THIS COMMUNITY. BRAND NEW COMMUNITY. AND I JUST WANT TO MAKE SURE THAT GOING IN AS RESIDENTS MOVE IN, THEY UNDERSTAND THAT THEY'RE MOVING INTO THE COMMUNITY OF STITTSVILLE AS WELL AS THE FACT IF THEY NEED ANY MUNICIPAL REPRESENTATION THAT WHO THEY SHOULD REACH OUT TO. I HAVE NO PROBLEMS AT THE PRESENT TIME WHERE SOME OF THE RESIDENTS MAY BE CONTACTING COUNCILOR HUBLEY OR MYSELF. THE ISSUE FOR ME IS LONG TERM. LONG TERM. THIS IS GOING TO BE PART OF THE STITTSVILLE WARD THEN IT SHOULD BE RECOGNIZED AS SUCH AS A COMMUNITY THAT IS GOING TO BE PART OF STITTSVILLE AS FAR AS CHANGES TO RESIDENTS' ADDRESS AND IS STUFF, REALLY, THERE ARE NONE BECAUSE CANADA POST IS ALREADY ASSIGNED THOSE POSTAL CODES IN THE AREA TO THE RESIDENTS AND THOSE POSTAL CODES, ALL I'M ASKING CANADA POST IS TO PUT THE NAME ON STITTSVILLE TO IT AND THE RESIDENTS CAN USE ANY MONOGRAM THEY WANT TO USE, WHETHER IT'S OTTAWA, KANATA OR STITTSVILLE AND THE MAIL WILL STILL GO THROUGH. THANK YOU VERY MUCH.

>> ON THE MOTION, CARRIED. MOTIONS REGARDING THE RULES OF THE PROCEDURE. ARE THERE ANY?

>> NO. NOTICES OF MOTION FOR CONSIDERATION OF SUBSEQUENT MEETING? COUNCILOR LEIPER. THE MOTION BY COUNCILOR EGLI WITH RESPECT TO THE RUSTIN STREET ROAD CLOSURE.

>> FAIRLY TECHNICAL -- FAIRLY ADMINISTRATIVE MOTION NEXT COUNCIL MEETING. THE OTTAWA HEART AND STROKE FOUNDATION IS HOLDING ITS 40TH ANNIVERSARY. THEY'RE LOOKING AT HAVING A STREET BARBECUE. THE ROAD CLOSURE HOURS WOULD BE OUTSIDE THOSE NORMALLY ADMISSIBLE.

>> IS THERE ANY OTHER NOTICES OF NOTION FOR SCENT MEETINGS? MOTION INTRODUCED BYLAWS. COUNCILOR BROCKINGTON, PLEASE.

>> THANK YOU, YOUR WORSHIP. THAT THE BYLAWS LIST ON THE AGENDA UNDER MOTION TO INTRODUCE BYLAWS, THREE READINGS BE READ AND PASSED.

>> CARRIED. A CONFIRMATION BYLAW, COUNCILOR BROCKINGTON, PLEASE.

>> THAT THE FOLLOWING BYLAW BE READ AND PAST TO CONFIRM THE PROCEEDINGS OF THE COUNCIL MEETING AT THE 13th APRIL, 2016.

>> CARRIED. WE HAVE ONE WRITTEN INQUIRY. COUNCILOR CHERNUSHENKO, PLEASE.

>> THANK YOU VERY MUCH. I HAVE AN INQUIRY ON THE SUBJECT OF BIRD FRIENDLY DEVELOPMENT GUIDELINES. I'LL JUST READ THE VERY SHORT FIRST PARAGRAPH WHEREAS RESEARCH CONDUCTED BY SAFE LINKS OTTAWA INDICATES THAT HUNDREDS OF THOUSANDS OF BIRDS ARE INJURED AND KILLED EVERY YEAR IN THE CITY OF OTTAWA BY COLLISIONS AND BUILDINGS AND OTHER BUILT STRUCTURES CAN STAFF PROVIDE A REPORT ON THE FEASIBILITY OF THE FOLLOWING MEASURES TO REDUCE BIRD DEATHS AND IT LOOKS THROUGH MEASURES THAT WE MIGHT TAKE ON OUR OWN BUILDINGS IN TERMS OF TREATMENT OF WINDOWS, ET CETERA, AS WELL AS GUIDELINES THAT OTHER CITIES HAVE ADOPTED THAT WE MIGHT ENCOURAGE OUR DEVELOPMENT INDUSTRY TO ADOPT AS WELL. AND SO THAT INQUIRY THEN AS I UNDERSTAND IT WILL RECOMMEND WHETHER THAT BE DEALT WITH, PART OF IT PROBABLY ENVIRONMENT COMMITTEE AND PROBABLY PART OF IT PLANNING COMMITTEE, SO I'LL SUBMIT THIS LENGTHY WRITTEN INQUIRY.

>> THANK YOU VERY MUCH. ADJOURNMENT, COUNCILOR.

>> YOUR WORSHIP, THAT THE PROCEEDINGS OF THE CITY COUNCIL MEETING OF 13 APRIL 2016 BE ADJOURNED.

>> CARRIED. CARRIED. THANK YOU. MEETING ADJOURNED.