

## Meeting Transcript - February 17, 2026 (CM)

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Mayor Bryan Paterson 4:37

Oh, good evening, everyone. Segó Ani, bouju NDO, watch, a kwek as the Mayor of the City of Kingston. I offer these words in the spirit of this gathering. Let us bring our good minds and hearts together as one to honor and celebrate these traditional lands as a gathering place of the original peoples and their ancestors who were entrusted to care for Mother Earth since time. Immemorial. It is with deep humility that we acknowledge and offer our gratitude for their contributions to this community, having respect for all as we share the space now and walk side by side into the future. We weren't just meeting in committee of the whole closed meeting. We did discuss a couple of items respect to contract negotiations, update, and also an update on court proceedings. So I will ask for a motion to rise without reporting please,

City Clerk Jaynes 5:28

moved by Deputy Mayor Cinanni, seconded by, excuse me, by Deputy Mayor Cinanni, seconded by Councillor Stephen that council rise from the Committee of the Whole closed meeting

Mayor Bryan Paterson 5:36

without reporting all those in favor, opposed, and that's carried okay. Next, we have the approval of the addendum. We have the addition of a number of delegations. We have some motions of condolence and some communications. Can I get a mover and a seconder for the addeds Please? Moved by Councillor Amos, seconded by Councillor tozzo. All those in favor opposed, and that's carried. Okay. Are there any disclosures of pecuniary interest? Councillor Boehme, go ahead.

Councillor Ryan Boehme 6:06

Thank you. Your Worship. And through you, I ride involved with the Council of the corporation City of Kingston, pecuniary interest in the matter of the wrong one. Apologies.

Councillor Ryan Boehme 6:21

Report 13, clause three, or sorry. Report 16, clause three, submitted to the clerks. Thank

Mayor Bryan Paterson 6:33

you. Okay. Thank you very much. Are there any other declarations of pecuniary interest? Okay, seeing none we have no presentations this evening, but we do have a number of delegations. So first, I'll invite Alan Langdon from Circular Materials Ontario, who will appear before council to speak to new motion number two regarding extended producer responsibility and recycling collection communications. Just a reminder to all of our delegations that you have up to five minutes, and then we will open up the floor to questions from members of Council. Mr. Langdon, welcome, and I will turn the floor over to you. Thank you so much, and

Alan Langdon 7:11

thank you so much for the opportunity to address Council tonight, if we can go to the next slide. So first of all, appreciate the opportunity and want to just emphasize the importance of ongoing collaboration. We're committed to delivering an enhanced recycling program across Ontario, and we thank those in the room and municipal staff for their ongoing collaboration, feedback and partnership and supporting the province's EPR transition. And we're here because we're focused on working together and providing support to all residents and communities. Next slide, and just in terms of an overview, circular material is actually a national not for profit organization

focused on providing meeting producers obligations for EPR programs across the country, and working on and developing enhancing recycling systems. So we operate in Ontario, Alberta, the Yukon, New Brunswick and Nova Scotia, next slide, and just an overview of EPR system in Ontario. So our producer responsibility organization supports producers in meeting their extended producer responsibility obligations. We also act as the administrator of the common collection system on behalf of all pros operating in Ontario. Next slide, in terms of our goals, in terms of the goals of UPR in Ontario, one is to establish a province wide unified materialist so that all jurisdictions, all communities across the province, have access to the same list of materials that are accepted for collection. It shifts the financial responsibility of recycling costs for municipalities to producers, which enables cost savings for municipalities, residents and taxpayers. It will improve recovery rates and help advance the circular economy in Ontario and support packaging innovation, the return of recycled materials back to producers for use in new products and packaging, thereby creating a closed loop supply chain. Next slide, firms of Ontario's transition, EPR, it's the largest recycling transition ever undertaken in Canada. We've been leading that transition since 2023 now reaching over 5 million households. And while many communities Ontario have had a seamless recycling experience, some communities have experienced collection and change management challenges, and I think Kingston would be one of those, particularly as the program launched in Kingston in July, transition that scale often come with short term challenges, and our team continues to respond quickly and work with our service providers to ensure operational issues are addressed and take immediate action where required to resolve issues such as missed collections and remain committed to delivering an efficient and effective recycling service that meets resident and community needs. The. Next slide in terms of that current system. So currently, we service 395 eligible communities, which includes 383 municipalities and 12 First Nations. 330 of those communities have curbside collection, while 65 communities only have depot collection and all of that. All of the material collected, either through depots or curbside, is consolidated 43 receiving facilities, where that material then moves on, either directly to end markets or to sorting or processing facilities. Next slide, some of the transition challenges we've seen, weather delays and increased volume and collection push days due to holiday season. I think we all know that in January and early February, there's been record setting snow and poor weather conditions that negatively impact driving conditions. And we also have had a province wide salt shortage. So when safety becomes an issue for drivers, collections are delayed, in which has caught several descriptions disruptions across the province and Kingston particular, this is added we also have had holiday schedule shifts required, which required weekend collection during a major storm as a result of collection pushes on Christmas and boxing. And that's only added to resident confusion with some collections occurring on Sunday. There's also been data gaps, which is due to large number of contractor changes in over 85 communities, which has resulted in some miss stops or frequency of collection errors that have been as quickly as possible identified and resolved. This problem is typical when a new contract is onboarding a community that's had the same contractor for say seven plus years, and that change over can result in missing information that temporarily impact service levels. Next slide, also contracting onboarding. So contracting new to areas, but the community needs new drivers and new routes to get familiar with. This has resulted in some really growing pains as drivers learned their routes and addressed gaps on the ground with route mapping, and then there's been large resident call volumes of wait times. This includes long wait for residents, heavy calling, heavy call volume for staff and calls getting disconnected. We've worked with our contractors to reduce wait times with increased staffing levels that support service disruptions and rapid response, and we've also implemented real time service monitoring tools to identify hot spots quickly. And they do know in talking with the contractor that we've seen a significant drop in

call wait times for Kingston and surrounded areas. Next slide. So in terms of key actions, we have been and will continue to work closely with municipal and provincial partners and contracted service providers to ensure timely, accurate information is delivered to residents. This includes a dedicated team to prioritize escalations and resolve backlogs, daily operations, coordination, call center, staffing, additional tools and technology. 30 seconds, Kingston, thank you. Kingston, residents should reach out directly to the local service provider Emterra for the fastest local resolution. Contractors remain the first point of contact with urgent issues escalated to Circular Materials and service alerts continue to be shared with community partners have posted Circular Materials community website, which is [circularmaterials.ca/Kingston](http://circularmaterials.ca/Kingston) and that there they'll find the contact information for the contractor. Next slide,

Mayor Bryan Paterson 13:19

okay, I think that that that actually takes us to about five minutes. So I'm just wondering if, why don't we pause there, and then I'll just open up the floor to questions from Council. Thank you very much. Councillor Tozzo,

Councillor Brandon Tozzo 13:34

thank you, Mayor Paterson, through you. Thanks for coming to speak to council about the motion. I really, I do really appreciate I have one question about one of your slides back there, it said that we're directing residents to Emterra if it's missed, but alerts are on the CMO website if there's delays, how are residents supposed to know? Check out the CMO website if we're telling them to contact Emterra. Yeah.

Alan Langdon 13:58

Great question. So we post the service delays on the CM website, just so that people have easy access to them. But if it's actually about missed collections, that's where we want Emterra to contact them. So really, Emterra is to be contacted if there's a missed collection, if it's an issue with a service delay, if they contact Emterra, they would still be informed with the service delay. But we direct everyone to the CM website, where not only is there information on the service delays, but also information on how to contract or how to contact the collector, as well as information on how to contact the materials if an escalation is required.

Councillor Brandon Tozzo 14:32

Thank you. My second question, I've had a number of constituents reach out all over my district who've had delays. When they contact or go on cmo website, it often says that the service has been delayed, but doesn't say when it's going to get picked up or if it's going to be addressed. Is there any time you're going to sort of let residents know when they can expect their missed recycling to get picked up? Because it's a real it's a real gap.

Alan Langdon 14:57

Yeah, that's a great question. So I think in typical, if there's. The missed collection, the recycling should be picked up later that day or the following day. I think if there's no timeline, provided that usually is an event of a significant weather delay where we don't have timing from the contractor when they're going to be able to pick up that material. But eventually, once we have that timing, once we have that schedule updated, it should be available on the website. I

Mayor Bryan Paterson 15:23

speaker, okay. Thank you. Councillor Stephen,

Councillor Wendy Stephen 15:25

thank you, Mayor Paterson, through you. Hi. Thanks for being here tonight. We have so obviously this transition happened back in July. We've had garbage and recycling and organics collection simultaneously on the same day for ever. My wonder is, how come our garbage is still getting picked up during inclement weather events, but for some reason, our recycling isn't consistently being picked up. I hear from a number of constituents who have had this experience happen week after week.

Alan Langdon 16:02

Great question. You know, honestly, if the you know, we strive and we work with our contract ensure that recycling should be picked up, I can't speak to the specifics of why garbage on a specific day. I wouldn't have the background. I'm assuming that there were some days, particularly in the January timeframe, where nothing was picked up, just given the significant weather events. But typically, you know, if garbage is being picked up, recycling should be picked up. And if there's an issue, it's something happy to follow up with the contractor again. You know, our hope is that, once we get through these, you know, significant weather events that we should see return to service, and over time, there shouldn't be a discrepancy, that we should see the services parallel each other, and that the garbage we picked up and the recycling is picked up on the same

Councillor Wendy Stephen 16:48

day through you, Mr. Mayor, thank you. I can confirm that garbage has been picked up consistently. It's recycling that has not. And I'm just wondering so it used to be when we had recycling here in town, trucks would go and drop off their recycling materials here in town. If that's not the case anymore, I think it's Napanee correct me if I'm wrong. But if the trucks are now having to travel when they're full, and that's impacting the service levels to residents here in Kingston, is there a solution to this, or are we just expected to wait and maybe have our recycling picked up or not?

Alan Langdon 17:23

Yeah, no, that's a great question. So we've raised this with the contract, and they've indicated that the distance to travel for the truck is not impacting service levels. So that's not the reason there would be any impact on the service being provided. Obviously, if that was the reason, it's something we address, but we raised with the contractor, they indicated that it's not a it's not a reason for any challenges with the service.

Mayor Bryan Paterson 17:48

Okay, thank you. Next is Councillor Amos.

Councillor Don Amos 17:52

Thank you, Mayor Paterson, through you. Mr. Langdon, thank you again for being here and for your presentation. I'm kind of harping on some of the same themes that my compadres are also saying in regards to communication. The latest one I received was last month, and it was recycling collection was missed. Individual called in to Emterra indicated that the recycling was missed. The customer service treatment, if you were to rate it from zero to 10, would be a one. So my question to you is, what are you doing for accountability measures with your contractors in regards to communication, in regards to meeting demand of what Kingston residents are expecting?

Alan Langdon 18:42

Yeah, great question. So you know, we do receive information each week from our contractors about Miss collections and about resolution of those events. If someone is receiving poor customer service, they can escalate it to us simply by sending an

email, and we can definitely follow up with the contractor. We have expectations that if people phone in and they're requiring assistance, support in the collection that they receive the information they need, they receive in a timely manner, and if, for whatever reason, the contractor can't provide it again, then they can always have the option of escalating that inquiry up to us so we can follow up.

Councillor Don Amos 19:20

I appreciate that response. But as Councillor Tozzo has pointed out, everything that Kingston is producing and putting out points at Emterra, not at Circular Materials, so our residents don't know that they can escalate it beyond the the current contractor. So I'll reiterate the question, what is Circular Materials doing to hold the current contractor accountable? And what communication tools are being put in place so that our residents know that it can be escalated?

Alan Langdon 19:54

And maybe go back to the maybe I'll respond to the second part first. So if, if the feeling is. Residents don't know, we can certainly work to develop some sort of direct mail piece to provide further information to residents about who to contact in the event of service delay, where to go get more information if they are wondering about service delays and how and when to escalate inquiries if they're not getting the customer service they need. So happy to take that that back and then work to see if we can get a direct mail piece to help residents and give them that additional information.

Councillor Don Amos 20:28

Thank you. Appreciate that.

Mayor Bryan Paterson 20:31

Thank you. Next is councilor

Councillor Greg Ridge 20:36

rich. Oh, thank you. Your worship and through you so I so I'm just, I'm just curious about the work that was done preemptively with the municipality, in terms of around 2022 and working with them to understand the roots. Is that anything that you have any information about the preemptive work?

Alan Langdon 21:01

Yeah, so the work, in terms of the routing, that's the work that would be under done, undergone by the contractor. So they're responsible under the contract to get the requisite routing. Definitely, we saw some challenges in kinks, particularly in the launch last July. That's my understanding that those have been worked out, but that primarily would have been the responsibility of the contractor to obtain the routing information ensure that they properly map the route prior to the launch of the collection service. Okay.

Councillor Greg Ridge 21:31

Thank you very much. So then my question is, is that, you know, I've received a number of complaints from constituents, but especially constituents who live in large buildings where there's a recycling you know, that needs to be picked up and that that was missed multiple times, especially in the beginning of this implementation. And so my question kind of goes back to similar to what Councillor Amos said in terms of what the accountability is around the contractor with their conversations, initial conversations with the municipality and municipality, around getting the information, being cooperative with The municipality, around the development and understanding of the current routes, simply because I think that this is one of the primary issues

that affected the rollout.

Alan Langdon 22:33

One of the issues was the inability to get the proper routing or to obtain the information it could quite possibly be, you know, that would be more a question that Emterra could answer. I don't have specific knowledge as to the process of the steps they took with the with the city, but happy to bring them back at a future meeting. You know, to answer those questions if required,

Councillor Greg Ridge 23:01

through your worship. I only have two questions. So thank you. Thank you.

Mayor Bryan Paterson 23:04

Next is Councillor Osanic.

Councillor Lisa Osanic 23:07

Thank you. Your worship through you. Thanks so much, Mr. Langdon for speaking to us tonight. I know how busy you are. I see your name in the Toronto Star almost every day since January. So you definitely are very busy. So my question is, is that our residents are used to our city trucks for recycling that used to separate all the blue box material, like in the truck, you know, like they would put all of the glass in one compartment of the truck, and then the plastics. What residents are seeing with the Emterra trucks is that all of the blue boxes just get dumped all together, and then I get emails saying, are we throwing our blue box material out? How come they're not separating it? So I talked to our Emterra driver, and she said, Oh no. Like, when it gets to the facility in Napanee, we sort it. I just wondered, like, can I tell the residents that with 100% certainty that the blue box material really is being sorted and not thrown out when they're they're being collected, you know, unless, of course, they're stained with peanut butter. We all know that you're supposed to wash out the product and but it is being sorted when it gets like is that written in the contract? Are there inspections of the contractors to make sure that they're doing the best, that they're able to to sort the blue box material?

Alan Langdon 24:33

So first of all, that's a great question. So the contractors is written actually has alternating weeks, so fiber is one week, container the other week, and so there would be no reason to sort the material. You'd be putting all fibers one week, all containers the other week, when it comes to the sorting and the recycling of the containers and the material. So under the regulation, we have performance management targets we have to meet, and they're done in six material categories. So paper, rigid plastics, flexible plastics. Metals, glass and beverage containers, we have targets we need to meet. And those targets are based not on the amount of material collected, but actually the amount of material that's actually recycled. So the amount of material that's actually recycled a process to a point where it could be used as a commodity in the creation of a new product. And so because of that, all our sorting partners and the subsequent recyclers the material goes to. There's a chain of custody. There's attestations need to be filled to make sure that when we make a claim that the material that we've collected and sent through this process has actually been recycled. We have documentation all the way along to certify that at the end of the day, that material we're claiming is recycled has actually been recycled to the point that it can be used to create a new product or new package.

Councillor Lisa Osanic 25:48

That's perfect to hear. I'll make sure to include that going on when I answer those questions and through you Your Worship. My second question is, do you know why

Emterra is not here? Like did you do? You know, I just wondered,

Alan Langdon 26:04

yeah, no, no, I talked to Emterra. They're, unfortunately, in the middle of a launch in another part of the province, and so it would have been great to have them and do this presentation together, but they have a deadline that's coming up. And so the staff that would have been available to attend or attending to that matter, but again, I'd be happy to come back in the future and bring Emterra as well. At the end of the day, we want to make sure that Emterra is providing appropriate service. We continue to work with them to make improvements, and certainly, you know, happy to come back at a future date with Emterra to answer any questions we couldn't address today. Thanks so much.

Mayor Bryan Paterson 26:38

Thank you. Councillor, Glenn,

Councillor Conny Glenn 26:41

thank you. And through you, Mr. Mayor, thank you, Mr. Langdon, for coming to present this evening and talk to us about the challenges under our new recycling regime. The question I have is a bit more specific. So in the district that I represent, we have lots of students, and when we first got started this fall, we had an unbelievable amount of difficulty getting simply enough recycling boxes. And, you know, our staff reached out repeatedly, and I had to go to the extent of intervening myself to get an answer. And I don't think that that's really an appropriate thing to have to do with a provider. I'm hoping we won't experience that again. But is there anything that's built into the contract with Emterra, or anything that you can do to ensure that they're taking into consideration that we have a massive move in and move out of students each year in this community, 10s of 1000s of them, and that there's going to be an ongoing need for new recycling bins to be provided.

Alan Langdon 27:45

So thank you for that question. So certainly aware of the issue, like if it was raised to our attention back in the late summer, I'm glad to hear that that it was addressed. And certainly one of the things that was done was to make sure that there was somewhere more local where people could get the recycling boxes. So going forward, there shouldn't be a challenge. But if so, you know, again, we can reach out to Circular Materials and we can talk with the contractor. But I think the issue is understood, and I think plans are in place to ensure that it doesn't happen in subsequent years. I understand that, you know, the move and move out will be a constant thing that needs to be addressed every fall, and so we are aware of the issue we've talked with Emterra already, and my expectation is there would not be a repeat, and that plans would be in place to accommodate that this coming fall.

Councillor Conny Glenn 28:30

Okay, thank you. That's That's good to hear. Additionally, is there, are there any measures in place to communicate to that student population? Certainly, it was something we've worked on very hard in the last few years to do that communication piece with students who are new to recycling sometimes and putting out their own garbage. So it's gotten to the point where I've even had students complain, which is good news. It means they're concerned and trying to do the right thing. So are there any plans for regular communication every year with a new crop of students that are moving into the community.

Alan Langdon 29:07

So that's a great question. So you know, if there was previous activity or previous

initiatives by the municipality to communicate to that group? Our communications team, I think Jennifer Kerr is on the line as well. She heads up our media and Community Relations Emterra, she can either her or someone else from the team, can follow up to **[FLAG: Otter heard "Miss bowdy" — likely a city staff contact, editor to verify]\*\***, get an overview of what was done previously, and we can certainly see look to emulate that practice in future years. If that's of assistance,

Councillor Conny Glenn 29:34

that would be great. And I would urge you to work with the student government, because they get directly to this to the students. There's a couple of them here in the room, so I'm hoping that you'll reach out to them.

Mayor Bryan Paterson 29:47

Okay, thank you. Thank you. Next is Councillor Boehme.

Councillor Ryan Boehme 29:50

Thank you. Your worship and through you, thanks for this opportunity. I'm just curious what type of feedback, feedback mechanism. Some is going to be put in place for user experience now that we're this far into the role of program. So obviously, as counselors, we're fielding a lot of the feedback, which we're trying to push people sort of, to actually deal with it directly, rather than being the middle person. So what mechanisms are in place now to kind of, I guess, settle some of the issues going forward, and really just find out how to roll out and what the residents are experiencing. I still have streets where it's inconsistent pickup, and then they still come to me, and then they sort of push them to the right spot, but it's like, what is, you know, Circular Materials and Emterra doing to essentially Garner that feedback and learn from those lessons, so that they can kind of truly assume this as a whole?

Alan Langdon 30:49

Yeah, great question. So as I said previously, we monitor their missed collections, and so they have to provide information to us on a weekly or monthly basis on the level of missed collections and the resolution. So that's a data point and informing our in our review with Emterra, if there are issues, and certainly some of the issues that are coming to councilors are have or that residents have raised to come to us directly, and certainly we follow up with those on those issues with Emterra, and certainly we would like to not have those issues raised to councils at the end of the day, it's our program. We want to see those questions and those issues come to us. So it may be something like a direct mail piece is required just to give residents that information that this is indeed our program. This is the contractor. This is the first point of contact. And if you aren't getting resolution from the contractor, that you can reach out to us, and you know, our customer service team will address those complaints, I think, for mayor and the counselors that have issues and that want to connect with us rather than the contractor to escalate in the presentation, there's two email addresses, council at circularmaterials.ca and Mayor at Circular Materials.ca You can feel free to, you know, send us complaints via that channel, and That's those can get escalated, and then we can follow up with theEmterra directly to ensure resolution. But ultimately, we want, and again, it may be that we need additional communications materials to support this. We want any complaints or concerns to come us to it directly. That way we have the information we can follow up the contractor, and that'll be the quickest and most efficient way for us to monitor performance.

Councillor Ryan Boehme 32:19

No. Thank you. And I appreciate that. I think those are all good steps. I just think

that at the end of the day, like the user feedback piece directly from them. Like, is there, when you do that direct mailing, is there a survey that you can set up online, or is there somewhere where you can point people to go and talk about their experience, so that you can also collect more of those data points? So I know you're tracking when something's missed. But I really do think it's key, having been in this role for a while, to actually be able to hear from people directly, because they'll also have suggestions. And so, I mean, you can get a lot of information from that, and sometimes by the time it gets through us, or through all the other courses of ads that it might get to you, you just lose some of that.

Alan Langdon 32:59

I think it's a great point. You know, I'll check with our communications and marketing team about anything planned. I think the goal for the immediate time being is to try and stabilize the service across the province, and particularly with the weather. You know, you can imagine that with three to 95 communities, it's not just Kingston. There's been issues in a number of communities, most of them weather related. So as we get through that, and as we get into planning for the year ahead and for 2027 it's definitely something we could look at at the end of the day, we want feedback. We want to make sure that the services meeting residents expectations. And ultimately, you know, the objective under this regulation is for more material to be collected and more material to be recycled. So we want more material diverted away from garbage and to be collected in our in our recycling boxes and ultimately recycled. So it's incumbent on us to make sure that we're providing a service that not only residents appreciate, but are actually utilizing and maximizing to the extent they can, so that we can meet the performance management goals or objectives in the regulation. Awesome. Thank you. Thanks for the question.

Mayor Bryan Paterson 34:02

Thank you. Councillor McLaren.

Councillor Jeff McLaren 34:08

thank you. I noticed during your answers to my colleagues that you used the term appropriate service level, or appropriate level of service in meeting residents' expectations. May I ask if your appropriate level of service is equal to or greater than the amount that they have been expecting or have had in the past years when the city ran this or is it less?

Alan Langdon 34:28

It should be, it should be equivalent to the service that was provided in the past. I don't have the details on the service, if there are anything specific you're referring to, but you know, for example, the service should be provided on a regular basis. People should expect to have the recycling collected on the day they put it out. And if, for whatever reason, there's a missed collection, then the expectation should be that it's collected either that day or the following morning.

Councillor Jeff McLaren 34:50

Thank you. And given also the other concerns you've heard here about communication, I noticed you used the subjunctive when you said that you could commit to a direct mail piece, I'm wondering if you have. Authority to actually commit with indicative as opposed to subjunctive. Will you commit to a direct mail piece to better communicate to the people of Kingston what to do?

Alan Langdon 35:11

I'm happy to commit to a direct mail piece to the residents of Kingston.

Councillor Jeff McLaren 35:15

Thank you.

Mayor Bryan Paterson 35:17

Thank you. Councillor Hassan

Councillor Jimmy Hassan 35:24

Thank you, Your Worship and through you and thank you for the opportunity. I don't have a different question than my colleagues have it, but my biggest concern and frustration is with the new system is we have been receiving complaints but not picking up the garbage. Also, the biggest complaint the people are complaining about it is the poor communication channels, or poor communication system. So people have been emailing the Emterra or circular material, but they don't get proper answer within the time limits or within the time timely manners. So we are the last resolution to it or solution to it. They email to us, and then we direct to the staff. We don't know either. So I just want to ask the question if, in the future, if the Emterra or the circular material has the plan to build or provide a proper communication channel where the resident directly can email and get the responses with their timely manner.

Alan Langdon 36:32

Yeah, thank you for that question. So under the contract, the contractor is responsible for providing customer service, particularly as it relates to things like Miss collections, and so they should be responding to residents in a timely manner, and if they're not, then, you know, obviously, then they can escalate certain materials, and we can follow up directly with the contractor and ensure that the issue gets resolved. I think, you know, I take the feedback that you and a number of your other colleagues expressed that there may not be enough information out in the marketplace for residents to be able to make an informed decision. So if that requires additional work, such as a direct mail piece to inform residents of who's operating the service where they can get their complaints resolved and where to go if they require escalation, I think that seems like a tangible next step where we can undertake to help support increased communication and directing residents to the right place and to get the right information.

Mayor Bryan Paterson 37:26

Thank you. Okay, seeing no other questions. Mr. Langdon, thank you very much. And with that, we'll move to our second delegation. We'll invite Alyssa Parisa to appear before council to speak to new motion number three regarding the Alto rail high Speed southern route.

Alyssa Parisa 38:00

Good evening, Mayor and councilors. My name is Alyssa Parisa, and I serve as the Vice President University Affairs at the Alma Mater Society of Queen's University, representing over 21,000 undergraduate students attending Queen's thank you for the opportunity to speak today about the proposed Alto High speed rail project and what it will mean for students, for Kingston and for our future. Over the past few weeks, the AMS has been an active dialog with Queen's senior administration regarding these plans. We have examined their potential impacts on students and the wider community. One conclusion is clear, Kingston's voice must be strong, informed and present in the Alto discussion. We recognize the complexity of major infrastructure projects, but we also know that early advocacy matters. That is why I'm here today for our students. Rail access is not a matter of convenience, it is essential infrastructure. Queen's students rely on Via Rail to travel to and from home, employment, medical care and family support networks. Many do not own vehicles, and many face significant

financial constraints. Kingston is currently the fourth most used via rail station in Canada. This reflects how deeply our community depends on rail service. The proposed alto routes, either bypassing Kingston or placing a station outside the city, put the system at risk. This high speed rail project will reshape existing networks, and if it proceeds as currently conceived, it will lead to fewer stops, higher prices and reduce service in our area for students already facing rising tuition, rent and food costs, even small increases in transportation expenses can be life altering. They affect how often students can go home work. Work and stay connected with family. This is why this issues matter so deeply to Queen students. Firstly, accessibility, a station located far from Kingston, creates real barriers, especially for students without vehicles. True access means proximity and integration. Second, affordability, rail service is one of few travel options for students. Weakening Kingston's access risks eliminating that option pricing students out of opportunity. Third, environmental sustainability, the southern corridor proposed cuts through the Frontenac arch Biosphere Reserve protected lands. These spaces exist to preserve ecosystems and safeguard biodiversity. At the same time, when rail becomes less accessible, people turn to less efficient means of transportation, such as cars, emissions rise and climate commitments weaken. So the cost is twofold, environmental damage and increased pollution for students, affordable, reliable and sustainable. Rail is not a luxury. It's foundational. It supports academic success. It supports positive mental health and well being. It supports regional mobility. It supports economic participation. If we weaken that foundation, the consequences will be felt by students, by Kingston and by future generations. So what are we asking for? First, we urge decision makers to pursue a high speed rail route that meaningfully serves Kingston, one that is close, accessible and integrated into the city. Second, we ask that environmental protection remain non negotiable. Third, if Kingston is not included as a stop, then existing rail services must be strengthened, not weakened. That means reliable scheduling and fares that remain affordable. I stand on behalf of 1000s of students who contribute to the city every day, who work here, volunteer here and build their futures here. They want a Kingston that is connected, sustainable, and a Kingston that is not left behind. We urge council to advocate for that future. If we get this right, we will not only improve transportation, but we will strengthen opportunities for generations. Thank you for your time and for your leadership.

Mayor Bryan Paterson 42:33

Okay, thank you very much. Are there any questions for the delegation? Councillor Glenn,

Councillor Conny Glenn 42:40

Alyssa, thank you very much for that very bold opening to what's going to be a long evening for us. If you had one request for rail, what would it

Alyssa Parisa 42:58

be in just one request, it would be that is it remains accessible for students, because it's so important that students have that option. Because, as I said in my speech, there's a lot of factors right now that are going into students well being and their livelihoods, but making sure that it is something that is still attainable for them, both financially, but also in the region. I think that is my one request.

Councillor Conny Glenn 43:26

Okay, thank you. And can you tell me what's the biggest challenge right now with rail transportation for students?

Alyssa Parisa 43:36

I think the biggest challenge on top of other housing costs and food insecurity is

just that affordability piece, because if we don't have that option, we are going to turn to other things that potentially are more costly. So making sure that we can have that option that is financially sustainable and attainable for students, if Alto were to continue with something not within our region, I fear that not having that option is going to put a lot more financial constraints in an already very strenuous financial environment for students.

Councillor Conny Glenn 44:09

Thank you very much for the presentation this evening and for appearing before Council. I really appreciate it, and I think everybody here does

Mayor Bryan Paterson 44:18

Okay. Thank you. Next is Deputy Mayor Cinanni,

Councillor Vincent Cinanni 44:23

through you, Mr. Mayor, yes, thank you for coming. I just had a question about a couple things you said, because you mentioned you wanted to stop in Kingston for alto, but you also mentioned that you didn't want the destruction of, like some of the environmental things in South Frontenac. So what would be, what you would propose would be the best solution for that which path?

Alyssa Parisa 44:46

Yeah, of course. I think the best solution is one that both prioritizes that accessibility piece for not only students, but kingstonians in general, but is ensuring that those lands remain as protected as possible. Because. So important that we preserve that so I'm not an expert to speak on where that line is, but I think it's really important that when we are thinking about the benefits for the population of Kingston, we're also thinking and prioritizing the environment.

Mayor Bryan Paterson 45:17

Thank you. Okay, seeing no other questions. Thank you very much. Okay, our next delegation, I'll invite **[FLAG: Otter heard "Shelley Hurstwood" — not on agenda for this delegation, possibly city staff, editor to verify]\*\***, Ben Mack from Kingston Economic Development Corporation, and Jesse Kubes from Queen's University, who'll appear before council to speak to clause two of report number 16 from the CAO regarding the wet lab development

Pierre-Yves Boivin 45:40

project. Oh, we can go on to the next slide.

Ben Mack 45:51

Thank you. So I'm Ben Mack. I'm an investment manager for Life Sciences and Health Innovation at Kingston economic development, and I'm here to talk to you about the lab. Then I'll pass it on to Jesse and she'll further explain more about the lab and Queen's University. So the primary users of the lab are going to be fully funded, commercializing stage life sciences companies looking for lab space spin outs from the university and the college, and then other regional spin outs, looking for BSL, two lab space and scaling life science companies within the region, looking for short term leases anywhere from 10 weeks to over a year, and then foreign direct investments looking for lab space to enter the North American market, kind of hitting the ground running. So tricolor labs addresses a clear market demand across Ontario. There's a lack of wet lab space, especially the BSL two for companies, and Kingston in particular, has a severe lack of this space. Over the last 24 months, we've seen companies inquiring for over 20,000 square feet of BSL, two labs, and without this investments, the companies that are here in Kingston and also other companies that

are looking to set up in Kingston have to move to markets like Montreal, Boston, Toronto or the valley, and Kingston will continue to feed these other markets with the spin outs and opportunities that come into the university, if we can to address this market demand, and it also limits our opportunity for foreign direct investments. A lot of companies are looking to acquire pre existing companies or to rent out pre existing lab space, because it's cost prohibitive for these early stage companies to build out BSL two space. And for the existing companies that are looking to enter the market, to build out and then also to wait for them to be certified, they'll just go to markets where the space is pre existing. The tricolor labs will integrate quite well with the Kingston ecosystem, the strengths that are Queen's University, the biotech program that's at St Lawrence College, and this is City's vision for a long term health campus around a new hospital. This will be a feeder to that space. Kingston has a strong area of research and early stage innovation in the life sciences. We have programs like Dunin-Deshpande Queen's Innovation, a build to scale Life Science program where we see companies spinning out IP from the university into new businesses, you know, leveraging the research strengths that's University at Queen's University and a lot of the equipment that is there that life science companies want. And then Jesse and her team at Queens and Kingston economic development have been working together collaboratively over the collaboratively over the last year on the helix funding program that we have from feddev and helping scaling life science companies. So I'll pass it off to Jesse to talk about the space.

Jesse Kubes 48:54

Good evening. Can you guys? Well, good evening. Your worship and members of council, thank you for giving us this opportunity to speak to you. My name is Jesse Kubes. AVP economic development at Queen's University. Tricolor Labs is designed to serve companies that are commercializing life science technologies, including Queens spin outs, Kingston based startups and scaling SMEs. These companies require regulated BSL two wet lab facilities, and many are currently looking for space, as Ben mentioned, that simply does not exist locally by offering infrastructure that is affordable and scalable option for early and growth stage firms, it helps Kingston attract new investments. Queen's University is uniquely positioned to host tricolor labs. It has established programs and offers entrepreneurial and IP support necessary for early stage companies. The campus has established BSL one and two wet lab infrastructure, specialized equipment and full biosafety and waste management framework already in place. It also has straight of the art animal facilities that. Help bridge the pre clinical gap that often exists for startups, and importantly, Queen leads numerous clinical trials locally and internationally, meaning companies have the ability to plug directly into clinical research pathways as well. The eighth floor of Botterell Hall provides an ideal foundation for tricolor labs. Footprint. It already contains existing BSL one and two wet lab space, autoclaves, fume hoods, waste systems, all connected by secure card access hallways. The vision is to update and modernize the existing space into flexible, modular suites, similar to smart labs style facilities that are in global innovation centers, enabling multiple firms to collate, collate safely with direct access to Queen's core facilities 30 seconds. Second Floor is another area that's been designated with an open concept layout, growth friendly space, ideal for companies looking for collaborative and scalable workspace, shared equipment that is essential, that would be cost prohibitive for companies, but allow companies to grow and collaborate. The tricolor labs leverages a breadth of existing expertise and equipment, orally or already housed within Botterell Hall, the value extends beyond infrastructures. Companies will have access to wraparound services that will be exceptional.

Mayor Bryan Paterson 51:27

That's great. Thank you. Maybe I'll just pause right there, Ken, and are there any

questions from members of council? Councillor Glenn,

Councillor Conny Glenn 51:36

thank you. And through you. So this evening, when we get to this topic, we're going to be looking at potentially spending some money. So what I'd like to know is, what would it cost to build a facility like this from scratch? If you could give me a ballpark?

Jesse Kubes 51:54

You did the work, but I can comment as well.

Ben Mack 51:57

Go ahead through you. So I think the ballpark of that would be around \$1,500 a square foot just to renovate. It was over \$1,000 a square foot, plus the planning and permitting and then finding the space that would fit the needs.

Jesse Kubes 52:16

I'll just to add quickly to set up a biosafety level to building without the infrastructure would be millions and millions of dollars. The opportunity here is that we'll leverage existing infrastructure that is multi million dollars of equipment and already established programs that we can leverage

Councillor Conny Glenn 52:36

wonderful so my next question is, how is the space going to be shared and allocated between queens and potential business startups, just so there's an understanding of what that that's potentially going to look like, because I'm assuming that Queen's is going to do some work in here.

Jesse Kubes 52:55

Yes, certainly. I think the opportunity here is to think about our regional ecosystem development. So that involves research that's coming out of the University Of course. So the spin outside of that, obviously, attracting investment and companies from outside of the region is beneficial. We will have an advisory board that will select, based on the company's credibility, where the needs are and in terms of the space allocations. So it will be a board, advisory board that will be put together to decide how the space is allocated.

Councillor Conny Glenn 53:27

Thank you very much, and

Ben Mack 53:29

through you so that the space is designed for industry, like secondary would be for Queens to benefit from it. But you know, the advisory board is to make sure that it's industry paying companies to use the space. Great.

Mayor Bryan Paterson 53:43

Thank you. Okay, sorry, another questions. Thank you both very much. Okay, next, we'll move to our fourth delegation. We'll invite Krista LeClaire from Kingston accommodation partners to appear before council to speak to new motion number three, again regarding the Alto rail high speed southern ridge.

Krista LeClaire 54:17

Okay, good evening, Mayor Paterson, members of council, city staff and members of the community. I'm here today to express our support for new motion number three, regarding support for alto rail high speed southern route. We would like to see

Kingston City Council call on the Federal Minister of Transportation to enhance alto's mandate to include the addition of a Kingston stop on the proposed Alto High Speed Rail southern route between Peterborough and Ottawa. CAP has been a partner and advocate on this file over the last year, as it is essential, Kingston is part of the conversation regarding high speed rail. Next slide, please? Or do I do it? The third iteration of the integrated destination strategy, which is approved by council tourism Kingston and Kingston accommodation partners in 2025 uses the following relevant guiding principles place residents at the heart of tourism was number one. Better transportation access would benefit residents, students, visiting friends and relatives and more. Residents in Kingston and across southeastern Ontario require better transportation options and services hard stop as a growing community, we are underserved and our growth hindered because of transportation challenges. The second guiding principle of the IDS is to enable strategic, inclusive and sustainable growth. Kingston has a growing population and requires infrastructure that keeps up Kingston is a major post secondary hub, as our previous speaker was talking about, high speed rail will help meet student needs. High speed rail would align with Kingston's climate priorities. Set up Kingston to be more environmentally sustainable, but also economically sustainable, creating future pathways for tourism demand, including but not limited to sport, hosting, film productions, business events and leisure. The IDS leans into strategic themes, which help action initiatives through the lens of the guiding principles. Strategic theme number one is foster resident connection and support. We are listening to community members and hear the concerns about high speed rail going through South Frontenac. We feel that high speed rail must go through Kingston along the 401 corridor with a Kingston stop. This is what makes the most sense the IDS. Goals and objectives include optimizing infrastructure. Transportation is a key priority for tourism, which supports all other tourism infrastructure priorities. In addition, high speed rail will help tackle key challenges identified in the IDS, including accessibility and seasonality. Being on the high speed rail line would make it easier for visitors, both domestic and international, to stop in Kingston between Montreal, Ottawa and Toronto through multi stop itineraries you

Krista LeClaire 57:03

a high speed rail through Kingston would be nation building, connecting southeastern Ontario's highest density communities with major city hubs. Kingston is an institutional city with Queens SLC, RMC, a regional hospital and Cancer Center and CFB. Connecting these institutions to Montreal, Ottawa and Toronto is good business. High Speed Rail through Kingston would maximize ridership, economic impact and public value. I encourage council to support this motion before you tonight, and thank you for your time. I welcome any questions. Thank you.

Mayor Bryan Paterson 57:35

Thank you. Are there any questions? Okay? Seeing none. Thank you very much. Okay, next, we'll invite Mary Jo Curry from the downtown Kingston Business Improvement area again to speak to council with respect to new motion number three regarding the Alto rail high speed southern route.

Mary Jo Curie 58:01

I'm not sure I have much more to say other than what Alyssa said. I thought that was a really powerful speech for anybody who cares about the future of Kingston. So way to go. Everybody knows who I am. Thank you for allowing me to be here your worship and members of council and staff, I'm just going to talk briefly about a lot of things that you already know about but that I think deserve a little bit of reminding and encouragement As as you make it an important decision tonight.

Mary Jo Curie 58:41

Mm, hmm, there we go. Okay, downtown Kingston holds approximately 1.2 billion in assessed property value, including residential, commercial, industrial, governmental and churches. It generates an estimated 200 million in annual business revenue, and the current commercial vacancy rate of eight to 10% signals a healthy but growth ready core. A high speed rail stop would expand Kingston's reach across the Toronto, Ottawa and Montreal corridor, not only for tourists, but for residents who have ties to these cities, either personally or professionally, making it an attractive option to live, study and work here in 2024 2.6 million visitors to the city of Kingston spent \$512 million an estimated 80 to 120 million flowed through downtown. 82% of these visitors came from Ontario, traveling an average of 410 kilometers, squarely within the 401 corridor, over 14 point 5 million Canadians live within a three hour. Drive of Kingston high speed rail would provide easy access to new visitor segments, particularly from Toronto and Montreal.

Maryjo Curie 1:00:19

Via Rail offers service from Toronto to Kingston that takes two hours and 22 minutes. High Speed Rail could reduce times by half, which would increase the frequency of travel. Imagine going from Toronto to Kingston in under an hour. The

Mary Jo Curie 1:00:43

a 47% of visitors stay overnight, generating 681,000 room nights annually, with an average stay of up to 24 hours, just over 24 hours faster car free rail connections could shift more visitors towards overnight stays, which translate directly into higher spending on accommodation, dining and entertainment, in particular in the downtown core, high speed rail stops. A high speed rail stop protects our 1.2 billion in downtown property value grows the 200 million business revenue base increases. Kingston's share of 512 million tourism economy and positions the city as the indispensable midpoint of Canada's most valuable urban corridor. Finally, downtown Kingston is built on businesses that have stayed in families, whoops, that have stayed in families for generations. Our property and business owners are accustomed to thinking about the future of their families and of the community for a downtown built on generational investment, advocating for high speed rail isn't just natural. It's necessary to secure Kingston's future on behalf of the 700 property and business owners and in the downtown core and the families that depend on us. Thank you for listening.

Mayor Bryan Paterson 1:02:07

Okay, thank you very much. Are there any questions? Okay, thank you very much. We'll move to our sixth delegation. We'll invite Lisa as Brook from the corridor train alliance to appear before council to speak to new motion number three, again, regarding the Alto rail high speed southern route.

Lisa Asbroke 1:02:29

Good evening, everyone. Thank you, Mayor Paterson, thank you to all the councilors who have allowed us to speak here tonight. Thank you in particular, to Alyssa for that really moving speech. I'm here to echo many of the comments that she said tonight, but from a different lens, one from across the region, from many business owners, the business community, those of us involved in economic development, those of us talking to institutions, organizations, leaders and municipalities across all of Eastern Ontario that want to try to find a way together to create modern transportation that serves people in a way that causes least harm and the Most good for the most people, a corridor train alliance has been formed by leaders across Eastern Ontario because we believe that national interest projects should unite and not divide. They should not be asked to tear apart and bisect communities and chair

and turn urban people against rural people. They should not ask rural people to have infrastructure on the backs of rural people that bypasses them and doesn't even benefit them for the sake of urban people. And even worse, perhaps only even elite urban people, with the rest of people being left out, ignored and not able to even possibly afford a ticket. The 401 corridor has what we established here tonight, 14, 15 million people in it. We have been patiently waiting for proper passenger rail service for a long, long time, I worked on Bay Street. I've worked on national infrastructure and energy projects across the country. I'm very involved in economic development in our region. I lead a team of 18 people. We are the corporate law team that moved here to bring private equity, raising capital, growing, scaling, life cycle of a company, attracting talent, attracting employees here, and trying to keep those companies here. We are second to none in economic development, intelligence, great ideas, innovation, awesome new clusters, leading sectors and. What happens is, we grow these companies. I can attract a certain amount of capital, but as soon as they need a series a raise or new employees, they leave. Capital isn't coming here, conferences aren't coming here, money isn't coming here, and it's because they can't get here. So just want to go through this really quick. If I can work this might need help. We did a quick PowerPoint presentation. Thank you. And the corridor train alliance has been formed with a stated ambition of having every single Township and city and organization in Eastern Ontario speak in one voice and ask for a dedicated track in the 401 corridor, we will turn it over to engineers and experts to figure out what is possible and where it may not need to be 300 kilometers an Hour, but it needs to run on time. We've talked to many business owners across the region, industrialists, and they're all saying they don't need a bullet train going 300 kilometers an hour. 200 might be fine. 220 might be fine. It just needs to be on time. Via, people love via people want to use via, no one is on via anymore because none of the trains run on time. That's why ridership is suffering. You split the ridership more, and vias motto won't even be tenable now or in the future. We support innovation, we support economic growth, we support productivity, we support progressive things that build infrastructure in our country. We are not against progress, but we need it to be more inclusive. So what we're gathering and asking the Kingston city council to support and be a leader in our region, and hopefully many more follow, is asking for federal funding to take a closer look. If we're going to build a train track, it'd be a dedicated track for passenger rail in the corridor, which we've needed for a long time,

Mayor Bryan Paterson 1:07:05  
30 seconds,

Lisa Asbroke 1:07:07  
so engineers can figure out where the exact location the stops the optimal speed. We just need it to be on time, and we need to protect the inherent value of farmland and ecologically sensitive areas and wildlife corridors to our neighbors and not divide us against them. There are many reasons. I'll leave this with all of you, why all of these worlds are colliding and forces are coming together. To say why the northern route and the southern route don't check all the boxes from a regional infrastructure perspective, our military and institutions need servicing here.

Mayor Bryan Paterson 1:07:45  
Okay, thank you. I'll just pause you. There are there any questions? Councillor Ridge,

Councillor Greg Ridge 1:07:52  
thank you. Your worship and through. Thank you so much for your delegation. I really do appreciate you presenting this perspective, mostly because I agree with almost

everything you've said, but I do mind highlighting some of the issues that have been expressed by people that live in rural communities around the southern route.

Lisa Asbroke 1:08:19

The people in the rural communities are concerned about what could be akin to like a wall, dividing their communities. At grade fully fenced divides intergenerational farms. I grew up on an intergenerational farm. It's not tenable for farmers to drive around long distances. It divides country roads, they're concerned about emergency services, bus routes divisions and can't in small hamlets and communities. Many of us are environmentalists. We see the land trust, the parks, the wildlife corridors, the biosphere around us, the rural townships have been told to build tourism around food security, local food production, ATV trails, recreation trails, and now those get sliced in half.

Mayor Bryan Paterson 1:09:17

Councillor tozzo,

Councillor Brandon Tozzo 1:09:17

thank you. Mayor Paterson, he had another question.

Mayor Bryan Paterson 1:09:22

I'm sorry. Councillor Ridge, yeah, go ahead.

Councillor Greg Ridge 1:09:24

Through you Your Worship. Thank you so much. So just to, just to be clear, and thank you for your answer. Really, what the you're advocating for is a route that is near or adjacent to the 401, in terms of if we're going to have a southern route that connects to Kingston, I just want to make that clear. Is that correct? Clear. Is that correct? Correct? Okay, thank you.

Mayor Bryan Paterson 1:09:47

Okay. Councillor Tozzo,

Councillor Brandon Tozzo 1:09:49

thank you your worship. It's finally my turn. I appreciate that. I almost lost my train of train of thought. I have to be careful. No. Pun intended this time. So I just want to know a bit more about the quarter train Alliance. Could you speak a little bit more about your group and how many members there are and just its overall purpose? Thank you.

Lisa Asbroke 1:10:13

Yeah, it's federal, not for profit corporation. There are founding directors in place now, and expansion of the board to likely 15 directors across the region is in process. People are joining the board as we speak, we've had hundreds of people indicate support, and it is being built at this point, and we're trying to keep it simple and just create a message we can all agree

Councillor Brandon Tozzo 1:10:49

on, thank you. Is your support more grassroots or is it more business led communities along the corridor,

Lisa Asbroke 1:10:56

both and townships and cities as well.

Mayor Bryan Paterson 1:11:05

Okay, Councillor Oosterhof thanks, Mayor

Councillor Gary Oosterhof 1:11:07

Paterson and thanks for your presentation. Amazing. Can you make sure that we get access to your display? Thank you.

Mayor Bryan Paterson 1:11:21

Okay, Councillor Osanic, go ahead.

Councillor Lisa Osanic 1:11:24

Thank you Your worship and thank you so much for coming to speak to us today. I just heard about your alliance in this morning's newspaper, and I agree with what you say. So do you have any municipalities that have already done a resolution in support of your alliance, or can you give us, like by email after this meeting, wording to support your alliance, what you were kind of saying and your delegation?

Lisa Asbroke 1:11:53

Yeah, thank you for that. That is exactly what we're thinking. Because there's just been so much incoming support. We're actually trying to hire someone right now. I think we have and then we would put out standard language, but this is intended to be collaborative, and at this point, we are receiving comments, and would allow everyone to use their own words for what they want.

Councillor Lisa Osanic 1:12:19

Thank you, and through you Your Worship. My second question is, for the Alliance, like we just talked about, supporting the 401 corridor, would that also include following, like the existing tracks, like the two CNR tracks that we have in creating a third track? Or are you just talking about 401 corridor?

Lisa Asbroke 1:12:42

I would allow engineers and designers to answer that. I think that is best left for the experts. Where it should go. The concept is that we already have a flat, straight line between Toronto and Montreal. We've already bisected farms, wildlife corridors and whatnot. It already exists. If you're looking for a route, it exists. We may be the envy of the world for already having a route that exists that is least impact. It's not zero impact, but it's much less than going through forests, fields, lakes and the Canadian Shield.

Mayor Bryan Paterson 1:13:21

Thank you. Okay, thank you. Councillor Boehme,

Councillor Ryan Boehme 1:13:28

thank you your worship and through you. Yeah, I definitely agree with your your parallel to the 401 right? I think that makes the most sense my my question, I guess, is in dissecting all those communities with the southern route, just the cost, not environmentally, but the cost overall of the project and the difficulty to do that. Do you think that that, in your mind, that kind of almost becomes unfeasible?

Lisa Asbroke 1:13:53

The ultimate thank you for the question, the ultimate question and request here is that the federal government direct Alto to also consider the 401 road again, to take another look at it. This is not a new issue in Canada. This is an issue that has been talked about for decades, and we all need to know what the engineering would be and what the cost would be compared to the routes being offered right now. In order to have an intelligent conversation about this, and the parameter, in our humble

opinion, should not be 300 kilometers an hour, we should be allowed to compare the art of what's possible. Okay.

Councillor Ryan Boehme 1:14:42

Thank you so essentially, it's to have another look at that and not make speed the deciding factor of whether it actually is viable or not. Thank you very much.

Mayor Bryan Paterson 1:14:51

Yes, okay, seeing other questions. Thank you very much. Okay, I. We do, I believe, have a couple of motions to add additional delegations. So first I have a motion moved by Deputy Mayor Cinanni, seconded by Councillor Glenn, that we waive our procedural rules in order to allow David Pecora Kingston Health Sciences Center to speak to council. I'll call the vote all those in favor opposed, and that's carried. We also have a Motion moved by Councillor Glenn, seconded by Deputy Mayor Cinanni, that we would waive our procedural roles to allow Nikki boycek hale from Queen's University also to speak to new motion number three, we will call the vote all those in favor opposed, and that's carried. Are there any other delegations to add? Okay, so we're just going to move to these two final delegations. Just a note for for for our next two delegations that, according to a procedure rules, you have three minutes, and then we will open up the floor to questions from council. So with that, I will first invite Dr. David Pichora from khsc to speak to council.

Mayor Bryan Paterson 1:16:23

Dr Dr, there he is. There is we have him. Dr, Pichora, welcome and you have the floor.

Dr. David Pichora 1:16:29

Gotta get the camera turned on. Well, thanks very much for taking the time to hear us. Thank you, Mayor Paterson, members of council, for the opportunity to speak today on behalf of Kingston Health Sciences Center. First of all, I would like to acknowledge Council's leadership in advocating for infrastructure that strengthens southeastern Ontario's future. I believe that high high speed rail can transform how our communities grow and thrive by attracting people and investments. As a president and CEO of the Regional Health Sciences Center serving our region and beyond, recruiting highly qualified people and securing crucial investments our top priorities, our ability to deliver the most advanced care in the region depends on the people we can attract and retain, physicians, nurses, researchers, allied health professionals and learners, to name a few, a Kingston stop on the proposed southern Alto High Speed Rail Line is a vital opportunity to strengthen our health care workforce and long term economic sustainability, and I fully support advocating for it. As most people know, health human resources remain one of the most significant challenges facing hospitals across the country. Recruitment today is not only provincial, it's national and international. Highly skilled professionals compare communities based on professional opportunity, environmental sustainability, lifestyle connectivity and other factors, fast, reliable transportation, linking our city to major centers significantly increases our competitiveness at a time when Kingston is challenged by the loss of commercial air travel, an unreliable train service and congestion on our major highway. A high speed rail rail stop would reduce travel time to major academic and clinical hubs and improve access for visiting faculty, researchers and collaborators as well. Our partnerships with Queen's University and St Lawrence College are central to training the next generation of healthcare professionals. Students and residents are most likely to train and ultimately stay in communities that are well connected to larger urban centers. As you know, over the next decade, Kingston Health Sciences Center will redevelop its facilities and expand its services, including innovative areas such as genomics,

robotic surgery, cancer, cardiology, and many other areas to sustain and bolster our position as a leading Regional Health Sciences Center and teaching hospital. We must remove barriers that limit recruitment and retention of highly qualified healthcare professionals. This is about long term capacity. We must be able to recruit specialists and highly trained teams who have options about where they live and work. The people we are recruiting can go anywhere, literally. So in conclusion, a high speed, high speed rail stop in Kingston would strengthen our region's broader economic development strategy, which includes advancement in health care industry. Transportation infrastructure is a tangible, strategic lever we can support. It signals that our community is forward looking and invested in growth. So I urge council to advocate strongly for a stop in our city strong infrastructure supports strong health care and strong health. Care supports a strong region. So thank you, members of council, for your commitment to the health and vitality of our community and to the growth and redevelopment of Kingston Health Sciences Center. Okay.

Mayor Bryan Paterson 1:20:14

Thank you very much. Are there any questions from Council? Okay? Dr. Pichora, thank you very much. Okay, and now we will invite our final delegation. We'll invite Nikki Boycek Hale from Queen's University to address Council again with respect to new motion number three.

Nikki Boycek-Hale 1:20:42

Applause, good evening, Mayor Paterson, Councilor, city staff and members of this community. I have the great fortune of serving and leading the students of Queen's University as their Rector. I am here today to speak on behalf of Queen's University's senior leadership team to express our support for the Alto High speed rail project along the Quebec Toronto corridor as an institution deeply embedded in this region with long standing provincial and national ties. Queens recognizes the transformative potential this infrastructure can bring while proposals for this corridor continue to evolve and the final route is yet to be confirmed, I want to emphasize the compelling case for ensuring Kingston is included as a stop, and how our city stands to gain tremendously from this critical investment. Firstly, a Kingston stop will strengthen regional and interprovincial links, making it easier for students, researchers and professionals to travel efficiently. This infrastructure will expand access to education and employment with faster, more reliable travel options, there is a meaningful possibility that more young people will choose a post secondary institution in Kingston and even stay after graduation to become Kingston's next school teachers, doctors, nurses, lawyers and business owners contributing to our city's vitality and long term prosperity. To illustrate the strong demand from Queens over the past three years, an average of \$2 million in travel has been booked using Queen's University's discount code on via alone. In addition to the average annual spend related to Queen's University, it ranges between \$635,000.07 \$173,000 Queens related, travel through Kingston is undoubtedly higher, because it is only since last fall that undergraduate students were given a via discount code. Secondly, having a high speed rail option in Kingston aligns with the city's and Queen's University's commitment to environmental sustainability, offering a cleaner alternative to air travel that reduces greenhouse gas emissions and urban congestion. Finally, and very importantly, city council should be unequivocal that the high speed rail corridor must come to Kingston with all due consideration and respect for the impact to the lands on which the route may be located. I implore Council and our community to press for a placement that is closer to the urban core than the current public consultation proposes, and explore options such as integrating with our already existing tracks, or exploring other options along the 401 to maximize accessibility and minimize disruption to green spaces and family properties. 30 seconds in closing, we believe that making Kingston a central part of

this corridor is not only a logical choice, but an essential one for our economic, social and environmental health of our city and region. I hope we can give this our very best shot, because our community deserves it. Thank you for letting me be a part of this conversation.

Mayor Bryan Paterson 1:24:25

Thank you very much. Are there any questions for the delegation? Councillor Tozzo,

Councillor Brandon Tozzo 1:24:30

Thank you, Mayor Paterson, through you. Thank you for speaking to council tonight. You mentioned that \$2 billion worth of money is spent on transit. Do you know how many students per year take via transit and rely on that as a portion of students.

Nikki Boycek-Hale 1:24:44

Thank you, and through you, I don't have the number, as I mentioned, the AMS recently got a discount code from via rail. Up until then, it's only been alumni and staff who've been able to use it. We do have over 31,000 students. At Queens, and so you can maybe deduct what, what number percentage from that, but I don't, I don't have the specific fact for you.

Mayor Bryan Paterson 1:25:08

Thank you. Okay, seeing no other questions. Thank you very much. Okay, so that takes us to the end of our delegations, so we will move on. We do have several special motions. Well, first of all, do we have any petitions to present? Okay, and we have no deferred motions. So first moved by Councillor Osanic, seconded by Councillor Osanic that Kingston City Council recognize International Women's Day on Sunday, March 8, 2026 and celebrate the achievements of women throughout Kingston. International Women's Day, established in 1911 has for over 115 years, advanced the vision of a gender equal world free of bias, stereotypes and discrimination, where diversity is valued and celebrated. The 2026 IWD theme give to gain emphasizes generosity, collaboration and the power of reciprocity and mutual support in advancing gender equality. Kingston City Council expresses its support for International Women's Day its goals and women in Kingston and encourages residents to contribute to the continued advancement of women in our community. Moved by Councillor Glen, seconded by Councillor Stephen, that Kingston City Council extend its deepest sympathies to the families and friends of those lost in the unfathomable tragedy of February 10, 2026 Our thoughts are with the entire community of tumbler Ridge, British Columbia, as I navigate this period of profound collective mourning. Moved by Mayor Paterson, seconded by Deputy Mayor Cinanni, that the condolences of Kingston City Council be extended to the family and friends of William Bill leggett, former principal of Queen's University and a member of the Order of Canada, who also served as a valued member of the utilities Kingston board since 2012 Bill was a world renowned professor of biology whose research focused on the dynamics of fish populations, earning numerous honors, including the fry medal and induction as a fellow of the Royal Society of Canada. His professionalism, positive spirit, sound judgment and unwavering support made a lasting impact on the organizations he worked for and our community. His passing is a great loss, and he will be deeply missed. Our thoughts were with his family and loved ones during this difficult time, and then finally moved by Mayor Paterson, seconded by Deputy Mayor Cinanni, that the sincere condolences of Kingston City Council be extended to the family and friends of Robert Budd Steele, who passed away on February 16, 2026 bud worked for over 22 years serving the Kingston community. He began his municipal career with the former public utilities commission in 1997 as transit maintenance supervisor with Kingston Transit and joined the New City of Kingston at amalgamation. In 1998 he went on to lead the city's fleet and garage operations and retired in 2019 as manager of fleet services.

Bud was known for his practical hands on leadership and his deep technical knowledge. He played a central role in building strengthening the city's fleet operations, supporting the safe and reliable delivery of transit and municipal services. He was also known for his humor, a big laugh and kind heart, and for fostering strong camaraderie among his colleagues. Our thoughts are with Budd's family and friends during this difficult time. We'll call the vote on those motions. All those in favor opposed, and that's carried. Okay. On to briefings. We have one briefing this evening. At this point, I will invite Pierre-Yves Boivin, Chief Communications and engagement officer for Alto, and Peter Paz, Senior Director Government and Public Relations for Ontario Alto, who will speak to council regarding new motion number three, the Alto rail, high speed southern route.

Pierre-Yves Boivin 1:28:52

Thank you. Thank you, Mayor councilors. Thank you for having us tonight. My name is Pierre-Yves Boivin. I'm the chief communication and engagement officer at Alto. I'm accompanied tonight by two gentlemen, Peter Paz, who's our senior director public and government relations in my team, and also David Cook, our Vice President Systems Engineering and interface, who is highly involved in many items that were discussed tonight. And we'll be happy to take your questions. So we have a short presentation about the project, and we're happy to take your questions afterwards. Quick words about Alto. Alto is two things. It's a project that we've heard about, the High Speed Rail connection between Quebec City with a mandate from the federal government to connect seven cities, Quebec, Trois Riviere, Laval, Montreal, Ottawa, Peterborough and Toronto. Those cities were part of the federal mandate that was given to Alto but it's also a new Crown Corporation that was created at the end of 2022 with a specific purpose to develop the project. So we're publicly owned. The project is a public service that will always remain the property of the Government of Canada. Through Alto, we're now around 200 employees working full time on developing the projects. We're headquartered in Montreal, with an office in Ottawa, office in Toronto, smaller office in Quebec City. Alto is also partnering with a private consortium that is made of six companies, three of which are Canadian, three are French, to bring the experience and the expertise of high speed rail development and operation with us. Even though we have some experience and expertise staff within Alto, we also bring the private sector knowledge and experience with us. Cadence is the name of the consortium. So it's led by city PQ and Fra Atkins realized Air Canada. And on the French side, you have Systra, an important engineering company that has worked on the high speed rail development across France, Kiolis and SNCF, which is a pioneer in developing and operating high speed rail. So what we want to develop, and it's obviously going to be part of our conversation tonight, is a different kind of rail service that we have seen in Canada for now, Via Rail operates on tracks that they don't own, that are most of them they don't own, that are the property of freight railways. Those tracks have been designed for a different kind of service, and given that we are developing trains that will go up to 303 20 kilometers per hour similar to the kind of high speed service you see in European countries, that infrastructure is not appropriate for the kind of service that we are going to provide. That is why our mandate is to develop a new rail corridor between Quebec City and Toronto, over about 1000 kilometers with electrified tracks dedicated right of way and a capacity to move the number of riders from the 4 million people that use Via Rail currently to about 24 million people the by, you know, By the time the services, the system is fully in service. So we want to be fast. We want to be reliable. Obviously, we've heard through another presentation the unfortunate situation with via rails, real reliability that is not always constant, given the fact that CN is also using the infrastructure. So with a new rail corridor, obviously Alto will be able to be reliable and obviously more frequent, with departures that could leave major cities every hour, half hour, in some period of time as well. So a big driver for this

project that led the Government of Canada to launch it is obviously the impact it will have on the overall country's economy. It's going to be the largest infrastructure project that Canada has developed since the building of the St Lawrence Seaway. So obviously, lots of direct jobs during construction, around 50,000 jobs that will be created or maintained over the 10 year period that the project will be developed. This will create also the existence of Alto will create an economic uplift to our GDP of about 1% which means that the the productivity gains that will stem from the shorter travel times that Alto will will create will obviously become very important in propelling Canada's economy, and that's what is mostly at the heart of that GDP uplift, but also alto, because of the significance of the infrastructure that will be developed is also a key contributor to many industries. So we refer to steel on this page, but you know, we're going to use concrete ties. We're going to need a lot of aluminum, lot of copper, because we will have our own electrical network to supply our trains. So obviously, a lot of material to provide here in Canada. And given the fact that the project is going to be built over 1000 kilometers at a time when you know their infrastructure project require a lot of people, especially ours, we are working with canals right now to really structure our procurement system so that we can, you know, make sure to use as many local contractors and workers as possible along the corridor. So the project was under development for two years when the Crown Corporation was created at the end of 20. 2022 that also coincided with the launch of a, you know, a qualification and request for proposal phase, that which, you know, led to the selection of cadence last year, actually, almost a year ago, Prime Minister Trudeau announced that the project was going to enter a new phase, the development phase. So they confirmed that the high speed rail service would be developed, confirmed \$4 billion for that development phase to to happen, which gives us, you know, the resources to properly do the engineering phase, properly do the the planning, design, the consultation, the impact assessment, the environmental permitting that we have to go through. So we're really at the beginning of this development phase. We've just started a few months ago. This will, this phase will last until the end of 2029 and then the final investment decision by the Government of Canada will happen in 2029 based on the updated numbers and information that we will provide following the development phase, and then we can start building the project. It was announced last December by Minister McKinnon that the first phase of the of the project, the first segment to be developed would be the segment between Montreal and Ottawa. It's the shortest one. It is one that allows us to mobilize workers and contractors in both provinces and then keep that mobilization going and work on the other two segments. And we're, you know, the plan is to stagger the beginning of each segment so not to delay the development going to Toronto or going to Quebec after the first segment is totally developed. So we really want to make sure that all three segments are developed, you know, in a sequence that is allowing the project to be in operation as fast as possible. And obviously, during the development phase, we I talked a bit about it, but there's a lot of things that is happening. This project is real and is concrete. I know there's a lot of skepticism. People say. We've heard about this several times. It's never going to happen, but when you look at it, the project has never been as advanced as now. We have hundreds of people working on it. The government has committed important sources of funds. We are starting to work. We are launching our consultation. We've started a few weeks ago. We're here to talk about it with you and hear your questions. So really, the process started, I will ask Peter to say a few words about the public engagement that we've launched and that you've heard about. We'll also talk briefly about the corridor that has been put to consultation. And then we're happy to take any of your questions to either of us, and we'll look at who's best positioned to answer all your questions.

Thank you, and through you Your Worship. I just want to first thank everyone for the opportunity to be here and speak about the project. We just started our consultation program in January, but we spent most of 2025 preparing for it. We've identified four key objectives. One is to educate stakeholders in the public on the project. What does high speed rail mean? What are, what are the requirements for high speed rail? The safety focus in delivering a project that goes 315 to 320 kilometers an hour, building on what Pierre-Yves just mentioned, we want to ensure that we emphasize the project's concreteness and merits in delivering a project of this magnitude for the country and its benefits, but the biggest thing is really To capture input to inform project decisions from our stakeholders and the public. We purposely started our consultation program as early as possible. We often tell folks that you'll hear we don't know yet. It's still too early, but what we wanted to do was be out in the public, getting feedback, versus putting lines on a map and asking people which line they hated the least, and then the last, the last key objective is providing opportunities to listen, and we are listening. The last four weeks have been incredible in terms of public participation, stakeholder participation, from Toronto to Quebec City, we have seen 1000s of people come to our open houses across the corridor. We've seen 1000s upon 1000s of visits to our website. We've had over 10,000 surveys completed, 1000s and 1000s of pins put on our interactive map and. And and that is what we want. We want it to be out early. We want it to hear we do not have an alignment. We don't have a line on a map of where we're going to go and how we're going to connect these seven station areas. Right now we have study corridors and to ensure we hear from as many people as possible in this very first wave of many with respect to consultation, we are doing 35 round tables across both provinces, 17 in Ontario, both urban and rural and suburban. We're doing 26 open houses, 13 in Ontario, and we're doing 10 virtual sessions, five in English and five in French, with a total of 70 initial engagements with communities across 1000 corridors or 1000 kilometers. And that doesn't include our online consultation platform, which is very user friendly, interactive and allows folks to leave as many pins as they like, and they all stay on the map. We don't take any pins off. We want folks to see what others are saying. Our public engagement timeline, we are looking at about a 10 week first wave of engagement. We wrap up at the end of March, we will then spend a few months putting together a public consultation report, which will be posted online, which will talk about what we did, how we did it, what we heard, and how we'll respond, and how we are responding, to ensure that everyone can see that the voices of so Many are being reflected in in the in the input. I want to talk about our main consultation focus, which is the study corridor. I'm sure many of you are familiar with the corridor map. We took a conscious approach of creating, on average, a 10 kilometer wide corridor. Sometimes it's 30 or 40 kilometers, and sometimes, if you look at the west of Toronto, it's 500 meters, because we're looking at potentially going to the Via Rail maintenance facility. And there's only one way to get there on the Lakeshore west corridor, which is operated by GO Transit. So where we could narrow, we narrowed, but in many respects, we stayed wide. There were two key criteria that we stayed away from, in terms of no fly zones, indigenous reserves and provincial and federal parks. So we stayed away from all of those areas. As a starting point, you'll see between Ottawa and Peterborough that there are two corridors. There is no decision on whether it will be in the northern or southern corridor. They both have benefits, and they both have challenges, and part of the technical considerations that we're making are directly impacted by what we're hearing from the community, what we're hearing from stakeholders, and what we're hearing from municipalities. Our objective after this consultation period is to then shift our focus back to segment one, Ottawa to Montreal. Our plan is to narrow that corridor between Ottawa and Hawkesbury to about a kilometer, which we would call a preferred corridor, and then engage with every single municipality along along that narrowed corridor, as we get to a point where we develop the preferred alignment,

which is the actual track on the ground. And the right of way is about 6040, to 60 meters, fence to fence is the total footprint required to deliver high speed rail. And you're through you Your Worship. That's the conclusion of our presentation. But happy to answer any questions that folks may have.

Mayor Bryan Paterson 1:43:55

Okay, thank you. Now I see a few hands. I'm going to, I'm actually going to take the liberty of asking the first couple of questions to kick things off. So first of all, gentlemen, thank you for coming and for providing this information to us. We are not going to ask you about a stop for Kingston. We understand that's not in your mandate. We know that's not your decision that ultimately is up to the federal government. My first question, though, is, on the corridor, the southern corridor that you just showed there's certainly a segment that is actually quite close to the 401 corridor to the west, but the corridor that you're showing in the Kingston region, the corridor is still quite a bit north of Kingston. So my question is, if we wanted to look at pushing the corridor further down to the 401 in this region. Is that your decision, or would that require specific direction from the federal government to look at a corridor in this region that's close to the 401

Pierre-Yves Boivin 1:44:56

I think, with the on the specific aspect of. Who decides of the corridor? We're the project office. We're the project authority. We were mandated by the government of Canada to look at the best way with the least impact to develop this project. The corridor that is for consultation was the work of our team. And David can speak a bit about how the we came up with this corridor, but it really is our the work of our team and to develop it.

Mayor Bryan Paterson 1:45:23

Okay? So if, if we want to send a message from our perspective municipality that we think that the high speed rail line should be much closer to Kingston, you're the guys to talk to.

Pierre-Yves Boivin 1:45:37

Well, that's what the consultation is about. That's exactly why we welcome any kind of feedback at this point. That's why we've taken a corridor approach. As Peter said, we could have come later with lines that we predetermined. We felt it was better to hear what people had to say about a broader zone of understudy. Also, because we're so early in the process that there are many elements that we need to study further with. You know, the partnership with municipalities, counties and the provincial government as well.

Mayor Bryan Paterson 1:46:07

Okay. My My second question is, why are you looking at a southern corridor to begin with? Because I know that for certainly the first phase of the discussion around Alto, there was always the assumption that would be along this Northern Corridor, or northern route, which would be very far north of here. So I'm just curious if you can tell us, is there a particular reason or motivation, an advantage perhaps that is leading you to consult on a potential southern route to begin with.

Peter Paz 1:46:43

Thank you. Your Worship. That's a good question. So the technical team looked at several different options. And sure, in the past, when it was via HFR, there was a corridor study that was more along the highway seven, CP, CP, abandoned Havelock subdivision, as some presenters mentioned earlier, that area of the Canadian Shield does pose some technical challenges, and so the technical team, along with some of

ideas that came from the bid process, suggested a route that would skirt the shield and try and cross it at a narrower point, which is what provided the southern corridor. But everything's still under study at this time.

Mayor Bryan Paterson 1:47:25

Okay, thank you. First up is Councillor Tozzo.

Councillor Brandon Tozzo 1:47:29

Thank you, Mayor Paterson. Through your really informative presentation. Thank you. And I think what I really learned from this is that we're really early in the process of all this so, and I'm sure you've heard a lot from different communities. So when I was nodding, when you were having your presentation, I was acknowledging that first question that I have is, so we're looking at an Ontario corridor, but the first priority mandate is to build in Quebec, Quebec to Ottawa. So do you have any idea when this would start getting built? Like, how far down the road? And what are you fun? What's the current funding up to this point?

Pierre-Yves Boivin 1:48:06

Okay, so several aspects to your question, the first core, the first segment to be developed, is Montreal to Ottawa. And if you look at the map, I don't know if we could put it back, but if not, it's available online, you'll see that most of that corridor is actually in Ontario, because the corridor actually crosses the Ottawa River closer to Montreal than to Ottawa. So we're going to focus on developing this first segment, but we're still going to work on the other segments at the same time, you know, elements related to station locations. There's going to be variable field studies to do the design work to be done as well. So that's why I mentioned that we were looking to stagger the big at the beginning of each segment. At this point, we have not determined which one will be the second one and the third one, also because we want to see how this first one is working, and also looking at with the construction industry, what's the best possibilities to keep all those workers mobilized, given the pressure that many projects are under to recruit skilled labor, we want to make sure that we can benefit from our teams in both provinces and keep them involved as well. That's why this first corridor was involved about funding. So the announcement that the Prime Minister made last year for the development phase was \$4 billion that we committed to allow us to do that work. So do the engineering work? Do this the all the work related to selecting the alignment, the permitting and consultation phases, all the design engineering, the work related to all the fairing, the ticketing system, the fare structure, all this. We have teams that are working on all those aspects right now, and that's what this funding is about. We don't have a full capital budget confirmed yet at this point. It's part of the development phase. The working assumption is that. Total infrastructure cost for the project would be between 60 to \$90 billion to build this new infrastructure.

Councillor Brandon Tozzo 1:50:07

So 60 and \$90 billion to build the whole infrastructure, correct?

Pierre-Yves Boivin 1:50:11

60 to 90, okay, billion dollars. So chump change.

Councillor Brandon Tozzo 1:50:15

Really. Second question I have is, so you're going to report back to the government in 2029 and then after just so I understood your presentation, and then they'll allocate funding for the actual construction start. So we're looking 2029 at the earliest before construction. Is that correct?

Pierre-Yves Boivin 1:50:37

Yes, and you'll recall Prime Minister Carney was clear that he wanted Alto to be developed in four years. So that's what we are working on. Is to keep the development phase until the end of 2029 where we could start some preliminary early works and then launch the construction of the first segment in 2030 and for about seven to eight years. Okay?

Councillor Brandon Tozzo 1:50:58

And just to clarify, a new government could come in and change your mandate at any time, like there, this isn't your mandate isn't set in stone. Is that correct?

Pierre-Yves Boivin 1:51:10

Well, you know, I can't comment on politics and the government and your elected officials. You know that a government can always make its own decision. I think, so far, if you look at what every political party has said or not said about the project. I think we have a situation where it's a big infrastructure project that brings benefits. And I you know, we did the engagement we've had with all parties at this point is has been along those lines.

Mayor Bryan Paterson 1:51:41

Thank you. Councillor McLaren,

Councillor Jeff McLaren 1:51:44

thank you. I heard in your speech that you have a mandate for several cities, and two of them are Ottawa and Peterborough. I'm wondering, do you view your mandate as having to fulfill those cities only to the exclusion of all others, or are you, as a result of this public consultation, able to recommend the addition of other cities to the corridor that you will eventually propose?

Pierre-Yves Boivin 1:52:15

Well, as Peter said, We will report on what we heard. So we've definitely heard that people in Kingston. Water Station in Kingston, and it will be part of what we report back. But the mandate that were We were given, and it was pretty it was clear from what the government instructed us, was to develop those seven cities only.

Councillor Jeff McLaren 1:52:33

Thank you, and you also, I seem to recall hearing that you have a mandate to create a new corridor. Do you, did I hear you correctly? And if so, does that mean that you are excluded from using existing corridors in your current mandate?

Pierre-Yves Boivin 1:52:49

Actually, we are mandated to develop a high speed rail system, which requires speeds that are up to 300 kilometers an hour in order to reach those speeds. The current infrastructure system has not been designed to meet these expectations. So that's why, in order to fulfill our mandate, we need to develop a new rail corridor while we are entering the cities. There might be opportunities, for example, in Toronto, in Montreal, in Ottawa or in Quebec City, for example, where there's existing infrastructure depend, you know, given where the station locations could be, we still have to determine where the stations will be, then it could be possible for us to use either the the actual infrastructure or to be adjacent to their right of way. And this is what the actually, the work that we're doing now is going to help us determine.

Councillor Jeff McLaren 1:53:45

Thank you. And judging from what I heard from many of the delegations that came to

speak before you, it sounds like they would like one along the 401 corridor. Now, if you're going to be building from Montreal to Ottawa, first, it's clear that Ottawa has to be on this without a doubt at the very beginning. Would it be possible for you to consider a route along the 416 corridor into the 401 corridor that goes through the heart of Kingston, as in through the 401

Peter Paz 1:54:20

thank you, Councilor, for your question. So the the challenge, when you're building a high speed rail corridor and has to be dedicated for lots of reasons, mostly technology, speeds, geometry constraints, we'd like to leverage the exist, the use of existing linear corridors. So if we can be adjacent to a highway or existing adjacent to an existing railway, there's an advantage there, and we're looking at that actively. The challenge, of course, is the curve radius at that speed is about seven kilometers. Curve radius of a highway is one kilometer. So as soon as the highway takes a turn, you end up going Greenfield. Anyways. Of course, a highway also has various overpasses and exits and entrances, which pose another challenge. But we are absolutely looking at it, and it is part of the. Ounces for sure.

Councillor Jeff McLaren 1:55:01

Okay, so from what I've heard, I'd like to add my voice to those that would ask you to consider that particular route, the 416 and the 401 as the preferred one around here as a result of your consultation. How much actual power do you have to adjust your mandate to include the 416 and the 401 as a preferred option?

Peter Paz 1:55:33

I think for us is to report back to the government on what we heard and make recommendations on the best approach for the corridor, as David was mentioning, we want to minimize impact as much as possible following existing corridors, whether they be rail, road, hydro waterways, to ensure the that we minimize the total impact on property ownership and impacts to communities. So the recommendations are put forward to government for their decision.

Pierre-Yves Boivin 1:56:05

Thank you. And if I may add, also, we talk a lot about the implementation aspects of the project, but there's also, I guess, the ridership aspect, and we know for sure, then there were articles in the newspapers recently in Quebec and Ontario, the travel time is critical to attract people under service. If we if we have a service that takes too long to reach destination, then it's not going to be used, and we're not going to be able to provide, I guess, the benefits that the project can provide. So that's all the these are part of the balance that we need to also find in the analysis we do. It's a multi criteria analysis, if you will. We need to take into consideration environmental matters, agricultural matters, land acquisition matters. Want to minimize the impact on private property, but we have many other elements to keep balance and then select the alignment that is the best compromise for all these criteria that we need to we need to take into consideration.

Mayor Bryan Paterson 1:57:12

Thank you. Okay, next is Councillor Glenn,

Councillor Conny Glenn 1:57:19

thank you and through you so thank you very much for the presentation and coming to speak with us. So I am actually going to go back to the question that my Councillor colleague was asking around electricity. We know that we're facing potential shortages if there is not an opportunity to improve the grid. And you know, I'm by no means a railway engineer. However, you know, in the little bit of research I've done,

it appears that there's a significant increase in electrical use with, you know, a relatively modest increase in speed. So do we actually know if there's going to be electrical capacity, and if not, are there going to be plans in place to address it?

Peter Paz 1:58:08

Thank you. Councillor, that's a good question, and very relevant. So we're actually talking with IESO and Hydro, one and other providers of electricity in Ontario well in advance of the demand that we're going to require for the service, so that they're well prepared. At the moment, they have not indicated any issues in the pipeline at their end. But of course, that analysis is preliminary at this time, and you're right. Going a little bit faster does require a bit more power, but that's why, if you look at sort of the 300 kilometer point is actually a pretty sweet spot. Once you start going above that, like 400 like in China, that's where the returns on energy uses versus capacity like in Canada, wouldn't make sense, but 300 through 20 is pretty good and pretty sustainable. Thank you.

Councillor Conny Glenn 1:58:53

Okay, and I guess just as a follow up to that does, does the fact that we are a cold weather climate impact that at all. It's a geek question. I'm curious about

Peter Paz 1:59:04

no worries. Can you just repeat that again?

Councillor Conny Glenn 1:59:07

So you know, given that we are obviously having one of the coldest winters we've had in a long time, lots of snow. Does that also impact the amount of electricity that's going to be required?

Peter Paz 1:59:21

No, it's minimal. The biggest impact is really the movement of the vehicle, right? And that's whether when rain shine, hot or cold. Air conditioning systems, heating systems on board. Of course, draw a little bit of extra power, but it's not that much in comparison. Okay?

Councillor Conny Glenn 1:59:35

Thank you for that. My other, my other big question here is within your mandate. You know you've talked about a number of different criteria. Was there any criteria for the economic impact that this would have on municipalities that would be bypassed? Because that's one of the biggest concerns I think we've heard here tonight, is that. But if we are bypassed in this, that's going to negatively impact us from an economic point of view, and that's just going to trickle on down to everything that happens here in Kingston.

Peter Paz 2:00:17

Thanks for your Councillor question. Councillor, the study is focused on the economic benefits from the corridor perspective, from Toronto to Quebec City, not in the micro perspective in individual communities. One of the key programs that we are developing is a community benefits program that will be designed to ensure that economically disadvantaged individuals, equity, equity deserving groups and local local residents have an opportunity to get training and to work on the project. We're also looking at social procurement approaches to ensure that small, medium size, local businesses, minority owned businesses, women owned businesses, have an opportunity to participate in the project. So not just creating \$500 million packages for construction, but making them smaller, smaller packages that are that allow them to be competitive. And then we're also developing a third stream called neighborhood enhancements. How do we

be a good neighbor along the communities that we do impact and leave a positive legacy as well.

Councillor Conny Glenn 2:01:23

Thank you for that. But I think that even with all of that, if we are bypassed, once the rail is down, we are going to have generations that suffer the economic impact of not having high speed rail come to us. So I hope you'll take that back.

Mayor Bryan Paterson 2:01:41

Thanks. Okay, thank you. Next is Councillor Oosterhof.

Councillor Gary Oosterhof 2:01:50

My question was asked.

Mayor Bryan Paterson 2:01:51

Okay, great. Thank you. Next is Councillor Boehme.

Councillor Ryan Boehme 2:01:58

Thank you. Your worship and through you, thanks for this opportunity to ask questions, I guess, just for my own knowledge and for the public that the seven cities you mentioned, why? Why is that the mandate? I mean, I think still, people are just curious about why that's the mandate when you have such a population density along the southern route that is under serviced has been screaming for, you know, interconnectivity, for years, and then this project finally comes to light, and we're kind of just feeling left out. And there's a huge density of population there. I'm glad that the southern corridor is being looked at. I'm terrified it's going to bisect this rural area. But, but why? Why are we here? Why? Why those cities to start.

Pierre-Yves Boivin 2:02:42

I'm afraid I don't have the precise answer to your question as to why the government selected those seven cities. I think there's partly a bit of history behind this, given that there was a previous project that you know, that was put forward by Via Rail several years ago, and maybe that's what you know, I guess, created an incentive for the government to keep those cities when Alto was created. Then, you know, the mandate was clear that it was those seven cities. And I'm afraid that's all I can say for that at this point.

Councillor Ryan Boehme 2:03:17

Okay, thanks. Yeah, it still leaves a lot of questions. I guess my next question would be with the consideration of the southern route. Is there going to be any part of your consultation that actually looks at, if that were to exist, what would happen to the existing I guess, via rail services and everything here, are we going to gain one service and kind of lose another? Like, do you? Do you guys even have that scope of a mandate.

Peter Paz 2:03:42

Thank you for your question. Councilor, right now the focus of this wave of consultation is on the on the corridor. We know that via rail provides an important service to Eastern Ontario, and will continue to do so in the future, we will be responsible for operating and maintaining the corridor between Toronto and Quebec City from a Via Rail perspective, once we're in full operation and that transitions further down the road to ensure that there's a seamless experience both on the high speed rail corridor and the via corridor. We want to we want to ensure that that via remains an important node and an important option for Eastern Ontario residents. We

hear that at every council that we go to, no matter how small, no matter how large, via will be there in the future. What it will look like in when it's paired with high speed is still to be determined, but that's not the focus of this particular engagement.

Councillor Ryan Boehme 2:04:47  
Okay. Great. Thank you.

Mayor Bryan Paterson 2:04:50  
Thank you. Councillor Amos,

Councillor Don Amos 2:04:53  
Thank you, Mayor Paterson, through you. Thank you gentlemen for being here. Appreciate the presentation. You had indicated that by the time shovels hit the ground between Ottawa Montreal, you indicated around 2030 did I hear you correct when you said I heard the phrase seven to eight years for that completion. So what are your timelines for completion for the rest of the corridor? Just if you could ballpark it.

Pierre-Yves Boivin 2:05:22  
Yeah, well, it's, it's going to be about seven to eight years per segment, but we're not going to wait for everyone to be completed before we start the other so you can look at four year development and potentially a 15 year period to build the entire the entire network.

Councillor Don Amos 2:05:43  
Thank you. I noticed that in Quebec, you're running through the eastern seaboard along the St Lawrence River. And I'll reiterate what my fellow councilors have said. It to me, it would make sense to run along the St Lawrence River and Lake Ontario at our end. Do you know if the right of way is there for such a mechanism to take place?

Peter Paz 2:06:09  
So the corridor from Montreal to Ottawa, it's been looked at, the existing via rail corridor along the highway is extremely tight. There's not a lot room for expansion, and so and crossing the Ottawa River becomes challenging. So that's why the consortiums and the analysis, technical analysis so far has been the straight route across from Montreal to Ottawa. That said, we do need to, afterwards, continue west from Ottawa. And I think from today, we've heard a lot of comments saying, well, then maybe, you know, those routes seem to be gay. Look through again. Let's just put it that way.

Councillor Don Amos 2:06:42  
You quoted that your estimation is 24 million passengers per year. What number is that based off of like, where are you drawing that number precisely from? Because that seems like a very ambitious number, considering I don't believe Via Rail even comes close to that. And then the other aspect is, I know that via rail is a Crown Corporation that is being subsidized by the federal government. You have indicated that also will be eventually taking over via therefore you are as well a Crown Corporation. Are you anticipating that the federal government will also be subsidizing ridership as well, like they do, ridership for for via, or is it a standalone and must make money

Peter Paz 2:07:27  
on your second question? Councilor, we are striving to not require subsidies from an operation perspective, once we're in fully operational with respect to your first

question, the 24 million was through an initial business case that was developed prior to cadence coming on board. So that's where the numbers come from, and unfortunately, it's not public at the moment. We're continuing to refine it and hoping to release it in the future,

Councillor Don Amos 2:08:00

given the climate that we're in and what the federal government has given, I would say direct orders for a lot of corporations in buying Canadian I noticed that you indicated that only 1/3 of steel being used for the track is Canadian. Where is the rest coming from, and are the cars that are being procured for it? Are they Canadian? Are we using Bombardier, or are we using an outside entity beyond Canada?

Pierre-Yves Boivin 2:08:29

Well, you know, given that we're a Crown Corporation, the you know, the by Canada, directives that the federal government has put in place would apply to us. We know that currently, the Canadian steel industry's capacity to build the rails that we need is not quite there yet. That's why we've launched a Request for Interest to the steel industry last fall, and really want to see what can be done, to maybe see how we can help them adjust, or work with the government to see how they can be supported. There's other components made of steel that we will need to procure and that other providers can also support. There's a need for aluminum and copper and lots of concrete for the ties, lots of ballast for the foundation of the track. So there's lots of material that is Canadian as well. And maybe David can talk a bit more about this if you want more details.

Mayor Bryan Paterson 2:09:26

Okay? Councillor Osanic,

Councillor Lisa Osanic 2:09:31

thank you your worship, and thanks so much for coming to speak to us tonight, whether it's the north corridor, the South corridor or the 401 corridor, this track is going to be different than our existing track because we got that super high fence on either side that will cause like, fragmentation of the ecosystems, you know, through like, some really pristine and sensitive environmental land. So I. Wondered how Alto is going to address that environmental concern of the fragmentation of ecosystems. Can some of the tract be elevated so that the wildlife can still run through the north, south direction underneath the track?

Peter Paz 2:10:16

Thank you, Councilor, one of the main requirements that we have to fulfill during the development period is an impact assessment. How does the preferred corridor impact species, endangered species, fauna, waterways, migratory patterns, mating habits and what have you. And that's an important public exercise. So one of the first milestones for us is early in 2027 is to submit a public project description for segment one, and that will have then the impact assessment agency will then be responsible to do consultation with the communities along that segment over a 20 day period, we have an environmental team that has direct experience with delivering high speed rail. There are pass through corridors for wildlife that have been developed in in Europe and Asia that allow wildlife to pass through safely. We've already had excellent feedback from environmental groups during our roundtable sessions. One of them was saying, there are design elements in some European countries where predators are waiting on the other side, and we need to design something that ensures that that migratory pattern isn't inhibited because of the way that we're designing, so that's critical feedback that we're getting that will help us design a better a better corridor in terms of how we lay the track with a specific alignment. There are three

main ways. There's the level alignment on at grade, there's an elevated corridor, and then there's tunneling, and they range in cost from the cheapest to the most expensive. Tunneling is typically used more in major, major urban intensified areas. Elevated corridors are things that are is an option that can be explored through parts of the the entire corridor, but it needs to make sense, because it's more than two times the cost of a level alignment.

Councillor Lisa Osanic 2:12:27

Thank you, and through you Your Worship. My second question is, there's a lot of roads that will be dead ended with this project, and then people that try to get around this, my understanding that there will be, like, a bridge built over the high speed rail at some point. Is there a standard distance? Like, there's going to be, you know, a bridge going over high speed rail every mile, four miles. Like, what is the standard distance, you think, for connectivity.

Peter Paz 2:13:01

So the answer to your question is that yes, there's going to be a lot of roads that will be severed by the new corridor. Those roads belong to a municipality, or under the purview municipality or road authority could be a county or the province, and so therefore we can't just cut them unilaterally. So the working assumption is that every road will get some sort of viaduct or overpass. Now, of course, in reality, we will look at, you know, potentially consolidating some of those crossings in order to, you know, lower costs and improve construction things. But that doesn't happen without a discussion with the municipality or the road authority, because emergency vehicles access for residents time to get around to the community has to, has to be taken into consideration. And there's actually also opportunity there. So sometimes existing roads aren't actually necessarily no longer representative the traffic that takes them. So if we come along and build a new infrastructure, that could be a good catalyst for improving the rest of the road along the rest of the infrastructure. So all those are all things that are gonna have to be studied and discussed together

Councillor Lisa Osanic 2:13:58

with the road authorities. Great. Thank you. And my very last question is just again, about via rail and the importance of like, what I heard is that with this high speed rail, that we'll just get the milk run routes along the 401 along the CN tracks that we have right now, and I hope that we would still be able to get Express via service.

Pierre-Yves Boivin 2:14:28

Well, you know, and it's a concern that we've heard all along in Quebec and Ontario. And you know, I guess our commitment is to look at how we can optimize the current local service once Alto is in operation, because obviously the needs are not going to be necessarily the same for all people that used to take it from, you know, big centers to big centers, Alto will be there. So it's an opportunity to look at we can how we can make sure that the service in between. Is probably at times that fit your needs, probably better than than other times, for example, or look at the service delivery and see how we can make this better.

Mayor Bryan Paterson 2:15:12

Thank you. Deputy Mayor Cinanni,

Councillor Vincent Cinanni 2:15:17

thank you. And through you, Mr. Mayor, you had mentioned like there would be level and then raised. So we heard a lot of concerns about, you know, I think people visualize it as a whole, the whole track is going to be fenced all the way. So is it only the level version that needs to be fenced. And say, would raise not require

fencing.

Peter Paz 2:15:45

So modern passenger always have to be completely segregated, right? They're electrified, and they go quickly. It doesn't matter if it's 200 kilometers an hour, 300 kilometers an hour, it has to be fully, fully fenced, so that there can be no intrusions from pedestrians, wildlife and vehicles, so there's no level crossings. Certainly, if you're in an elevated section, like an elevated viaduct, then that itself provides separation. So you wouldn't necessarily need to add fencing, but anywhere where you could have level access, it would have to be fenced for sure.

Councillor Vincent Cinanni 2:16:14

Can you mention with the roads, just just to confirm, so obviously you wouldn't be able to fence all the roads. And you mentioned that you that you would work with overpasses, possibly. So is that something that, because there's a lot of roads, so that would be a lot of like, infrastructure that you would have to add for that? Yeah.

David Cook 2:16:34

So you know the issue about grade separations along the corridor, right? And have to be, have to be looked at some areas that may be more, some areas there may be less, and that's actually part of going to be the route selection at the end of the day, when we're talking about trying to limit impacts to communities as that's one of the impacts we want to try and limit as well, right? To try and limit the number of overpasses that will need to get created, for sure.

Councillor Vincent Cinanni 2:16:56

Okay, I don't know if I can ask this, but I'm just curious, how did you get here?

Pierre-Yves Boivin 2:17:01

I A we carpoled from Montreal and Peter drove from Toronto.

David Cook 2:17:09

Okay, thank you. I'm also a via premier member with 25,000 kilometers, and I'm sending my daughter on this weekend to Toronto to see a concert with her aunt. So I take the train all the time, yeah? And I'm a railway engineer by trade, and I also have a passion for train and I want to speak on behalf of alto. We're all very passionate about better rail service. And I think we'll hear today is, of course, Alto is one form of better rail service. There could be other forms of also better rail service,

Councillor Vincent Cinanni 2:17:40

yeah, so I think I'll just leave it at with the others. Have been pretty much saying also is, you know, advocate for a stop in Kingston and also not have a huge impact on corridors that have, like wildlife and then so probably around the highway on the 401 would be what my suggestion would be, thank you.

Mayor Bryan Paterson 2:18:07

Okay, thank you Councillor Ridge.

Councillor Greg Ridge 2:18:10

Thank you Your worship and through you so thank you so much for your patience and coming and presenting. I had the privilege of watching the presentations to the Stone Mills Council and to South Frontenac as well, one of the things that's been touched upon in terms of the disruption or potential disruption that there may be in some

municipalities North dependent on the path, my question is, has there been any consideration around The effects that it would have on emergency services to get to these areas. I know this is very preliminary, but is that something that you're considering?

Peter Paz 2:18:50  
It absolutely is yes,

Councillor Greg Ridge 2:18:53  
okay, and just so. So thank you for confirming that. And so my follow up question to that would be, do you have any, is there any methodology that you're using for that? Are you simply conferring with the emergency services in those areas, if you just mind expounding upon that slightly,

Peter Paz 2:19:12  
for sure? Yeah. So typically what happens is you do an area traffic study, right? And you do that in conjunction with your engineering partners internally and the local community, typically, what the term we use is road authority. I cited before, because you need to have crossing agreements, right? So you work with the road authority to figure out what's what exactly are the emergency response times, and what it would look like with the new rail corridor there. And, like I said, often that presents challenges but also opportunities.

Councillor Greg Ridge 2:19:39  
Okay? Thank you very much.

Peter Paz 2:19:43  
I just wanted to extend on that answer, if that's okay, Councilor, one of the one of the things that we also need to be able to do is work very closely with municipalities, their local emergency services to have a consolidated plan. We have an operations and Safety Division at all. So that will be responsible for creating our emergency services plan dependent, regardless of the corridor.

Mayor Bryan Paterson 2:20:09  
Thank you. Okay, seeing no other questions, gentlemen. Thank you very much. Okay, so folks, it is 917 we haven't actually gotten to like the business of our council meeting yet, so I'm just going to throw that out there that I encourage council to move as efficiently as possible, but obviously we'll take the time that we need to address what's on our agenda. It's 918 so let's take a 10 minute break, and then we'll reconvene at 928.

Mayor Bryan Paterson 2:32:12  
Okay, folks, it is 929. I'm going to ask if councilors can grab their seats, please. We are going to get going. My goal is that we can get through this agenda by the end of today. There you go. Okay. So with that, we will first move on to reports. First up, we have Report Number 15 from the Cao,

City Clerk Jaynes 2:32:48  
moved by Councillor Amos, seconded by Councillor Tozzo, the report 15 from the CAO consent be received and adopted. Okay?

Mayor Bryan Paterson 2:32:56  
There are three clauses. Would anyone like any of the clauses separated? If not, we will vote on them as a whole. Clause one, delegation of authority with the Government of Canada, the province of Ontario and municipalities for infrastructure work. Clause

two, update on lot 446, ss, soil beneficial reuse site 1713, venture drive. Number three, Community Benefit Program, fund allocation, Kingston solar, LP, Samsung renewable Energy Project. Okay, we will call the vote, please. Applause,

Mayor Bryan Paterson 2:33:43  
and that carries okay on to report number 16 from the Cao,

City Clerk Jaynes 2:33:49  
moved by Councillor Ridge, seconded by Councillor Stephen that report 16 from the CAO recommend be received and adopted clause by clause Okay.

Mayor Bryan Paterson 2:33:57  
The first clause is St Lawrence business park expansion lands update, we'll call The vote.

Mayor Bryan Paterson 2:34:19  
And that carries okay number two, wet lab development project we'll call the vote.

Mayor Bryan Paterson 2:34:39  
And that carries clause 320, 25 annual water summary reports and 2025 annual wastewater reports. We'll call the vote.

Mayor Bryan Paterson 2:35:00  
Mm, and that carries okay under report number 17 from Planning Committee, moved

City Clerk Jaynes 2:35:10  
by Deputy Mayor Cinanni, seconded by Councillor Stephen, that report 17 from the Planning Committee be received and adopted.

Mayor Bryan Paterson 2:35:18  
Okay, there's just the one clause, zoning by law, amendment 525, Princess Street and 555 Princess Street. Okay, we'll call the vote.

Mayor Bryan Paterson 2:35:46  
And that carries okay on to report number 18 from the municipal accessibility Advisory Committee,

City Clerk Jaynes 2:35:54  
moved by Councillor Tozzo, seconded by Councillor Glenn, that report 18 from the municipal accessibility Advisory Committee be received and adopted.

Mayor Bryan Paterson 2:36:01  
There's just the one clause, 2026, municipal accessibility advisory committee work plan, call the vote.

Mayor Bryan Paterson 2:36:24  
And that carries, okay, we have nothing from Committee of the Whole we have one information report November and December 2025, tender and contract award subject to delegation of authority. Okay? We have no information reports from members of council, miscellaneous business. We do have one motion here, moved by Councillor Tozzo, seconded by Councillor Amos, whereas Rajesh Kumar, the member, was appointed to the kfhc board by council on December 2, 2025 for a term ending November 14, 2026 and has indicated that he is not able to attend these consecutive board meetings or three consecutive board meetings, and whereas a bylaw relating generally to the conduct of the business and affairs of the Kingston Frontenac Housing Corporation,

bylaw number one, subsection 3.07 1c states that a director shall be deemed to have submitted a letter of resignation under 3.07 which takes effect immediately, who is absent from three consecutive regularly scheduled meetings of the board without cause acceptable to the board, whereas the Kingston Frontenac Housing Corporation board of directors is determined that the member's cause for absence is not acceptable. Therefore, be it resolved that resignation of Rajesh Kumar from the Kingston Frontenac Housing Corporation Board of Directors be received with regret, and that in accordance with section 3.3 point 2d of the public appointment policy, Nida Rehman be appointed from the reserve pool to the Kingston Frontenac Housing Corporation board of directors for term ending November 14, 2026 we'll do a hand vote all those in favor opposed, and that's carried. Okay. On to new motions. We have four new motions to go through. So first moved by Councillor Boehme, seconded by Councillor Amos. Whereas the city operates a network of outdoor rinks with varying service levels and operational requirements, and whereas weather variability, water access and resourcing has increasingly impacted the reliability and availability of outdoor rink operations, therefore be it resolved that council direct staff to undertake a service level review, including public engagement of the city's outdoor rink program, including a review of rink locations and opportunities to consolidate service models and operational opportunities to make the best use of existing resources. And the council direct staff will report back to council by q3 2026 with options and associated resource implications for consideration with respect to outdoor rinks. Councillor Boehme, you have the floor.

Councillor Ryan Boehme 2:38:45

Thank you. Your worship and through you, it's as simple as the motion presented. Spoke with staff about this, spoke with some other councillors. There's lots of information that we need to get on this. I know in the past, there's been some frustrations when you know the expectations set in the community and boards go up, and there's zero skateable days. So this is more to look at. What's the programming that we have? Where can it get better? Where should we really put our resources and on the on the tail end of that is we've had a great winner this winter for outdoor rinks and lots of skateable days, but kind of, what's our plan going forward as well. So it's basically just informational at this point, trying to consolidate resources.

Mayor Bryan Paterson 2:39:29

Okay, thank you. Is there anybody else that wants to speak to new motion number one? Councillor rich.

Councillor Greg Ridge 2:39:38

Thank you. Your worship and through you. Yes, I'm I just want to say very quickly to thank you to Councillor Boehme for putting forward this motion. I'm fully in support of it. I've heard similar concerns from my constituents and potential frustrations around the having this winter season and the rinks not being available in time. I'm also under. Standing that there are technical challenges around that happening, but yes, fully in support of this to see what good developments can come out of it. So thank you.

Mayor Bryan Paterson 2:40:12

Thank you, Councillor Amos, thank

Councillor Don Amos 2:40:14

Mayor Paterson's for you. Just very quickly, very happy to support this anytime you can go through a system review, a planning exercise to see if there's more efficiencies that can be had, that it's, I think that's a good exercise. I was a kid growing up in the city that had the pleasure of playing on skeleton Park outdoor

rink, really learning how to skate, and so, very fond memories of that. And so for our city staff to do a system review and really work through this. I think that's a good thing, and it means that if we can deliver something that is solid for our kids and solid for young adults and adults to enjoy hockey or skating, I think we're heading in the right direction.

Mayor Bryan Paterson 2:40:56

Thanks. Okay. Is there anybody else wishes to speak Councillor Boehme, is there anything else you wanted to add? Okay with that, then we'll call the vote on new motion number one,

Mayor Bryan Paterson 2:41:21

and that carries Okay. Moving on to new motion number two, moved by Councillor Tozzo, seconded by Deputy Mayor Cinanni, whereas in June 2021 the province of Ontario released the blue box regulation to shift the financial and operational responsibility of recycling for municipalities to the organizations that produce packaging, paper and packaging like products. Whereas the shift of municipal responsibility for recycling programs is commonly known as extended, extended producer responsibility. Whereas starting July 1 2025 the administration of the recycling program in the City of Kingston shifted to a not for profit organization known as Circular Materials Ontario, or CMO, and whereas cmo has contracted a private company, currently Emterra Environmental, to collect curbside recycling in Kingston. Whereas prior to July 1, 2025, curbside recycling collection was conducted by a combination of municipal staff and a private contractor overseen by municipal staff, whereas since July 1 2025 Kingston residents have experienced increased instances of curbside recycling not being collected and delayed responses from Emterra Environmental with respect to resident concerns. Therefore, be it resolved that council urged Circular Materials Ontario, cmo and its contractor for recycling collection in Kingston Emterra Environmental to take immediate steps to a, improve the reliability of curbside recycling collection to Kingston residents, and B ensure adequate communication with Kingston residents, and that city staff be directed to continue sharing information with the public regarding the transition of the blue box program to extended producer responsibility, and provide clear instructions on how residents contact cmo and Emterra Environmental with concerns or complaints regarding the recycling program. And that a copy of this motion be shared with Alan Langdon, Chief Executive Officer, cmo Allan Cosman, board chair, cmo Ted, Hsu, MPP, Kingston and the islands and John Jordan. MPP, Lanark, Frontenac, Kingston. Councillor Tozzo, you have the floor.

Councillor Brandon Tozzo 2:43:13

Thank you. Mayor Paterson, through you, I'm bringing forward a motion that should be about something pretty simple, a recycling day that lately hasn't been civil for a lot of people in Kingston for years, residents got used to a routine. You sort your recycling, you put the blue box out, it gets picked up. It wasn't flashy, but it worked, and people built into their weekly lives. Then the province changed the system. They shifted the responsibility away from municipalities and over to producers of packaging and paper products. The idea behind it was simple that companies that create waste should help deal with it. As of July 1, 2025 that shift came here to Kingston, Circular Materials took over the program, and they contracted Emterra Environmental to do the curbside collection. It turned out to be a frustrating experience for many of our constituents. I think we've all been hearing from the same kinds of stories. Blue boxes have been left out. The curb pickups have been missed. People are not sure who to call. They call. They're not getting clear answers, and eventually they call us, because to them, this feels like a city service, and honestly, you can't blame them. The residents didn't vote for

this change. They didn't redesign the system. They're just trying to recycle like they always have. The tricky part is we don't run the system anymore. We don't control the contracts. CARC has closed down, and there's nowhere to take your recycling. We are still the ones people turn to when our neighborhood isn't working. We don't, may not have direct control, but we have a voice, and I think we should use it. It's worth noting, it took a motion of council to get Circular Materials to talk to council and get their attention that there's a problem, and this was without Emterra present that says something. This motion does three practical things. It asks Circular Materials and Emterra to improve reliability for recycling collection here in Kingston, and please do a better job of communicating with residents. If this new model is going to work, it has to work on actual collection day, on actual house. Holds on actual streets, including in winter. Second, it asks our staff to help clear up the confusion by sharing straightforward information with the public about this new system and how it works and who to contact when there's a problem. People shouldn't have to sort through websites like the recycling just to report a mix missed pickup. And third, it sends a message along to CMOS leadership and our local MPPs, because this system flows from the provincial decisions they need to hear formally from us how it's playing out on the ground with communities like Kingston. This is not about picking a fight or trying to turn back the clock. The new system is here. This is about standing up for our residents and saying, if you're going to change our recycling system, just make sure it works. If something goes wrong, the answer shouldn't be hard to find. People are doing their part every week. I don't think it's too much. That's that Emterra and Circular Materials do their part too. I hope you support this motion. Thank you.

Mayor Bryan Paterson 2:45:53

Okay, thank you. Is there anybody else that wants to speak? Councillor Ridge,

Councillor Greg Ridge 2:46:02

thank you. Your worship and through you. Yes. Thank you very much. Councillor Tozzo, for the motion, as you've eloquently expressed, we've i at the very least, have experienced a significant amount of questions and complaints from constituents around this new service. I just have a question for staff. So Can, can? Can there be a bit I had asked. I had asked the representative from cmo earlier, is it true that staff offered to provide training, guidance, support, etc, to Emterra when the province first announced this, this initiative, and if so, what did Emterra respond with

Ms Santucci 2:46:44

MS Santucci Through you, Mr. Mayor, thank you for your question. Yeah, when it initially started, we provided all of our route maps through to cmo to be passed on to the contractor. As we got closer to the date again, we offered to Emterra our up to date maps because the old ones were a few years old, so they didn't have on new residents. We also let them know that they could obtain them the maps from e3 60 through through that company, so that they could use those as well as they implemented the new routes they weren't interested in any of the most recent mapping that we had asked to provide to them.

Councillor Greg Ridge 2:47:25

Oh, thank you for clarifying on that. That's that's very helpful. No, I one of, one of the primary issues that I received in the initial rollout of this was that there were significant number of complaints around apartment buildings and the recycling not being collected in particular, and so I so I appreciate the background information on that, aside from the questions that were asked from the representative cm CMO. And I really wish there was a representative from Emterra here as well. That would have made for a very enlightening conversation. But either way, I'm in support

of this motion. So thank you,

Mayor Bryan Paterson 2:48:08  
Deputy Mayor Cinanni,

Councillor Vincent Cinanni 2:48:12  
thank you, and through you for Mr. Mayor, yes, I support this. I've gotten also a lot of complaints, or not necessarily complaints, but it was a lot of people noticing that the service level wasn't the same. And just a side note, I was actually relying on how unreliable that they were, that I would always put my recycling late, and then one time they ended up being early, so I had to run out anyway.

Mayor Bryan Paterson 2:48:42  
Thank you. Anybody else on new motion number two? Councillor Tozzo, last word.

Councillor Brandon Tozzo 2:48:47  
Thank you. Your Worship. I'll be very brief. We had a promise from Circular Materials that they would come back with Emterra. I'm going to hold them to that, or they're going to get another motion from from me. So I'll take them at their word. Thank you.

Mayor Bryan Paterson 2:49:03  
Okay, thank you. So we'll call the vote on new motion number two,

Mayor Bryan Paterson 2:49:18  
and that carries okay on to new motion number three. This one, I'm going to turn things over to the deputy mayor and ask him to lead us through this next motion.

Councillor Vincent Cinanni 2:49:30  
Okay, thank you. So this is a motion number three, support for alto, high speed rail southern route, moved by Mayor Paterson, seconded by Deputy Mayor Cinanni The federal government, whereas the federal government has identified Alto High Speed Rail HSR as a nation building project to deliver faster, more reliable passenger rail service strengthen, strengthen regional connectivity and support Canada's climate objectives through. A transportation shift. And whereas the Alto High Speed Rail line is intended to sever, to serve major centers and regional hubs along the Toronto, Ottawa, Montreal corridor, to max, maximize ridership, economic impact and public value. And whereas Kingston is a major regional hub in Eastern Ontario, serving as a center for post secondary education, with Queen's University, St Lawrence College, Royal Military College, health care, with Kingston Health Sciences and a cancer and the cancer center of Eastern Ontario. National Defense, with CFB. Kingston, provincial and federal ministry, regional offices, several national and international employers and a significant tourism and innovation economy, all of which generate rail demand. And whereas Kingston is the fourth busiest Via Rail Station in Canada, with established travel demand within the Windsor Quebec corridor, making us well positioned to support an alto station that advances regional connectivity and travel time competitiveness. And whereas a stop in Kingston would contribute to altos mandate of supporting strong ridership demand, enabling meaningful shifts from passenger vehicles, reducing greenhouse gas emissions and ensuring regional access to high speed rail in eastern Ontario. And whereas a southern route that is as close as possible to the urban center of Kingston would be most beneficial to the residents of the City of Kingston and would align with the preferences of surrounding municipalities like South Frontenac and whereas southern high speed rail route that bypasses Kingston would not serve the region limit ridership and regional connectivity and offer no benefit to the city or Eastern Ontario. Therefore, be it resolved that kings Kingston City Council call on the Federal Minister of

Transportation to enhance alto's mandate to include the addition of Kingston stop on the proposed Alto High Speed Rail southern route between Peterborough and Ottawa. And that count and that Kingston City Council express its support for the proposed southern route for Alto High Speed Rail line, provide that there is a new stop added that is close proximity to Kingston, and that Kingston City Council requests that the southern route and plan stop in Kingston be located as close to the urban core of the city as possible, and that if there is no station in Kingston, then Kingston City Council formally opposes the creation of an alto southern route that would effectively bypass Kingston and offer no value or benefit for Kingston residents and those in Eastern Ontario that a copy of this motion be sent To the Right Honorable Mark Carney, PC, MP, Prime Minister of Canada, the Honorable Steve McKinnon. PC MP, Minister of Transport, Martin Imbleau, President and CEO alto, Mark Gerretsen. MP, Kingston and the islands, Scott Reid. MP Lanark, Frontenac, Ted Hsu. MPP, Kingston and the islands, John Jordan, MPP, Lanark, Frontenac, Kingston, Ric Breese, MPP Hastings, Lennox, and adding things South Frontenac mayor, Ron Vandewal, the Eastern Ontario mayor's Caucus and the Eastern Ontario wardens caucus, and you have the floor.

Mayor Bryan Paterson 2:53:18

Thank you very much, deputy mayor. I think I would like to begin by thanking everyone around the council table tonight for your excellent questions and comments, both during the delegations and with the presentation from Alto representatives tonight, we have discussed these issues around this table several times during our term, and there's a reason for that, I think that every one of us understand that one of the most important success factors for our community is strong transportation links that can get people to and from Kingston. The challenge is that we do not control those links. There are many important issues that we discuss around this table where we are the decision maker. Unfortunately, in this case, we we can only advocate. We can lobby. We can make our case, whether that's with air service, rail service, or whatever form of transportation we're talking about, and we're going to continue to do that. So there are times where we've talked about via rail service. I'm sure we'll again talk about that. There are times we've talked about air service. I'm sure that will also come up. But right now tonight is talking about an opportunity that is before us with respect to the Alto High Speed Rail. Now there's many things that can be said, and at risk of oversimplifying this. I think that we can agree that there are two critical pieces that we want to make clear as part of our voice into these alto consultations. Number they are related. Number one, there needs to be a stop in Kingston. Them. It's obvious it's not just for Kingston. It's for the several 100,000 people that live on the existing 401 corridor in eastern Ontario. I personally believe that if there was initially an align a line in vision that had a southern route, the Kingston would have been a stop this effectively, was, in some ways, a bit of an accident of history, of the way that this project has evolved over the years, that it was contemplated that the only possible route was this northern route that would be well above Kingston. So I think we've come a long way from where this project was just a short while ago. So the first non negotiable, there needs to be a stop in Kingston. Second is that even the proposed southern route is still too far north. I think that it makes sense for Kingston, and I think it also makes sense for our surrounding rural communities that that southern route be pushed further towards us, and I think that as close to the 401 corridor as possible makes the most sense. Councillor McLaren, I think your line of questioning about the possibility of the 401 and then 416 I thought that that was absolutely bang on. So what I'm asking tonight is for council support. It would be nice if we could find a unanimous voice that could send a very clear message to Alto. But I will say that, you know, this is a team effort, and I really appreciate that some of you have reached out with ideas and suggestions about how we can make this motion stronger and how we can be a little bit

more defined on our ask about, obviously, having a stop in Kingston and making sure that that line is as close to the four one corridor as possible. So I believe that there will be some suggestions put on the floor. I welcome those. But again, I appreciate everyone's engagement on this issue, and I look forward to making a very clear, strong statement to alto, which in turn, will be a very clear statement to the federal government that ultimately, if everyone is going to benefit from high speed rail, the way to do that is to put a fourth Ontario stop right here in Kingston. Right now there are four stops in Quebec and there are three in Ontario, and by far the largest distance between stops currently is between Peterborough and Ottawa. The case is absolutely, in my view, a slam dunk to add one more stop in Kingston. And I think that this motion tonight is definitely a step towards making that a reality. Thank you.

Councillor Greg Ridge 2:57:37

Councillor Ridge, thank you, Deputy Mayor, and through you, yes, Your Worship. I agree with everything that, like you said, I think that we have to recognize that this is a unique opportunity for advocacy. We have to recognize this is a potentially unique opportunity for economic development. But at the same time, I would say that, you know, based on the concerns that we've heard from delegations here and the concerns that I've heard from people that live in rural communities or people that are very focused on the environment and the ecology, that this opportunity should not be taken at the expense of significant conservation area or disruption to rural communities, and so I have an amendment. Sorry, I made a hand gesture like you can see that. Sorry.

Councillor Vincent Cinanni 2:58:35

Okay, so moved by Councillor Ridge, seconded by Councillor Tozzo That new motion. Three, support for alto rail high speed southern route be amended in the second operative clause by deleting the words close proximity to and substituting the words contingent upon development along the highway 401 corridor around the South Frontenac and Kingston region, and between the words line, and provided as read as follows, that Kingston City Council will express its support for the proposed southern route for the Alto High Speed Rail line, contingent upon development along the highway 401 corridor around the South Frontenac and Kingston region, and provided there is a new stop added that is close proximity to Kingston. And

Councillor Greg Ridge 2:59:30

so thank you very much. There's just, just as a note, there's a typo in the amendment, so I believe the clerks are just addressing that. So we'll just,

Councillor Vincent Cinanni 2:59:39

is it one minute now? Just to clarify, no okay,

Councillor Greg Ridge 2:59:44

if through, through your graciousness, if we could just wait for the amendment to be corrected, that would be great. Thank you.

Councillor Greg Ridge 3:00:02

M Okay, yes, thank you. So there were two changes that I proposed in the amendment. The first is to remove the in proximity to Kingston, and to put that it is in Kingston. And I believe that that language is more clear and focused as to what it is that we are advocating for. So, for example, if we were to say merely in proximity to Kingston, one might interpret that due to the unclarity of the language or the potential interpretations that that would be considered the southern route, as it is currently proposed. The other piece is that our support would be contingent upon

development along a highway 401, corridor around the South Frontenac and Kingston region, so as to extend the corridor towards the city as much as possible with the other piece, as well as avoiding potential disruption in the rural communities, such as we've heard from many delegations today and from others throughout the last week, and so I feel like these pieces align better, and they focus our advocacy in terms of what it is that we want, while also being respectful to our neighboring communities. So I hope that people support this amendment. If they have any other additional questions or comments, I welcome them. Thank you. Councillor tozzo, Oh, you don't

Councillor Vincent Cinanni 3:01:33  
Okay, all right. Councillor McLaren,

Councillor Jeff McLaren 3:01:40  
thank you. I have an issue with proposed southern route. The proposed southern route is not really acceptable. That's not what we're looking for. The map that they showed is exactly what everyone else that I've heard about is opposed to. I really think we shouldn't be doing this here. We should be thinking this through a little bit more closely, and I can't support this or the actual motion either, because the proposed southern route must not be there. They've proposed one. You saw it on the map. That's what everybody's objecting to. It's a new corridor along the 4744 the 416 and the 401, the one that they have proposed, is not what we are supporting, at least not what I'm thinking of supporting at all. So I would suggest we either change that. Actually, I don't even I'm not feeling comfortable doing that, and at this point, I would say we should defer this and get it thought through properly.

Councillor Lisa Osanic 3:02:48  
Councillor Osanic, thank you. Through you. Deputy Mayor, yep, I thought the same thing that the proposed southern route might confuse our neighbors in the other townships that have voted against the proposed southern route. I don't want them to think reading this that we're going to actually be supporting the southern route. So I think just a quick wording change, if I could make an amendment to this amendment very simple expresses its support for ah southern route. We eliminate the words the proposed so we change the proposed to ah,

Mayor Bryan Paterson 3:03:34  
southern route. Point of order. Friendly point of order. I think Councillor Osanic is bang on. The only thing is, that's the wording in the original motion. So that would be a separate motion to amendment after this one, so you don't have to amend the amendment. Okay? It would be a separate amendment that we would then have

Councillor Lisa Osanic 3:03:53  
to add. Sure. Okay, so hold that thought.

Councillor Vincent Cinanni 3:03:59  
Okay, anyone else wish to speak on the amendment. Councillor Glenn,

Councillor Conny Glenn 3:04:06  
maybe I just need a point of order so we're not putting in Councillor osanics wording. It'll be after,

Councillor Conny Glenn 3:04:21  
okay, well, I can't vote for the amendment as it stands anyways. That makes it so I understand that, but right now, with the way it's worded, I can't support it so and I think this flies in the face of the original intent of this motion. And I do think we need to go back to the drawing board that this is a much broader conversation, so I'm

not going to support the amendment. Okay?

Councillor Vincent Cinanni 3:04:51

Anyone else wish to speak about the amendment? Mayor Paterson, although

Mayor Bryan Paterson 3:04:58

I encourage council to support the amendment. It. I think that it absolutely encapsulates the feel and the flow and the voice is that and to forecast the future amendment from Councillor Osanic about changing the to ah, that it's very clear that we will support a proposed southern route that is along the 401 corridor in the Kingston region. I think that that's what we want to say very clearly. So I think that this would get us to that destination. So certainly would encourage councils in support.

Councillor Vincent Cinanni 3:05:28

Okay, anyone else wish to speak on this? No Councillor Tozzo,

Councillor Brandon Tozzo 3:05:34

thank you. I'm fine with it. Thank you.

Councillor Vincent Cinanni 3:05:39

All right. Clarification, does he get a last word for an amendment or no? Okay, all right, so we'll call the vote all those in favor. Oh, escribe, there I go. Oh, my scribe. Closed. Those were blocked.

Deputy Clerk Ochej 3:06:12

Yes, so there are a few councilor, okay, some people are coming online now, but I have two councilors who are not showing up on escribe so Councillor oosterhof and McLaren, can you Oh, Councillor oosterhof is in there. Councillor McLaren, yes or no on the amendment, thank you.

Councillor Vincent Cinanni 3:06:35

That passes eight to three with Councillor Glen McLaren and oosterhof in as no, okay, so now, well, actually, you still have some time. Councillor Ridge, are you wanting to

Councillor Greg Ridge 3:06:50

Oh, Thank you, Deputy Mayor, and through you. No, I just, I just wanted to say I look forward to any future amendments that this motion may be receiving. So thank you very much.

Councillor Vincent Cinanni 3:07:04

Okay. Councillor Osanic,

Councillor Lisa Osanic 3:07:07

Thank you, Deputy Mayor. So I move the amendment now to get rid of the two words the proposed southern route, the proposed change to southern route, but I need a seconder, please. Applause. Okay,

Councillor Vincent Cinanni 3:07:24

all right, Councillor Ridge, there we go.

Councillor Vincent Cinanni 3:07:38

Okay, so moved by Councillor Osanic, seconded by Councillor Ridge, that new motion three support for alto rail high speed southern route be amended in the second

operative clause by deleting the words the proposed and substituting the word a and read and read as follows, that Kingston City Council express its support for a southern route for Alto High Speed Rail line, contingent upon development along the highway 401 corridor around the South Frontenac and Kingston region, and provided that there is a new stop added that is in Kingston and okay, you have

Councillor Lisa Osanic 3:08:18

Thank you. I like this idea because it gives an opportunity for the corridor train alliance to, you know, look at the 401 corridor, and work with Alto for that. And at the same time, I also liked what I heard from Councillor McLaren about possibly I would like my big problem was, how do we get down from Ottawa to the 401 and following the 416 seems like a good option, so this allows that to be considered. Thank you. Councillor.

Councillor Jeff McLaren 3:08:56

McLaren, thank you. And while it does allow that to be considered, the problem I have is that they did come here, and they did say that they could use the 401 in close proximity to Kingston, which would mean that we would support that. It did not say that they would. We would be doing the 416 if we vote it this way, it's very possible that they could extend it just along the Sydenham Street location, and still affect all of our northern neighbors. If we do this, they could easily make us break faith with our northern neighbors, and I do not want to do that for a whole set of reasons, which I think were articulated with by a lot of the residents, which is why I think we need to think this through a little bit longer and a little bit I would still go for deferral this. It needs to be more precise. We are not we don't want to break faith with our northern neighbors. We don't want to imply. That we are going to go with that southern route along the proposed way as one of the options. I'm not supportive of that at all. It has to be the 416 and 401 corridor, without mentioning that, it's very easy for them to say, oh, Kingston supports going through Frontenac, where they don't want it to go. So this doesn't solve the problem that we've identified. Okay? Councillor Tozzo,

Councillor Brandon Tozzo 3:10:30

thank you, Deputy Mayor, through through you. I'm fine to support this. I'm also fine not to support it. I'm cool either way. I just want to put this into perspective. We are now talking about punctuation on the motion on a project that might not get funded till 2029 for a route that likely will not get built until 2020, at the earliest, that's not funded into 2038 at the earliest, perhaps not till 2040 it's the federal if the federal government doesn't change. So, I mean, let's I know that there's a lot of attention on this, but I'm just saying to everybody, this is a long way down the tunnel. Let's stay on track, and let's sort of decide the broader theme of this motion. So thank you,

Councillor Conny Glenn 3:11:17

Councillor Glen, thank you. And through you, Deputy Mayor, the details do matter. And although the project might not break ground for years and years to come, this still will influence what takes place in terms of decisions and discussions. If we didn't think it was was going to influence in any way, we wouldn't be bothered to bring it. So, you know, with that in mind, I think it's important that we get this right. So I'm struggling with this, and I agree that we should defer it and get it right. So if our intent is to be very prescriptive here, then let's do that, so that we are taking into consideration Frontenac and all of the you know people around us that have very legitimate environmental concerns. If it's going to be this far off, there's no need rush. So I just don't feel that we've nailed this and that there are a lot of other considerations here that aren't discussed. We've got the benefit of some time, so

let's take it and do it right.

Mayor Bryan Paterson 3:12:28

Mayor Paterson, so I'm going to speak to the amendment only. The amendment is to say, go from the proposed to proposed southern route to ah, southern route. That's it. That's all this amendment is talking about. We're debating a whole lot of other stuff here. So I'm just helping out, just on the amendment. I don't know why anyone would oppose going from saying the proposed southern route to southern route, that's all I'm going to say.

Mayor Bryan Paterson 3:13:04

I'm I'm happy to support thank you. Councilor

Councillor Ryan Boehme 3:13:11

Boehme, the mayor, just said, basically what I was going to say is we just need to get through this little amendment, the whole thing as a whole

Councillor Vincent Cinanni 3:13:19

after Okay, anyone else have anything to say about this amendment? No, okay, call the vote.

Councillor Vincent Cinanni 3:13:48

Okay, so this passes 10 to one with Councillor McLaren and the minority. Okay? Councillor Osanic, you still had some time. No, okay. Councillor Tozzo, you were next on my list.

Councillor Brandon Tozzo 3:14:02

Thank you. I'm actually not going to put forward an amendment on this. I think that the core of this motion is really just, do we advocate for a stop in Kingston, or do we not put advocate for a stop in Kingston? I'm fine with it going along the 401 corridor. I think that just makes sense. I think we've heard from our neighbors in Frontenac. How divisive this is. I think, at the end of the day, what we need to do as a council, and as you know, a local municipality, is just voice where we are on the broader theme of this to the federal government this, we're not the decision making body on this. We won't be when it comes time to fund the project. I'm comfortable supporting the motion as is. I think it's very straightforward that either we get a stop railway stop in Kingston, or we approach oppose the overall Southern, southern leg of this, which to me, just seems like a reasonable position to take if it's not going to service our constituents. That's who we're here to advocate for. What benefit will it have? So I'm happy to support this as is. Thank you.

Councillor Ryan Boehme 3:15:00

You. Councillor Boehme Ernst drew you? Yeah, I really do like Councillor McLaren's comments on this. I think when you think about it logically, the 416 is a great route. I guess my only concern is I don't want to be so prescriptive on this, because I agree that that is a great route. I'm just not sure it's the only route to get it south, right? There's still potentially lots of land east of there. They could bring it down to Cornwall and then bring it along the 401 so I know we want to get to the 401 corridor. I think we all agree on that. I just don't want to be so prescriptive that we say the 416 and only the 416 although I do think that's a perfect right. There might be other ones in there that we can't foresee or think of right now, I do, however, 100% agree that I, you know, not in favor with going through South Frontenac or coming through any of those. But there might be other areas where it doesn't have that kind of an impact. So I'm happy with it the way it is right now focusing on the 401, corridor. I do completely understand Councillor McLaren's point, though, of you

know we, we want to make sure that you know we're not sort of betraying our neighbors to the north with this. So I just wanted to put that out there. I'm happy with it now, but I don't want it to be so prescriptive that we say only the 416 and not say because there might be other things there, but we do want to protect our northern neighbors in our immediate areas.

Councillor Vincent Cinanni 3:16:29

Okay, anyone else wish to speak? Councillor Glenn,

Councillor Conny Glenn 3:16:35

so again, I'm going to come back to this, whether it's prescriptive, not prescriptive, that I don't think we've got this right. I don't think this gives enough assurance to our neighbors that we're not going to inadvertently support a southern route that would go through there. And I think that that's why Councillor McLaren brought up the point about the 416 so this is not encapsulating, I think the true intent that we're trying to do here again. I don't think that there's any rush for this. So I would like us to defer this to our next meeting and get the wording correct.

Councillor Vincent Cinanni 3:17:19

So you putting forward a motion for deferral.

Councillor Conny Glenn 3:17:21

Yes, I'm putting forward a motion for deferral to the next meeting with a motion that can get unanimous support. Because I do think that everyone in this room has the same intent, but I think we are concerned about the wording, and it's important that we get it right.

Councillor Vincent Cinanni 3:17:43

So we need a seconder. Councillor McLaren,

Mayor Bryan Paterson 3:17:55

Mr. Mayor, speak the deferral.

Councillor Vincent Cinanni 3:17:59

Do we need to get it on the screen first or sorry, I'll wait. Okay, moved by Councillor Glenn, seconded by Councillor McLaren, that new motion three support for alto rail high speed southern route be deferred to March, 10, 2026, for consideration and council meeting. So this one is one minute, right? Is this the one minute one? Okay, and then Councillor Glen gets to speak first.

Councillor Conny Glenn 3:18:28

Okay, so off we go. I think I've already made some of the points about deferral. There isn't a need to rush this. So let's get the wording correct so that we could have unanimous support. These infrastructure projects are too large and far too important for us not to be able to speak with one voice about what we would like to see for Kingston and for the Eastern Ontario region. We owe that to ourselves, our constituents and to our neighbors, and I don't think that there's any harm in doing that. It's getting late here this evening, and we're going to get frustrated, and I don't think that we've hit the mark here, so I hope you'll vote to defer it.

Councillor Brandon Tozzo 3:19:09

Mayor Paterson, point of order. Okay, so just a point of clarification, what does a deferral of a motion mean that the mover has to move back and amend the motion, or is it just that we're represented the motion with additional details? I just like

clarification on that. That's a good question.

Councillor Vincent Cinanni 3:19:32  
Go ahead.

City Clerk Jaynes 3:19:33  
So the motion as amended will appear on the next council agenda under the deferred motion section, still with the mover and the seconder.

Councillor Vincent Cinanni 3:19:42  
So it doesn't really change anything except for the date.

Councillor Brandon Tozzo 3:19:46  
It's my understanding the mover would have to withdraw it for that to occur. So, or the motion would have to be defeated, procedurally, the either would have to be withdrawn, or the motion would have to be defeated and re.

City Clerk Jaynes 3:20:00  
I know the motion will appear on them if it's if the deferral is successful, the motion, as it's been amended tonight, will be placed on the deferred motion section of the march 10. But council agenda, it'll be the

Councillor Brandon Tozzo 3:20:11  
same motion. The mover can't go back and change the motion. Is that correct? Correct? Okay, so,

Councillor Vincent Cinanni 3:20:22  
okay, so that's interesting.

Councillor Brandon Tozzo 3:20:24  
In that case, I'd like to call this out of order because I don't think that this is procedurally Correct. No.

Councillor Conny Glenn 3:20:34  
Okay, so can I get some clarity on this then? Because can we not defer this and come back with an opportunity to present appropriate amendments or to rewrite this.

City Clerk Jaynes 3:20:47  
Thank you for the question. Councilor, Glenn, that's exactly correct. The motion will be deferred as it's been amended tonight. It will be on the agenda on March 10, and it can be further amended at that time.

Councillor Vincent Cinanni 3:21:00  
Is that what you want? Okay? All right. Mayor Paterson,

Mayor Bryan Paterson 3:21:06  
thank you. So this alto consultation goes for one more month. If we pass this tonight, it creates an opportunity for momentum for other municipalities engaged in this consultation. This is why this motion is being circulated to the Eastern Ontario wardens Caucus and the Eastern Ontario mayor's caucus. We pass it tonight, we take the lead, we get the voice out, and we get momentum in the Mun month. If we wait, we could miss that opportunity. That's my hesitation to defer. The other piece is that I think it's a conflict. There's a conflict of view about what we want to say in this motion. I think that there are some of us that agree that we should be speaking to our expertise about what would be best in the Kingston region, versus pronouncing on

what we think is best for the rest of Ontario to the east and the west of us. I'm not sure that we're going to arrive at a consensus on that. I think we just have to take our best shot tonight, and so that would be my, my ask not to defer.

Councillor Vincent Cinanni 3:22:02  
Thank you. Okay, Councillor Tozzo, thank

Councillor Brandon Tozzo 3:22:06  
you, Deputy Mayor. Through you, I'm also not going to defer this, because I think it comes down to whether we want to endorse a stop in Kingston or we don't. And I think deferring it down the road, nagging more amendments, we have an opportunity to amend it tonight. I just think it kind of kicks that can down the road. I think we just have to make a decision here of whether we want to endorse this or not. So I'm not going to support the deferral. Councillor Boehme,

Councillor Ryan Boehme 3:22:32  
yeah, I'm not going to support the deferral either. I think we need to make this decision tonight. We just had the reps here. The focus is on us right now. I think we've raised our concerns about, you know, the different courses and everything, and we just have to make this decision tonight. We wordsmith it too much. It's going to lose, you know, any momentum we have at this point for them actually to listen to us. So I will not be supporting it. Thank you.

Councillor Vincent Cinanni 3:22:54  
Anyone else? Councilor. McLaren,

Councillor Jeff McLaren 3:22:58  
we heard a lot of new information tonight. We haven't had a chance to reflect on it and grow on it and actually try and do a better job. The momentum that is being spoken about can still continue next time, and if we have a unanimous vote, it would be much better than what we're going to likely have, which is a non unanimous vote.

Councillor Vincent Cinanni 3:23:22  
Anyone else wish to speak Councillor oosterhof,

Councillor Gary Oosterhof 3:23:26  
just a question of our clarification. So if we pass this tonight, this motion, is it changeable later? Can there be, I mean, the wording, if we found that the wording should have been clearer, and we see it clearer for our community, is that something that can be raised again, go ahead.

City Clerk Jaynes 3:23:54  
Thank you for the question. Councillor oosterhof, the motion can be amended further at the March 10 meeting.

Councillor Gary Oosterhof 3:24:01  
Yeah, no, but if we pass, if, oh, sorry, but if we cancel, sorry, if we vote down this amendment and for deferral, and then we vote,

City Clerk Jaynes 3:24:13  
if you pass the motion tonight in some form, then it would need a motion of reconsideration to be reintroduced,

Councillor Gary Oosterhof 3:24:21  
if it wasn't specific enough, yeah, okay,

Councillor Vincent Cinanni 3:24:26

okay, anyone else who wishes to speak, okay, we'll call the vote on the deferral.

Councillor Vincent Cinanni 3:24:50

And the deferral loses with Councillor Glen McLaren and oosterhof in the minority.

Okay, so now we're going back to the original motion. As amended as anybody who hasn't spoken wishes to speak.

Councillor Vincent Cinanni 3:25:05

Oh yeah, you do have time left. You can go ahead. It's getting late.

Councillor Conny Glenn 3:25:13

Thank you, Deputy Mayor. So I'm going to speak to my original remarks that I wanted to make about this issue. I think we need to be honest about where we stand. We know about vias reliability issues. They're well documented. Now we have this alto proposal. You know, it's promising high frequency rail. And yes, it sounds good and it sounds appealing, but the critical question for Kingston actually, is, What guarantees do we have that will be properly integrated into any new system, because we're not firmly embedded in alto from the outset, we face a very real risk here of economic bypass, and when transportation corridors bypass us, what we're going to see is a lack of investment, talent, business opportunities and research partnerships coming here. It's going to hurt our post secondary institutions, as we've already heard. We heard tonight the same thing from Kingston health sciences, that railway the railway corridors are critical for good health, caring for attracting that talent. Our business community requires the connectivity to remain competitive. Tourism represents another significant concern. We've got festivals and heritage sites, and if we don't have adequate rail, we're going to be in trouble here. We also can't ignore and what we did not discuss tonight is CFB Kingston and RMC. Right now, the federal government is moving to expand the military and cadets and the military personnel rely on this rail service with that expansion, if we don't have appropriate service here, National Defense institutions are going to suffer, and the government is not going to meet its mandate. One of the reasons that I was hoping to slow this down a little bit is because we haven't heard those things. I don't think that there is a plan nationally that integrates all of these concerns. I think we've got alto over here, and I mentioned the military issue with them this evening, and what I heard was, oh yeah, that's a really good consideration. So it hasn't been brought up. They haven't had those conversations, and we had the opportunity to ask them to have those conversations. And here's also the biggest concern, and Councillor Boehme actually hit upon that tonight, if this becomes, if alto becomes the priority, an existing via service gets deprioritized, what happens to our current connections? So we're hoping for an alto stop here, but we're also putting the environment at risk because we haven't been clear. You know, once we lose rail support here, if this alto thing goes through and doesn't go through the way we hope, then we're going to have limited options. Right now, we don't have a commercial airport, we don't have good bus service. Via Rail is essentially our primary intercity connector. And we could have expanded and made a motion that encompassed consideration for all of rail. We even heard the Alto reps mention this. So I think we're missing the mark here. It's really disappointing to me. The question before us really isn't whether faster trains are desirable. Of course, they are. The question is whether this proposal includes, and is going to include any ironclad guarantees that we're going to be properly served and not cause undue harm to our neighboring communities and our institutions and our businesses and our entire community rely on us getting this right, and yes, It will be years before we break ground on anything, but we do influence what happens. As I said, we wouldn't be bothered to do this if we didn't think we did.

Rail infrastructure should connect communities, create shared prosperity, and it shouldn't divide the corridor into winners and losers. So until we have an absolute assurance that our interests are protected, that our university, hospital, military base, business community, tourism sector compromised, and that the environment and our neighbors are also taken care of. I don't think that I can support this the way it stands. Yes, I would like to see this on the 401 corridor. Yes, I would like to see it come down the 416, yes, I want to be sure that it's not going to compromise the things that we value so much. Kingston cannot be cannot afford to be left standing on the platform, and that's my great concern here with us not getting this motion Correct.

Councillor Vincent Cinanni 3:29:35

Okay, thank you. Anyone else who hasn't spoken on the original motion as amended. Who would like to speak? No, I think I'll say something. Can you take the chair?  
Councillor Glenn,

Councillor Conny Glenn 3:29:51

the deputy past, Deputy deputy mayor. Anyways. I recognize you, Deputy Mayor. Okay.

Councillor Vincent Cinanni 3:29:58

I. Like, I'm going to say one of my big concerns was what would happen to South Frontenac and the environment. And I really do think that this, this motion does, as amended, does consider these aspects, you know that we want it along the 401 we want to stop in Kingston, and we want it along the 401 we don't want it to go through environmental corridors and and things like that. You know? We want it to be built in a smart way, and also service Kingston. And I also agree that, you know this, we pass this now, and it sets motion the conversation for others, other municipalities and other people to like, like the mayor said, and then they can give in their input too, and say, Yeah, we want it to be all across, you know, the court, the 401, corridor, and then they might also, you know, mention 416, Also, I mean, but I think it's pretty clear that we don't want it to go through sensitive areas, and we want it to be along the 401, so to me, I I see the how we can I'm supportive of this. So, as amended, thank you,

Councillor Conny Glenn 3:31:17

and I return the chair to you.

Councillor Vincent Cinanni 3:31:20

Okay, so. Councillor.

Councillor Jeff McLaren 3:31:23

McLaren, thank you. I will not be supporting this despite the fact that I agree with maybe 90% of it. There is this huge, big, gaping hole here that does allow a huge train to go right through the entire North Frontenac and still hit all the things that we've done there, including the sensitive areas and all the stuff that we've heard from all the others and our northern neighbors, we've left that hole in this, and it can be walked through very easily. They even said that, you recall when they said that they could use the 401, just around Kingston, and that's not what we want. We want the whole 401, so because of that big gaping hole in this motion, there's no way I'm going to be supporting this.

Councillor Vincent Cinanni 3:32:14

Okay, thank you. Anyone else who hasn't spoken? Councillor Stephen,

Councillor Wendy Stephen 3:32:19

Thank you, Deputy Mayor, through you. I think this motion really does try to capture, now that it's amended, it really does hit the points that I think we're trying to hit. And I don't think it is Kingston City's Council's responsibility to make decisions for Frontenac County. I think that they have elected representatives who are entirely capable of doing that for them, and I think that we have heard them, and we are trying our best to be respectful, while still advocate, advocating for what we need here in Kingston, I'll leave it there. Thank you.

Councillor Vincent Cinanni 3:32:51

Okay, anyone else last chance? All right, Mr. Mayor, you have last word.

Mayor Bryan Paterson 3:32:59

Thank you. Thank you for the discussion and and the comments around the table. I think, I think what I would say is just remember the context of what this motion is and what this motion is not. This motion is our submission to a defined alto consultation that's taking place over a period of two months, in which all municipalities are contributing and speaking, and not just municipalities, but residents as a whole. I think Councillor Stephen makes a great point. We're speaking on behalf of what we think is right and best for Kingston and other municipalities are doing the same. And I think when you put all that together, it's going to make it very clear what the municipal view is and what is the best path forward. I appreciate that there is a big picture on rail. Councilor, Glenn, I agree with you. I think my perspective, perhaps we disagree on process. I don't think that the goal at this moment is to pack all of that in and try to get the entire picture ready. Because you know what our advocacy is not going to be done on this tonight. This is just one more step and one more battle to try to get those transportation connections right. There are going to be more emotions when we're going to talk about via rail and connections with alto. There is still a lot of runway ahead of us, but I think that this is a good step. It's very clear, very simple, exactly. I think what Alto needs to hear in their consultation, and I think it sets us up for those future conversations where we continue to make our voice heard. Thanks very much.

Councillor Vincent Cinanni 3:34:35

All right, thank you. So call the vote.

Councillor Vincent Cinanni 3:34:46

You okay, and that carries a vote of nine to two, with Councilor, Glenn and McLaren in the minority, and I return. The Chair gladly.

Mayor Bryan Paterson 3:35:03

Thank you. Thank you, Deputy Mayor, you had the toughest job of the evening. So thank you. So I'll take us through our fourth motion, moved by Councillor Osanic, seconded by Deputy Mayor Cinanni, whereas trees provide important environmental ecological and community benefits, including habitat erosion control, climate resilience and protection of adjacent lands. Whereas the city recognizes the need to balance environmental stewardship and the preservation of natural features for the protection of agriculture practices that support normal and sustainable farming operations arose under the current wording of the City of Kingston bylaw number 2018, one, five, the tree by law, clear cutting may be treated as a normal farm practice permitting large scale tree removal without the requirement for a tree permit or municipal oversight, including in circumstances where those trees provide important environmental functions for adjacent lands, and where city staff have observed an increase in the injury or destruction of trees and contravention of the tree by law in both private and public lands, therefore be it resolved that city staff be directed to review the tree by law and bring forward amendments to council to require a tree permit for all

clear cutting, including on agricultural lands, in order to ensure appropriate municipal oversight of large scale tree removal and to make any other consequential amendments that staff consider advisable to improve the enforceability of the tree by law by the end of q2 2026, and the city staff be directed to review the administrative monetary penalties associated with contraventions of the tree Bylaw and to report back to council by the end of q2 2026 with any recommended changes or charges changes to ensure penalties remain appropriate, proportionate and effective as deterrent. Councillor, Osanic, you have the floor.

Councillor Lisa Osanic 3:36:38

Thank you. Your Worship. Trees are the most obvious asset in the city that can be used to mitigate climate change. The protection of the tree canopy is so critical, it is our collective responsibility not to let climate change get the better of us. For every single tree that gets cut down, you know, it takes, like we lose 50 years. That's how long it takes from then planting a sapling, for the sapling to grow, to get to the point where the tree was big and cut down, like the tree we have, right, right today, you know, let alone the biodiversity loss, especially if a woodland is being taken down, you know, lost forever. You can't bring it back at eitp Committee last week, all of us were there, six of us, and we heard director Julie Salter keen present the climate change adaptation plan. She said that trees are critical to resiliency and said that most trees in Kingston sit on private lands. There was a survey that was done in September right across Canada, and for sorry, 74% of the respondents of Canadians said that they still expect politicians to try to address climate change. The motion right here requests a staff report that will outline what measures can be considered to require permits prior to clear cutting. So if permits are required, you know, if that's what staff are going to recommend, it's basically to the benefit of staff to get them ahead of where there's clear cutting. I know that right now the process has been residents. See it. Residents call the councillor, or they call staff, direct the staff then have to scramble to try to find what location the residents talking about. You know, send by law out there to take a look. That wastes a lot of staff time. If a permit has to be done through staff ahead of time for any clear cutting, staff will already know. When they get the phone call, they can tell residents, it's only two, it's only two acres that's going to be cut, or it's 100 acres, or it's this, it's that, like director Tim Park, right? He's probably heard me, like, send like, seven to 10 emails to him in his course of being a director that there's clear cutting going on, what's going on, what's going on. That's an advantage of a permit system. At the same time, I do understand that we have to take the farmer's perspective and get the farmer's perspective and so through you were your worship, I want to present an amendment to the motion before us.

Mayor Bryan Paterson 3:39:29

Okay, if I can get that, if I can get that amendment up on the screen, please. I

Mayor Bryan Paterson 3:39:43

uh, okay. So moved by Councillor Osanic, seconded by Councillor oosterhof, that new motion, I guess that should be new motion, four tree bylaw amendments be amended in the first operative clause by deleting the words and bring forward amendments to council to and substituting the words, including bringing the review to a rural economic and community development working group. Meeting to get their input to then bring forward amendments that may between the words by law and bring and deleting the word q2 replacing with the word q3 and read as follows. Therefore, be resolved that city staff be directed to review the tree by law, including bringing the review to a rural economic and community development working group meeting to get their input and and to then bring forward amendments that may require a tree permit for all clear cutting, including on agricultural lands, and then the rest of the causes as as

original Councillor Osanic, I know you've already sort of spoken to the rationale, but I'll restart the clock now that the amendments on the floor so you're free to speak

Councillor Lisa Osanic 3:40:37

to it. Yeah, thank you. I'll just describe it in a bit more detail. So we've changed the time to allow for this constantly, for allowing this committee meeting of the rural economic and community development working group. So instead of it being and staff, bring it back by the end of q2 it's now been changed by the end of q3 which would be September 30, right in time for the election. And also, you know, there could be, when we get the feedback from the working group, there could be instances that the working group says a tree, by law, should not be, you know, necessary, and things like that would be, if you're clear, cutting trees along a fence line, or need to clear cut trees to get your farm equipment in, you know, or some other examples, like, maybe, you know, a clear cutting if it's a permit, only if it's over one hectare, but not below a hectare. So this input from the working group will be invaluable, and this will give time to get that input. I look forward to that meeting. I'll make sure to be there. Thank you.

Mayor Bryan Paterson 3:41:49

Okay, thank you. Is there any other discussion on the motion to amend Councillor Oosterhof?

Councillor Gary Oosterhof 3:41:57

Yes, thank you, Mayor Paterson, and I just wanted to address it and appreciate Councillor Osanic's willingness to engage in further consultation and review with rural economic and community development. This this motion has caused me considerable work and anxiety, even for my rural community, my farming community, and I've been engaged from the moment it was revealed that it's such a short notice for such an important topic for us as counselors and for our community and for our farming community, and so I kind of regret that we are Actually here right now, would have rather that it would have been given the right course of time and action and time for the action that we really need to give this and I know Councillor Boehme and I were involved in this tree by law. I'm not sure how many years ago now, but quite a few, two terms ago, perhaps, and so we've, we've watched this evolve, and here we are with a situation that is, that is, it is critical and is an important and so I, we both are Councillor Boehme, and I wanted to make sure and it can ask the clerks that we have the input that is required. So to just to be clear, if I could ask the clerks that we we will be able to with what staff would bring back. If we support this, what staff would bring back, it's still up for council to support what staff brings back, or we can always amend it is that

Mayor Bryan Paterson 3:43:41

correct? Madam Clerk, thanks

City Clerk Jaynes 3:43:44

for the question. Councillor Oosterhof, the answer is yes.

Councillor Gary Oosterhof 3:43:47

Thank you. And so I know that I've had in the conversations that there's a there's a real and many were here, several were here tonight because of the concerns it brings, and I worry about, I worry about people not understanding the farming community, and us putting a grip on that that might not really be there being unintended consequences. So I'm gonna I'm looking forward to that. We don't know when that meeting is yet. Madam Clerk, I don't think we know when the Rural Economic is meeting

yet and but that will be something. That'll be a full house. Maybe we all should be there and listen, because it's very, very important. So with all respect to my rural community, and Councillor Boehme, and I know it's in other there is some rural areas out there, and Councillor Osanic as well. So this is a really important engagement, and I'm confident that staff will listen. I'm troubled by a lot of the original wording of the motion. In, but this is our chance to get it right, and so I look forward to to having those meetings and hearing from our community and and making the right decisions moving forward. Thank you.

Mayor Bryan Paterson 3:45:16

Okay, thank you. It's 1042 we're getting towards the end of the agenda, but just to make sure we've got that license, can I just have a motion to extend the meeting to finish the agenda, moved by Councillor Glenn, seconded by Deputy Mayor Cinanni. All those in favor opposed, and that's carried. Thank you. So we are still on the motion to amend. Is there anybody else? Oh, I think, I think I saw Councillor Boehme's hand. Councillor Boehme, go ahead.

Councillor Ryan Boehme 3:45:42

Your worship and through you. Yeah, I definitely would have struggled to support the original motion with this amendment I can support going forward. I guess just a quick question, seeing as we don't really know when that meeting is going to be, when that group is going to be is with city communications be working to get the word out. We don't want to hold a meeting, and then it passes, and then everybody screams, I never heard of it, and I didn't know about it, because that's not really the intention here. So I just kind of want to make sure that this amendment kind of encompasses it without saying that we're going to do our job, you know, through the comms and everything else, to make sure that everybody that you know wants to be there has an awareness of it before, and then maybe that's a rhetorical question, but I put it out there. So other than that, I can support the amendment and then have some other comments, kind of once the amendment passes. But thank you.

Mayor Bryan Paterson 3:46:35

So I'm going to ask Seth this question, because this is a council motion. So So I just want to be clear, I'm not sure if city comms would be the ones kind of leading the communication. I mean, obviously we'll publish that. There's going to be a meeting, but I do wonder if it's up to members of council to kind of spread the word on that piece. I don't know if staff any comment on that, or CEO hurdle,

CAO Hurdle 3:47:02

thank you. And through you, Mr. Mayor, we can ensure that we provide communication to the broader public in terms of what's being planned. I'm assuming this will be an engagement opportunity so we would go through our regular city communication to make sure that members of the public are aware.

Mayor Bryan Paterson 3:47:22

Okay, great. Anybody else on the motion to amend? Okay, we will call that out.

Mayor Bryan Paterson 3:47:49

And that carries. Okay? So we are now back to the motion as amended. Councillor Osanic, you still have the floor if there's anything else that you want to say,

Councillor Lisa Osanic 3:48:01

no, it's been a late night. Okay?

Mayor Bryan Paterson 3:48:05

Anybody else wants to speak to the motion? Councillor Boehme, go ahead.

Councillor Ryan Boehme 3:48:12

Thank you. Yes, it has been a long night. So just very quickly, there's just now with the motion as amended. You know, there's, there's something where I definitely understand what we're trying to do here, we're trying to prevent that wholesale, kind of clear cutting for no reason. It's also like, are we trying to hit that one bad apple, you know, with a sledgehammer. So some of the concerns that I still have, which I hope are flushed out throughout the consultation, engagement program process on this, is basically the overall cost of enforcing this burden on staff, ability to actually enforce it. How cumbersome is going to be for farmers, based on how it's developed, to apply for a permit every single tree, versus a lot, the actual cost waiting for permission from the city to be able to cut down trees to farm a field like there's just a lot here. So I just want to stress that this consultation is key, and that if we hold this meeting, and I think, as Councillor Oosterhof said, you're going to have a lot of people show up, we need to truly listen to that feedback, because I don't know how many farmers we truly have sitting at this council table right now. I know I grew up on a farm. I don't truly consider myself a farmer, but I have an affinity for it, but I did grow up on one. My family still owns farms, and I know there's a few other people that were likely raised that way as well, but I don't think we understand their challenges that they face today either. So we truly need to hear from that group before we really pass any more future amendments on this. Thank you.

Councillor Brandon Tozzo 3:49:39

Thank you, Councillor Tozzo, Thank you, Mayor Paterson, through you. I have just a really quick procedural question, will the direction is for this to go to the rural advisory group? Will it go to eitp or admin policies, or directly back to council?

City Clerk Jaynes 3:49:56

Madam Clerk will come back to council?

Councillor Brandon Tozzo 3:50:00

Still okay. I'm fine with the motion. I'm fine with the amended motion. I mean, we're not making a final decision tonight, so I'm okay. I guess another question, no, I'm fine. I'm good. It's late.

Mayor Bryan Paterson 3:50:12

Thank you, Councillor Amos, thank

Councillor Don Amos 3:50:17

you Mayor Paterson, through you in reviewing the motion, and I'm very, very happy to see that the amendment has been brought forward. Councillor Boehme made the comment that there's no no farmers around the horseshoe. I used to be one, and so when I saw this, I had some slight concerns. And then when Councillor Osanic gave me a heads up that there was a further amendment coming. This is the right landing pad for consultation. This Rural Economic group. I know there was an there were a number of farmers on that committee. When I was on it, I believe George Foreman was not foreman. Foreman farms. I can't come George I Yeah, Charles foreman, thank you, Charles foreman, yeah, and a number of other farmers were on that committee at that time. Their input is going to be valuable for this. They they can give the operational insight of what a farmer farm goes through when they're trying to clear land for agricultural purposes, and I think their input is going to be valuable for this. I would encourage any of our rural farmers out there in the Kingston landscape, please come out to this meeting, because your input is going to be very valuable.

Thanks.

Mayor Bryan Paterson 3:51:39

Thank you. Councilor

Councillor Gary Oosterhof 3:51:43

oosterhof, yeah. Thanks, Mayor Paterson, I just want to thank my colleagues for speaking toward that. It's incredibly weight and incredibly heavy on me to get this right, and all of us, obviously, I have rural roots, and many of us here, and we have come a long way of recognizing the role of our community. We're a council that made a commitment to food sustainability and and and strategy. And so this bears heavily on us as council that we get this right. And so I imagine it bears heavily on staff. But when I read, you know, about the potential of, you know, the administrative penalties and that kind of thing, I get really uneasy about heavy handedness and overreach and causing, you know, very quickly, a stress on farmers they don't need, and so I will be we'll be wanting to get it right, and I don't think we should rush it. The only question I wanted to ask Mayor Paterson just quickly is, have we made the timelines a little too tight? Now I guess that we're done. We're here because we went with a q2 q2 is going to go by in a minute. So I just wondered is, are we in danger of Thank you, then I can that gives us some breathing room to get this right, and that's what we really want to do. So thank you very much.

Councillor Lisa Osanic 3:53:15

Councillor Osanic, you have the last word, yes. Thank you Your Worship. I wasn't going to say anything, but now I do to Councillor Boehme, I just want to remind that there was the clear cutting in May 2005 where all the residents were contacting both of us, right? And we had to give all that information to staff. They had to investigate about, you know, clear cutting with farmers. They have an agricultural exemption with provincial tree by laws. However, there is the board meeting from the Ontario Federation of agriculture that represents 36,000 family farm members across Ontario from 2021 and they wrote a statement about tree cutting, bylaw policy saying that Ontario farmers recognize and accept that not all land on their farms should be put into agricultural production. We recognize that some non farmed land on farms provide significant environmental benefits, such as averting soil erosion, practicing or sorry, protecting watersheds and providing wildlife habitat. And that of the minutes from 2021 from a board meeting that they had, and this is just about like huge clear cutting where you're not allowing any trees left on the property. And again, when we have this meeting, we can decide what is the definition of clear cutting? What you know, what? What size? What is the definition? And you know, you google anything about normal farm practices now, and you will see that you know that it should not include complete clear cutting of the land. There's benefit. Of leaving hedgerows, there's benefit of leaving stands of trees to, you know, like retain the water more from running off into all the creek system. There's lots of new ways of doing things than just complete clear cutting. And I'm sorry that I brought this up at the last minute, but a week before Christmas, big clear cutting started in my district, so I did not want to get into this in 2026 it was brought on me, and now I bring it on you. So sorry about that, but it was brought on me. Thank you.

Mayor Bryan Paterson 3:55:35

Okay, thank you. So we will call the vote on new motion number four as amended.

Mayor Bryan Paterson 3:55:51

And that carries Okay. Moving on. Are there any notices of motion? Not Madam Clerk request for minutes, please, moved

City Clerk Jaynes 3:56:02

by Councillor Boehme, seconded by Councillor McLaren, that the minutes of city council meeting, 20 2605 held Tuesday, February 3, 2026 be confirmed.

Mayor Bryan Paterson 3:56:12

All those in favor opposed, and that's carried. Is there any other business? Councillor rich?

Councillor Greg Ridge 3:56:20

Thank you Your Worship. It's late, so I'll be brief. There's just two pieces I wanted to acknowledge. The first is that the lunar new year begins today. So Happy Year of the Horse everyone. And the second is that Ramadan begins tomorrow evening. So I think those are both really important things to acknowledge, and I wish everyone who celebrates those events the best. So thank you

Mayor Bryan Paterson 3:56:42

very good, Madam Clerk, press for bylaws please.

City Clerk Jaynes 3:56:47

Moved by Councillor Osanic, seconded by Councillor Glenn, that bylaws number one through four be given their first and second reading,

Mayor Bryan Paterson 3:56:53

all those in favor opposed, and that's carried. Moved by

City Clerk Jaynes 3:56:57

Councillor Osanic, seconded by Councillor Glenn, that bylaw numbers one through four be given their third reading.

Mayor Bryan Paterson 3:57:02

All those in favor opposed, and that's carried. Motion to adjourn, please, moved by Councillor Stephen, seconded by Councillor Ridge, all those in favor opposed, and we are adjourned. Thank you very much.