

City Council Meeting Agenda

Date: Monday, June 10, 2024

Time: 10:00 o'clock a.m.

Location: Council Chambers, 1st Floor, Windsor City Hall

All members will have the option of participating in person in Council Chambers or electronically and will be counted towards quorum in accordance with Procedure Bylaw 98-2011 as amended, which allows for electronic meetings. The minutes will reflect this accordingly. Any delegations have the option to participate in person or electronically.

MEMBERS:

Mayor Drew Dilkens

Ward 1 – Councillor Fred Francis

Ward 2 - Councillor Fabio Costante

Ward 3 - Councillor Renaldo Agostino

Ward 4 - Councillor Mark McKenzie

Ward 5 - Councillor Ed Sleiman

Ward 6 - Councillor Jo-Anne Gignac

Ward 7 - Councillor Angelo Marignani

Ward 8 - Councillor Gary Kaschak

Ward 9 - Councillor Kieran McKenzie

Ward 10 - Councillor Jim Morrison

ORDER OF BUSINESS

Item #	Item Description
1.	ORDER OF BUSINESS

2.	CALL TO ORDER - Playing of the National Anthem
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READING OF LAND ACKNOWLEDGEMENT

We [I] would like to begin by acknowledging that the land on which we gather is the traditional territory of the Three Fires Confederacy of First Nations, which includes the Ojibwa, the Odawa, and the Potawatomi. The City of Windsor honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land.

3.	DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF
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4.	ADOPTION OF THE MINUTES
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4.1.	Adoption of the Windsor City Council minutes of its meeting held May 27, 2024. (SCM 177/2024)
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5.	NOTICE OF PROCLAMATIONS
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Proclamations

“World/National/Ontario Sickle Cell Awareness Day” – June 19, 2024

“BRAVE Day” – June 22, 2024

Illumination

“World Blood Donor Day” – June 14, 2024

“World/National/Ontario Sickle Cell Awareness Day” – June 19, 2024

“World Fascioscapulohumeral Muscular Dystrophy (FSHD) Day” – June 20, 2024

6.	COMMITTEE OF THE WHOLE
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7. COMMUNICATIONS INFORMATION PACKAGE (This includes both Correspondence and Communication Reports)

7.1 Correspondence 7.1.1. through 7.1.2. **(CMC 9/2024)**

8. CONSENT AGENDA

8.1 Corporate Energy Management Plan 2024-2028 - City Wide **(C 64/2024)**

8.2. Response to CQ 24-2024 – Free Public Skating - City Wide **(C 66/2024)**

8.3. Response to CQ 29-2024 - Sandpoint Beach Safety Measures - City Wide **(C 68/2024)**

CONSENT COMMITTEE REPORTS

8.4. Minutes of the Transit Windsor Working Group of its meeting held March 20, 2024 **(SCM 159/2024) & (SCM 106/2024)**

8.5. Minutes of the Environment & Climate Change Advisory Committee of its meeting held March 19, 2024 **(SCM 160/2024) & (SCM 107/2024)**

8.6. Essex-Windsor Solid Waste Authority Regular Board Meeting Minutes from its meeting held April 10, 2024 **(SCM 161/2024) & (SCM 139/2024)**

8.7. Minutes of the Windsor Licensing Commission of its meeting held April 23, 2024 **(SCM 162/2024) & (SCM 152/2024)**

8.8. Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6 **(SCM 163/2024) & (S 146/2023)**

8.9. Local Improvement Programme Implementation 2024 Update - City Wide **(SCM 164/2024) & (S 24/2024)**

8.10. Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide **(SCM 165/2024) & (S 46/2024)**

8.11. Response to CQ 2-2024 Enhanced Street Sweeping Initiative – City Wide **(SCM 166/2024) & (S 61/2024)**

8.12. Response to CQ15-2024 - Excess Soil Reuse Site Update - City Wide **(SCM 167/2024) & (S 62/2024)**

8.13. Response to CQ 18-2024 - Little River Dyke Flood Protection System - Ward 6 **(SCM 168/2024) & (C 59/2024)**

8.14. Pedestrian Generator Sidewalk on the North Side of Adstoll Avenue from the Sainte-Therese School Driveway Entrance to Rivard Avenue (approximately 116m) - Ward 8 **(SCM 169/2024) & (S 63/2024)**

- 8.15. CQ 4-2023 and CQ 37-2023 – Electric Vehicles – City Wide (**SCM 170/2024**) & (**S 64/2024**)
- 8.16. Red Light Camera Update – City Wide (**SCM 171/2024**) & (**C 19/2024**) & (**AI 10/2024**)

9. REQUEST FOR DEFERRALS, REFERRALS AND/OR WITHDRAWALS

10. PRESENTATIONS AND DELEGATIONS (10 Minutes)

- 10.1. 2024 Corporate Asset Management Plan (**C 63/2024**)

Clerk's Note: Appendix A to report C 63/2024 is available for viewing at www.citywindsor.ca due to size.

11. REGULAR BUSINESS ITEMS (Non-Consent Items)

- 11.1. Declaration of a Vacant Parcel of Land Municipally Known as 0 Northway Avenue Surplus and Authority to Offer Same for Sale – Ward 10 (**C 65/2024**)
- 11.2. City Hall Square Ice Rink - Ward 3 (**C 58/2024**)

12. CONSIDERATION OF COMMITTEE REPORTS

- 12.1. (i) Report of the Special In-Camera meeting or other Committee as may be held prior to Council (if scheduled)
- 12.2. Minutes of the Community Public Art Working Group of its meeting held April 3, 2024 (**SCM 119/2024**)
- 12.3. Minutes of the Meeting of the Board of Directors, Willistead Manor Inc., held March 20, 2024 (**SCM 125/2024**)
- 12.4. Minutes of the Meetings of the Executive Committee and Board of Directors, Willistead Manor inc., held April 11, 2024. (**SCM 126/2024**)
- 12.5. Report No. 119 of the Board of Directors Willistead Manor Inc. (**SCM 127/2024**)
- 12.6. Minutes of the Age Friendly Windsor Working Group of its meeting held April 11, 2024 (**SCM 137/2024**)
- 12.7. Report of the Special meeting of Council – In-camera of its meeting held Monday, May 27, 2024 (**SCM 172/2024**)

- 12.8. Report of the Striking Committee – In-camera of its meeting held Monday, May 27, 2024
(SCM 173/2024)
- 12.9. Report of the Striking Committee of its meeting held Monday, May 27, 2024
(SCM 174/2024)
- 13. BY-LAWS (First and Second Reading)**
- 13.1 **By-law 102-2024** A BY-LAW TO FIX THE TAX RATES AND TO PROVIDE FOR THE LEVY AND COLLECTION OF PROPERTY TAXES FOR THIS YEAR. Authorized by CR200/2024 dated May 13, 2024.
- 13.2 **By-law 103-2024** A BY-LAW TO PROVIDE FOR THE IMPOSITION OF SPECIAL CHARGES UPON PRESCRIBED BUSINESS PROPERTY CLASSES OF RATEABLE PROPERTY WITHIN IMPROVEMENT AREAS FOR THE YEAR 2024. Authorized by CR201/2024 dated May 13, 2024
- 13.3 **By-law 104-2024** A BY-LAW TO FURTHER AMEND BY-LAW 9023 BEING A BY-LAW TO REGULATE VEHICULAR PARKING WITHIN THE LIMITS OF THE CITY OF WINDSOR ON MUNICIPAL STREETS, MUNICIPAL PARKING LOTS AND PRIVATE PROPERTIES. Authorized by CAO 73-2024 dated April 10, 2024.
- 13.4 **By-law 105-2024** A BY-LAW TO PROVIDE THAT PART-LOT CONTROL SHALL NOT APPLY TO CERTAIN LAND THAT IS WITHIN REGISTERED PLANS 679 and 531 IN THE CITY OF WINDSOR. Authorized by By-law 139-2013 dated August 26, 2013.
- 13.5 **By-law 106-2024** A BY-LAW TO ADOPT AMENDMENT NO. 180 TO THE OFFICIAL PLAN OF THE CITY OF WINDSOR. Authorized by CR230/2024 dated May 27, 2024.
- 13.6 **By-law 107-2024** A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW". Authorized by CR230/2024 dated May 27, 2024.
- 13.7 **By-law 108-2024** A BY-LAW TO ADOPT AMENDMENT NO. 183 TO THE OFFICIAL PLAN OF THE CITY OF WINDSOR. Authorized by CR228/2024 dated May 27, 2024.
- 13.8 **By-law 109-2024** A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW". Authorized by CR228/2024 dated May 27, 2024.
- 13.9 **By-law 110-2024** A BY-LAW TO ADOPT AMENDMENT NO. 184 TO THE OFFICIAL PLAN OF THE CITY OF WINDSOR. Authorized by CR227/2024 dated May 27, 2024.
- 13.10 **By-law 111-2024** A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW". Authorized by CR227/2024 dated May 27, 2024.

- 13.11 **By-law 112-2024** A BY-LAW TO ADOPT AMENDMENT NO. 182 TO THE OFFICIAL PLAN OF THE CITY OF WINDSOR. Authorized by CR229/2024 dated May 27, 2024.
- 13.12 **By-law 113-2024** A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW". Authorized by CR229/2024 dated May 27, 2024.
- 13.13 **By-law 114-2024** A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 10TH DAY OF JUNE, 2024.

14. MOVE BACK INTO FORMAL SESSION

15. NOTICES OF MOTION

16. THIRD AND FINAL READING OF THE BY-LAWS

By-law 102-2024 through 114-2024 inclusive

17. PETITIONS

18. QUESTION PERIOD

- 18.1. Summary of Outstanding Council Questions as of May 30, 2024 (**SCM 175/2024**)
- 18.2. Outstanding Council Directives as of May 29, 2024 (**SCM 176/2024**)

19. STATEMENTS BY MEMBERS

20. UPCOMING MEETINGS

Community Services Standing Committee **CANCELLED**
Wednesday, June 5, 2024
9:00 a.m., Council Chambers

Environment, Transportation & Public Safety Standing Committee
Wednesday, June 26, 2024
4:30 p.m., Council Chambers

Environment, Transportation & Public Safety Standing Committee
Sitting as the Transit Windsor Board of Directors
Wednesday, June 26, 2024
Immediately following the Environment, Transportation & Public Safety Standing Committee
4:30 p.m., Council Chambers

Committee of Management for Huron Lodge
Thursday, June 27, 2024
11:00 a.m., Room 203, 350 City Hall Square West

Development & Heritage Standing Committee
Tuesday, July 2, 2024
4:30 p.m., Council Chambers

Community Services Standing Committee
Wednesday, July 3, 2024
9:00 a.m., Council Chambers

City Council Meeting
Monday, July 8, 2024
10:00 a.m., Council Chambers

21. ADJOURNMENT



Committee Matters: SCM 177/2024

Subject: Adoption of the Windsor City Council minutes of its meeting held May 27, 2024.

City Council Meeting

Date: Monday, May 27, 2024

Time: 10:00 o'clock a.m.

Members Present:

Mayor

Mayor Drew Dilkens

Councillors

Ward 1 – Councillor Fred Francis

Ward 2 – Councillor Fabio Costante

Ward 3 – Councillor Renaldo Agostino

Ward 4 – Councillor Mark McKenzie

Ward 5 – Councillor Ed Sleiman

Ward 7 – Councillor Angelo Marignani

Ward 8 – Councillor Gary Kaschak

Ward 9 – Councillor Kieran McKenzie

Ward 10 - Councillor Jim Morrison

Councillor Regrets

Ward 6 – Councillor Jo-Anne Gignac

1. ORDER OF BUSINESS

2. CALL TO ORDER

Following the playing of the Canadian National Anthem and reading of the Land Acknowledgement, the Mayor calls the meeting to order at 10:00 o'clock a.m.

3. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

Councillor Fred Francis discloses an interest and abstains from voting on Item 8.11 being "Asylum Claimants Transferred to Windsor Hotels by Immigration, Refugees and Citizenship Canada (IRCC) Update – City Wide," as the matter relates to his employer.

Councillor Mark McKenzie discloses an interest and abstains from voting on Item 8.18 being "Official Plan Amendment and Zoning By-law Amendment Applications for 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, Z-006/24 [ZNG-7179] & OPA 184 [OPA-7180], Ward 4," as he is a member of the Giovanni Caboto Club.

Councillor Renaldo Agostino discloses an interest and abstains from voting on Item 8.18 being "Official Plan Amendment and Zoning By-law Amendment Applications for 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, Z-006/24 [ZNG-7179] & OPA 184 [OPA-7180], Ward 4," as he is a member of the Giovanni Caboto Club.

4. ADOPTION OF THE MINUTES

4.1. Adoption of the Windsor City Council minutes of its meeting held May 13, 2024

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Mark McKenzie

That the minutes of the Meeting of Council held May 13, 2024 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 158/2024

5. NOTICE OF PROCLAMATIONS

Proclamations

"Republic Day in Italy" – June 3, 2024
"Brain Injury Awareness Month" – June 2024
"Bike Month" – June 2024
"Recreation & Parks Month" – June 2024

“Seniors’ Month” – June 2024

“Dads Matter Month” – June 2024

Flag Raising Ceremony

“Seniors’ Month” – June 10-14, 2024

Illumination

“Republic Day in Italy” – June 1-2, 2024

6. COMMITTEE OF THE WHOLE

Moved by: Councillor Jim Morrison

Seconded by: Councillor Ed Sleiman

That Council do now rise and move into Committee of the Whole with the Mayor presiding for the purpose of dealing with:

- (a) communication items;
- (b) consent agenda;
- (c) hearing requests for deferrals, referrals and/or withdrawals of any items of business;
- (d) hearing presentations and delegations;
- (e) consideration of business items;
- (f) consideration of Committee reports;
- (g) Report of Special In-Camera Meeting or other Committee as may be held prior to Council (if scheduled); and
- (h) consideration of by-laws 90-2024 through 101-2024 (inclusive)

Carried.

7. COMMUNICATIONS INFORMATION PACKAGE

7.1. Correspondence for Monday, May 13, 2024

Moved by: Councillor Renaldo Agostino

Seconded by: Councillor Fabio Costante

Decision Number: CR206/2024

That the following Communication Items 7.1.1 and 7.1.3 through 7.1.8 as set forth in the Council Agenda **BE REFERRED** as noted; and that Item 7.1.2 be dealt with as follows:

7.1.2 Letter Requesting Short-Term Rental Licensing for 11636 Riverside Drive East - Request for Exemption

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Angelo Marignani

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Decision Number: CR207/2024

That the letter from Assisted Living Southwestern Ontario dated April 29, 2024 regarding Short-Term Rental Licensing for 11636 Riverside Drive East - Request for Exemption" **BE RECEIVED** for information; and,

That administration **BE DIRECTED** to report back with information related to the possibility of a By-law amendment or exemptions regarding the Short-Term Rental License By-Law, and that this information include considerations for community services providers, not for profit (NFP) groups and other organizations that are looking to provide this service in addition to other services.

Carried.

No.	Sender	Subject
7.1.1	C.T. Soil & Materials Engineering Inc. and Manager, Environmental Quality – City of Windsor	Notice of Intention to Apply Non-Potable Groundwater Site Condition Standards Record of Site Condition – 930 Marion Ave, Windsor ON – Job Number: 22E064 A/B Commissioner, Infrastructure Services Manager, Environmental Quality EI/11165 Note & File
7.1.2	Assisted Living Southwestern Ontario	Letter requesting Short-Term Rental Licensing for 11636 Riverside Drive East - Request for Exemption Commissioner, Corporate Services City Solicitor Chief Building Official City Clerk and Licence Commissioner Deputy Licence Commissioner SPL2024 Council Direction Requested; Otherwise Note & File
7.1.3	City Planner/Executive Director	Application for Zoning Amendment & Official Plan Amendment, Zak Habib, Castle Gate Towers Inc., 2230-2240 Daytona Avenue, to allow for a four storey multiple dwelling. Z/14775 & Z/14776 Note & File

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No.	Sender	Subject
7.1.4	City Planner/Executive Director	<p>Application for Zoning Amendment & Official Plan Amendment, Andi Shallvari, Generation Development Contractors Inc., 3930 & 3950 6th Concession Road, to permit multiple dwellings and to remove the lands from the North Roseland Secondary Plan Area.</p> <p style="text-align: right;">Z/14777 & Z/14779 Note & File</p>
7.1.5	City Planner/Executive Director	<p>Application for Zoning Amendment, 14535723 Canada Inc., 0 Bernard Rd, to permit a new semi-detached dwelling as an additional permitted use, where only an existing semi-detached dwelling is permitted.</p> <p style="text-align: right;">Z/14774 Note & File</p>
7.1.6	City Planner/Executive Director	<p>Application for Zoning Amendment, Baird AE Inc., 0 & 285 Giles Ave. E., to permit the conversion of the existing vacant building to a combined use building with one commercial unit (150 square feet) and 46 dwelling units, a parking area and to permit parking offsite.</p> <p style="text-align: right;">Z/14778 Note & File</p>
7.1.7	City Planner/Executive Director	<p>Application for Zoning Amendment & Draft Plan of Subdivision/ Condominium, 2863167 Ontario Inc., 4170 & 4190 6th Concession Road, to permit townhouse dwellings and the development of five townhouse dwellings containing a total of 27 dwelling units with frontage provided on a proposed new street.</p> <p style="text-align: right;">Z/14544 & Z/14781 Note & File</p>

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No.	Sender	Subject
7.1.8	Committee of Adjustment	Applications to be heard by the Committee of Adjustment/Consent Authority, Thursday, May 30, 2024 via electronic participation. Z2024 Note & File

Carried.

Report Number: CMC 8/2024

7.2. Housing Solutions Made for Windsor - The Expression of Interest Process - City Wide

Moved by: Councillor Renaldo Agostino
Seconded by: Councillor Fabio Costante

Decision Number: CR208/2024

That the report of the Acting Manager, Corporate Projects – Economic Development dated May 9, 2024 entitled “Housing Solutions Made for Windsor - The Expression of Interest Process - City Wide” **BE RECEIVED** for information.

Carried.

Report Number: CM 8/2024
Clerk’s File: GM/14784

7.3. Petition from Residents of the Roseland Neighbourhood and Surrounding Area regarding The City of Windsor’s Current Housing Proposal on the Roseland Golf Club Property – Ward 1

Moved by: Councillor Renaldo Agostino
Seconded by: Councillor Fabio Costante

Decision Number: CR209/2024

That the report of the City Clerk dated May 22, 2024, in response to “Petition from Residents of the Roseland Neighbourhood and Surrounding Area regarding The City of Windsor’s Current Housing Proposal on the Roseland Golf Club Property” **BE RECEIVED FOR INFORMATION.**

Carried.

Report Number: C 62/2024
Clerk’s File: ACO/14715

8. CONSENT AGENDA

8.1. Enter into a Lease for Trash Compactor at Huron Lodge- City Wide

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Kieran McKenzie

Decision Number: CR210/2024

Whereas in the opinion of the CFO/City Treasurer and the City Council the proposed lease financing agreement will not materially impact the debt and financial obligation limit of the City of Windsor, and its risks, in combination with all the other lease financing agreements of that category entered into or proposed to be entered into this year by The Corporation of the City of Windsor, will not result in a material impact for the community be it resolved:

That **APPROVAL BE GIVEN** for a lease agreement between The Corporation of the City of Windsor and Metro Compactor Service Inc. (the "Lease Agreement") to lease a self-contained trash compactor to be located at the facility known as Huron Lodge, located at 1881 Cabana Road West, in accordance with the following terms:

BASIC TERMS:

- a) Commencement Date** May 1, 2024
- b) Termination Date** April 30, 2029
- c) Lease Term** 60 months
- d) Lease Term Cost** \$33,900 plus HST
- e) Annual Contract Cost** \$6,780 per year, plus HST
- f) Monthly Lease Cost** \$565 per month, plus HST;

and,

That the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign the Lease Agreement, to be satisfactory in form to the City Solicitor, in content to the Executive Director, Huron Lodge and in financial content to the City Treasurer.
Carried.

Report Number: C 55/2024
Clerk's File: APM/14708

8.2. 2023 Annual Report - Building Permit Fee Reserve Fund – City Wide

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Kieran McKenzie

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Decision Number: CR211/2024

That the report of the Financial Planning Administrator and Chief Building Official dated April 3, 2024 entitled "2023 Annual Report - Building Permit Fees Reserve Fund – City Wide" **BE ACCEPTED**.
Carried.

Report Number: C 37/2024

Clerk's File: APM/14708

8.3. Minutes of the Windsor Essex Regional Community Safety and WellBeing Plan's Regional Systems Leadership Table of its meeting held December 12, 2023.

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Kieran McKenzie

Decision Number: CR212/2024 CSSC 245

That the minutes of the Windsor Essex Regional Community Safety and Well-Being Plan's Regional Systems Leadership Table meeting held December 12, 2023 **BE RECEIVED**.
Carried.

Report Number: SCM 128/2024 & SCM 102/2024

8.4. Minutes of the Meetings of the Executive Committee and Board of Directors, Willistead Manor Inc., held February 8, 2024

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Kieran McKenzie

Decision Number: CR213/2024 CSSC 246

That the minutes of the Executive Committee and Board of Directors, Willistead Manor Inc. meeting held February 8, 2024 **BE RECEIVED**.
Carried.

Report Number: SCM 129/2024 & SCM 82/2024

8.5. Minutes of the Windsor Accessibility Advisory Committee of its meeting held February 20, 2024

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Kieran McKenzie

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Decision Number: CR214/2024 CSSC 247

That the minutes of the Windsor Accessibility Advisory Committee meeting held February 20, 2024

BE RECEIVED.

Carried.

Report Number: SCM 130/2024 & SCM 61/2024

8.6. Minutes of the Committee of Management for Huron Lodge of its meeting held March 7, 2024

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Kieran McKenzie

Decision Number: CR215/2024

That the minutes of the Committee of Management for Huron Lodge meeting held March 7, 2024 **BE**

RECEIVED.

Carried.

Report Number: SCM 131/2024 & SCM 96/2024

8.7. 2024 Run With Responders and Tug Across the River - City Wide

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Kieran McKenzie

Decision Number: CR216/2024 CSSC 240

That City Council **SUPPORT** the Run with Responders and Tug Across the River event (the "Events") hosted by Windsor Fire & Rescue to take place in Windsor on July 28, 2024; and,

That the Fire Chief be **AUTHORIZED** to sign all documents required for the Events to take place subject to their being satisfactory in financial content to the City Treasurer and satisfactory in legal form to the City Solicitor; and,

Whereas on February 2, 2024, the 2024 Capital Budget was deemed approved via Mayoral decision MD05-2024 with no funding being allocated for this event and subsequently City Council **SUPPORT** an expenditure up to \$10,000; be it further resolved:

That the City Treasurer **BE DIRECTED** to create a new capital project under Windsor Fire and Rescue for tracking purposes; and,

That the City Treasurer **BE DIRECTED** to transfer up to \$10,000 from the Tourism Development Infrastructure & Program (Fund 214) to the newly set up capital project.

Carried.

Report Number: SCM 132/2024 & C 46/2024

Clerk's File: SR/14717

8.8. Derwent Park – Approval of the Masterplan – Ward 8

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Kieran McKenzie

Decision Number: CR217/2024 CSSC 241

- I. That Council **SUPPORT** the conceptual masterplan for Derwent Park as shown in Appendix A of this report which would require additional capital expenditures beyond Phase 1, which is funded in the 10-year capital plan, and further as it relates to Phase 1 of the plan:
- II. That City Council **PRE-APPROVE** and **AWARD** any procurement(s) necessary that are related to the installation of the cricket pitch including the fencing, player benches and irrigation system, provided that the procurement(s) are within approved budget amounts, pursuant to the Purchasing By-Law 93-2012 and amendment thereto, satisfactory in legal content to the City Solicitor, in financial content to the City Treasurer and in technical content to the Executive Director of Parks and Facilities; and further,
- III. That the Purchasing Manager **BE AUTHORIZED** to issue Purchase Orders as may be required to effect the Recommendations noted above, subject to all specifications being satisfactory in financial content to the City Treasurer, and in technical content to the Executive Director of Parks and Facilities; and further,
- IV. That the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign any required documentation, satisfactory in legal content to the City Solicitor, in financial content to the City Treasurer and technical content to the Executive Director of Parks and Facilities; and,
- V. That Administration **BE AUTHORIZED** to use available funds within the project budget for any amendment(s) or change requirement(s)/directive(s) and additional documents relating to executed agreement(s), pursuant to the Purchasing By-Law 93-2012 and amendments thereto, satisfactory in legal content to the City Solicitor, in financial content to the City Treasurer, and in technical content to the Executive Director of Parks and Facilities; and further,

Whereas, on February 2, 2024, the 2024 10-year capital budget was approved via Mayoral Decision MD05-2024 which included an amount of \$1,000,000 for the implementation of Phase 1 be it further resolved:

- VI. That City Council **APPROVE** a pre-commitment of \$1,000,000 in 2025 Canada Community-Building Fund, Fund 176, funding from the Cricket Pitch behind Safety Village project, PFO-002-24, so that funding is made available for immediate use; and further,

VII. That the City Treasurer **BE DIRECTED** to bring forward a capital budget issue in the amount estimated to be \$6,528,000 as part of the 2025 10-year capital plan for consideration; and,

VIII. That administration **BE DIRECTED** to begin seeking out corporate sponsorship funding for future phases of the Derwent Park project.

Carried.

Report Number: SCM 133/2024 & S 37/2024
Clerk's File: SR/14766

8.10. Windsor Essex Regional Community Safety & Well-Being Plan Update

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Kieran McKenzie

Decision Number: CR219/2024 CSSC 243 CSSC 226

That the report of the Manager of Social Policy & Planning dated April 11, 2024 entitled "Windsor Essex Regional Community Safety & Well-Being Plan Update - City Wide" **BE RECEIVED** for information.

Carried.

Report Number: SCM 135/2024, S 53/2024, SCM 42/2024 & SCM 365/2023
Clerk's File: SS/14026

8.11. Asylum Claimants Transferred to Windsor Hotels by Immigration, Refugees and Citizenship Canada (IRCC) Update – City Wide

Moved by: Councillor Renaldo Agostino

Seconded by: Councillor Gary Kaschak

Decision Number: CR220/2024 CSSC 244

That the report of the Manager, Social Policy & Planning dated March 18, 2024 entitled "Asylum Claimants Transferred to Windsor Hotels by Immigration, Refugees and Citizenship Canada (IRCC) Update – City Wide" **BE RECEIVED** for information; and,

That the Commissioner of Human and Health Services **BE AUTHORIZED** to approve and submit applications and related submissions and sign Ministry funding letters or agreements and amendments to Immigration, Refugees and Citizenship Canada (the "IRCC"), or any other Ministry as required, to secure funding related to asylum claimants and other newcomer populations, provided they are in a form satisfactory to the City Solicitor, satisfactory in content to the City Treasurer, and technical content to the Executive Director of Housing and Children's Services; and,

That the Commissioner of Human and Health Services **BE AUTHORIZED** to allocate funding approved by the IRCC, or any other Ministry as required, and execute, sign, amend and terminate

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agreements with Purchase of Service agencies to support asylum claimants and other newcomer populations provided the agreement does not exceed the funding provided by the agreement or as allocated in the approved City budget in each respective year, and provided they are in a form satisfactory to the City Solicitor, satisfactory in content to the City Treasurer, and technical content to the Executive Director of Housing and Children's Services; and,

That City Council **AUTHORIZE** the Executive Director of Housing & Children's Services to sign financial reports in consultation with the Manager of Intergovernmental Funding, and to sign administrative reports or other documents to remain in compliance as required under the funding agreement, and where the funding agreement(s) requires City Treasurer to attest to financial reports, that the City Treasurer, or designate, **BE AUTHORIZED** to sign; and,

That administration **BE DIRECTED** to forward a letter to the Federal Government providing an update for their consideration on the disbursement of asylum claimants to hotels in the City of Windsor.

Carried.

Councillor Fred Francis discloses an interest and abstains from voting on this matter.

Report Number: SCM 136/2024 & S 39/2024
Clerk's File: GF/14750

8.12. Sandwich Town CIP Application, 3218 Baby Street; Owner: Buschante Development Group Corporation (Ward 2)

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Kieran McKenzie

Decision Number: CR221/2024 DHSC 616

- I. That the Chief Building Official **BE AUTHORIZED** to issue a Demolition Permit to the registered owner Buschante Development Group Corporation to demolish a Single-Family Detached Dwelling located at 3218 Baby Street (see Appendix 'A'), to construct a Multiple Dwelling with (3) units (See Appendix 'B'); and,
- II. That any minor changes **BE SUBJECT** to the approval of the City Planner and Chief Building Official at the time of issuance of the Building Permit; and,
- III. That the Chief Building Official **BE DIRECTED** to require, as a condition of the demolition permit:
 - i. The redevelopment identified in Appendix 'B' and Site Plan be substantially complete within two (2) years following the issuance of the demolition permit;
 - ii. If the redevelopment, including construction of a new building, is not substantially complete within two (2) years of the commencement of the demolition the Clerk will

enter the sum of Twenty Thousand Dollars (\$20,000) on the collectors roll of the property and prepare a certificate for registration; and,

- IV. That the City Solicitor **BE DIRECTED** to register the certificate in the land registry office against the property; and,
- V. That the request for incentives under the Sandwich Incentive Program made by the registered owner Buschante Development Group Corporation of the property located at 3218 Baby Street, **BE APPROVED** for the following programs:
 - i. *Development and Building Fees Grant* for 100% of the Development and Building Fees identified in the Sandwich CIP to a Maximum amount of \$30,000;
 - ii. *Revitalization Grant Program* for 70% of the municipal portion of the tax increment for up to 10 years (estimated at \$5,215 per year); and,
- VI. That the CAO and City Clerk **BE AUTHORIZED** to sign the Sandwich Incentive Program Agreement for the *Revitalization Grant* in accordance with all applicable policies, requirements, and provisions contained within the Olde Sandwich Towne Community Improvement Plan to the satisfaction of the City Planner as to content, the City Solicitor as to legal form, and the CFO/City Treasurer as to financial implication; and,
- VII. That funds to a maximum amount of \$30,000 under the *Development Building Fees Grant Program* **BE TRANSFERRED** from the CIP Reserve Fund 226 to the *Sandwich Community Development Plan Fund* (Project 7076176) once the work is completed; and,
- VIII. That grants **BE PAID** to Buschante Development Group Corporation upon completion of the Multiple Dwelling with (3) units from the *Sandwich Community Development Plan Fund* to the satisfaction of the City Planner and Chief Building Official; and,
- IX. That grants approved **SHALL LAPSE** if the applicant has not completed the work and fulfilled the conditions within 2 years of the approval date. Extensions may be at the discretion of the City Planner.

Carried.

Report Number: SCM 151/2024 & S 54/2024
Clerk's File: SPL2024

8.13. Brownfield Redevelopment Community Improvement Plan (CIP) application submitted by St. Rhodes Development & Leasing Corporation for 1247 Riverside Drive East (Ward 4)

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Kieran McKenzie

Decision Number: CR222/2024 DHSC 613

- I. That the request made by St. Rhodes Development & Leasing Corporation to participate in the Environmental Site Assessment Grant Program **BE APPROVED** for the completion of a proposed Phase II Environmental Site Assessment Study for the property located at 1247 Riverside Drive East pursuant to the City of Windsor Brownfield Redevelopment Community Improvement Plan; and,
 - II. That the City Treasurer **BE AUTHORIZED** to issue payment up to a maximum of \$15,000 based upon the completion and submission of a Phase II Environmental Site Assessment Study completed in a form acceptable to the City Planner and City Solicitor; and,
 - III. That the grant funds in the amount of \$15,000 under the Environmental Site Assessment Grant Program **BE TRANSFERRED** from the CIP Reserve Fund 226 to Brownfield Strategy Remediation (project 7069003) when the eligible work is completed to the satisfaction of the City Planner; and,
 - IV. That should the proposed Phase II Environmental Site Assessment Study not be completed within two (2) years of Council approval, the approval **BE RESCINDED** and the funds be uncommitted and made available for other applications.
- Carried.

Report Number: SCM 150/2024 & S 52/2024
Clerk's File: SPL2024

8.14. Additional Information Memo to Closure of north/south alley located between Vimy Avenue and Ypres Avenue, Ward 5

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Kieran McKenzie

Decision Number: CR223/2024 DHSC 615

- I. That the 4.27-metre-wide north/south alley located between Vimy Avenue and Ypres Avenue, and shown on Drawing No. CC-1838 (*attached* hereto as Appendix "A"), and hereinafter referred to as the "subject alley", **BE ASSUMED** for subsequent closure; and, That the subject alley **BE CLOSED AND CONVEYED** to the abutting property owners and as necessary, in a manner deemed appropriate by the City Planner, subject to the following:
 - a. 3.0-metre-wide easement, measured 1.50 metres from either side of the following utility infrastructure, subject to there being accepted in the City's standard form and in accordance with the City's standard practice, be granted to:
 - i. Bell Canada to accommodate existing aerial facilities;
 - ii. ENWIN Utilities Ltd. to accommodate existing overhead 16kV and 120/240-volt distribution, poles and down guy wires; and,

- iii. MNSi to accommodate existing plant on the pole line.
 - b. Ontario Land Surveyor be directed to use existing encroachments, when present, for determining the boundaries of the lands to be conveyed to each abutting property owner; and,
- III. That Conveyance Cost **BE SET** as follows:
- a. For alley conveyed to abutting lands zoned CD1.7, \$15.00 per square foot without easements plus HST (if applicable) and proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor, and \$7.50 per square foot with easements plus HST (if applicable) and proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.
 - b. For alley conveyed to abutting lands zoned RD1.2, \$1.00 plus HST (if applicable), deed preparation fee and proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor; and,
- IV. That The City Planner **BE REQUESTED** to supply the appropriate legal description, in accordance with Drawing No. CC-1838, *attached* hereto as Appendix “A”; and,
- V. That The City Solicitor **BE REQUESTED** to prepare the necessary by-law(s); and,
- VI. That The Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign all necessary documents approved as to form and content satisfactory to the City Solicitor; and,
- VII. That the matter **BE COMPLETED** electronically pursuant to By-law Number 366-2003. Carried.

Report Number: SCM 149/2024, AI 7/2024 & S 4/2024
Clerk's File: SAA2024

8.15. Main Streets CIP Application, 1958-1998 Wyandotte Street East (Strathcona Building); Owner: 2798315 Ontario Inc. (c/o David Mady)

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Kieran McKenzie

Decision Number: CR224/2024 DHSC 614

- I. That the request made by 2798315 Ontario Inc. (c/o David Mady), the owner of the property located at 1958-1998 Wyandotte Street East, for *Building Facade Improvement grants*

totalling a maximum of \$60,000 **BE APPROVED IN PRINCIPLE** under the *Main Streets* Community Improvement Plan; and,

- II. That funds in the maximum amount of \$60,000 (*Building Facade Improvement grants*) under the *Main Streets CIP* **BE TRANSFERRED** from the CIP Reserve Fund 226 to the *Main Streets CIP* Project Fund (Project #7219018) when the grant funds are ready to be paid out; and,
- III. That grants **BE PAID** to 2798315 Ontario Inc., upon completion of improvements to the exterior of the property located at 1958-1998 Wyandotte Street East, from the *Building Facade Improvement Program – Main Streets CIP* Project Fund (Project #7219018) to the satisfaction of the City Planner and Chief Building Official; and,
- IV. That grants approved **SHALL LAPSE** and the funds **BE UNCOMMITTED** if the applicant has not completed the work and fulfilled the conditions within 2 years of the council approval date. Extensions **SHALL BE** given at the discretion of the City Planner.

Carried.

Report Number: SCM 148/2024 & S 55/2024
Clerk's File: SPL2024

8.16. Approval of a Plan of Condominium with Exemption under Section 9(3) of the *Condominium Act*, 705 and 755 Grand Marais Rd E.; Applicant: Seiko Homes Inc.; File No.: CDM 003-24 [CDM-7192]; Ward 10

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Kieran McKenzie

Decision Number: CR225/2024 DHSC 608

That the application of Seiko Homes Inc. for an exemption under Section 9(3) of The *Condominium Act* for approval of a plan of condominium (Standard Condominium), comprised of a total of 80 dwelling units within two new Multiple Dwelling structures under construction as shown on the attached Map Nos. CDM-003/24-1, CDM-003/24-2, CDM-003/24-3, and CDM-003/24-4, on parcels legally described as Part of Lots 88 and 89, Concession 2, designated as Parts 1 to 11 (inclusive) on Plan 12R16151, City of Windsor; located at the southwest corner of Grand Marais Road East and Elsmere Avenue intersection, **BE APPROVED** for a period of three (3) years.

Carried.

Report Number: SCM 147/2024 & S 50/2024
Clerk's File: Z/14759

8.17. Zoning By-Law Amendment Z007-24(ZNG/7181) - Cindy Prince - 3589 Victoria Boulevard, Ward 9

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Kieran McKenzie

Decision Number: CR226/2024 DHSC 610

- I. That Zoning By-law 8600 **BE AMENDED** by changing the zoning on the lands of Plan 1124, S Part Lot 223 N Part Lot 225 situated on the west side of Victoria Boulevard between Medina St West and Beals St West, and known municipally as 3589 Victoria Boulevard by adding a site-specific exception to Section 20(1) as follows:

X. WEST SIDE OF VICTORIA BOULEVARD BETWEEN BEALS ST WEST AND MEDINA ST WEST

For the 1393 m² lands comprising of Plan 1124, S Part Lot 223 N Part Lot 225; despite Section 10.4.5.4 and 10.4.5.8, the following additional regulations shall apply to a *Single Unit Dwelling*:

- a) Main Building Height – maximum 10.4 m
- b) Gross Floor Area – main building – maximum 675 m²

Carried.

Report Number: SCM 146/2024 & S 51/2024
Clerk's File: Z/14758

8.20. Official Plan Amendment and Zoning Bylaw Amendment Site specific regulations for Multiple Dwelling – Z 004-24 [ZNG-7171] & OPA 182 [OPA-7173] 1027458 Ontario Inc. 0 Clairview Ave. - Ward 7

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Kieran McKenzie

Decision Number: CR229/2024 DHSC 606

- I. That the City of Windsor Official Plan, Volume II, Part 2 – East Riverside Secondary Plan, **BE AMENDED** by deleting Section 2.7.7.5. and replacing as follows:

“2.7.7.5 The mix and distribution of dwelling types within Residential Neighbourhoods will be established in the neighbourhood subdivision plans provided for in Section 2.8 of this Secondary Plan provided, however, that single detached dwellings shall be the only permitted use on any lot which abuts the municipal boundary of the Town of Tecumseh.”; and,

- II. That Schedule “A” of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St. situated on North Side of Wyandotte St. E, between Clover St. and Chateau Ave., as a Special Policy Area; and,

- III. That the City of Windsor Official Plan, Volume II, Part 1 – Special Policy Areas, **BE AMENDED** by adding site specific policies as follows:

1.# North Side of Wyandotte St. E, between Clover St. and Chateau Ave.

- 1.#.1 The property described as Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St., is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.
- 1.#.2 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 – East Riverside Secondary Plan High Profile Residential Building shall be permitted
- 1.#.3 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 – East Riverside Secondary Plan the maximum permitted density of the site shall be 187 units per ha.; and,

- IV. That an amendment to City of Windsor Zoning By-law 8600 **BE APPROVED** changing the zoning of Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St., from Residential District RD1.1 to Residential District with a hold provision HRD 3.3; and,

- V. That the hold provision **BE REMOVED** when the applicant/owner submits an application to remove the holding and the following condition is satisfied:

- a. an addendum to the Environmental Evaluation Report, dated October 2023, is prepared and submitted to the satisfaction of the City Planner; and,

- VI. That subsection 1 of Section 20 of the City of Windsor Zoning By-law 8600 **BE AMENDED** for Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St by adding site specific regulations as follows:

5##. North Side of Wyandotte St. E, between Clover St. and Chateau Ave.

For the lands described as Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St. the following regulations shall apply:

Main Building Height - within 24m of Wyandotte St. E right of way – Maximum– 10 m
Main Building Height – remainder of the site - Maximum - 44.0 m;
Landscaped Open Space Area - Minimum - 30%
Dwelling Unit Density – dwelling units per ha – Maximum - 187
Parking Rate - Minimum - 1.21/unit

Carried.

Report Number: SCM 143/2024 & S 56/2024
Clerk’s File: Z/14734 & Z/14735

8.21. OPA & Rezoning – Bouzide Enterprise Ltd - 2144 Huron Church Rd - OPA
180 OPA/7168 Z-003/24 ZNG/7169 – Ward 10

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Kieran McKenzie

Decision Number: CR230/2024 DHSC 605

1. That Schedule “A” of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726; 2144 Huron Church Road; Roll No. 080-510-00420), situated on the east side of Huron Church Road, west side of Daytona Avenue, north of Northwood Street, as a Special Policy Area; and,
2. That Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as follows:

1.X 2144 Huron Church Road

LOCATION	1.X.1	The property described as Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726), situated on the east side of Huron Church Road, north of Northwood Street, is designated on Schedule A: Planning Districts and Policy Areas in Volume I - The Primary Plan.
LAND USE DESIGNATION	1.X.2	Notwithstanding the designation of these lands as “Commercial Corridor” on Schedule SC-1: Development Concept in the South Cameron Planning Area in Volume II – Secondary Plans and Special Policy Area, the subject lands shall be designated as a “Mixed Use Corridor” and be subject to the appropriate policies in Chapter 6 – Land Use in Volume I – The Primary Plan.
LANDSCAPED SETBACK FROM HURON CHURCH ROAD	1.X.3	Notwithstanding Special Policy Area 1.2 Huron Church Road Corridor in Chapter 1 of Volume II of the City of Windsor Official Plan, the minimum landscaped setback from the Huron Church Road right-of-way shall be 10.0 m.

3. That Zoning By-law 8600 **BE AMENDED** by changing the zoning of Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, & Part of Parts 4, 5, 10, & 18, RP 12R24779 (PIN 01583-2726; 2144 Huron Church Road; Roll No. 080-510-00420), situated on the east side of Huron Church Road, north of Northwood Street by adding a site specific exception to Section 20(1) as follows:

500. **EAST SIDE OF HURON CHURCH ROAD, WEST SIDE OF DAYTONA AVENUE, NORTH OF NORTHWOOD STREET**

For the lands consisting of Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726), the following additional provisions shall apply:

- a) Additional Permitted Main Use:
Dwelling Units in a *Combined Use Building* with any one or more permitted uses in Section 15.1.1, save and except the following uses: *Gas Bar; Outdoor Market; Parking Garage; Public Parking Area; Tourist Home.*
- b) For the lands identified as the “Retained Parcel” on Appendix B – Conceptual Site Plans to Report S 41/2024, the following additional provisions shall apply:
 - 1. Notwithstanding Section 24.20, the minimum total required *parking spaces* shall be 67.
 - 2. Notwithstanding Section 25.5.20.1.3, the minimum parking area separation from an *interior lot line* shall be 0.30 m.
- c) For the lands identified as the “Severed Parcel” on Appendix B – Conceptual Site Plans to Report S 41/2024, for a *Combined Use Building*, the following additional provisions shall apply:
 - 1. Building Height – maximum 20.2 m
 - 2. Amenity Area – Per *Dwelling Unit* – minimum 12.0 m² per unit
 - 3. Notwithstanding Section 24.20, the minimum total required *parking spaces* shall be 83.
 - 4. Notwithstanding Section 25.5.20.1.2, the minimum parking area separation from Daytona Avenue shall be 2.90 m.
 - 5. Notwithstanding Section 25.5.20.1.5, the minimum parking area separation from a *building wall* in which is located a main pedestrian entrance facing the *parking area* shall be 1.80 m.

6. Notwithstanding Section 25.5.20.1.6, where a *building* is located on the same *lot* as the *parking area*, for that portion of a *building* wall not containing a *habitable room window* within 4.0 m of the *ground*, the minimum parking area separation from that portion of the *building* wall shall be 0.0 m.

(ZDM 4; ZNG/7169)

4. That, when Site Plan Control is applicable:

- A. Prior to the submission of an application for site plan approval, at the discretion of the City Planner, Deputy City Planner, or Site Plan Approval Officer:
 - 1) those documents submitted in support of the applications for amendments to the Official Plan and Zoning By-law 8600 **BE UPDATED** to reflect the site plan for which approval is being sought, and any comments from municipal departments and external agencies.
- B. The Site Plan Approval Officer **BE DIRECTED** to incorporate the following, subject to any updated information, into an approved site plan and an executed and registered site plan agreement:
 - 1) Noise and vibration control measures identified in Sections 4, 5 and 6 in the Acoustical and Vibration Report, prepared by Baird AE, dated May 8, 2023, subject to the approval of the City Planner, Deputy City Planner, or Site Plan Approval Officer.
 - 2) Requirements of the City of Windsor – Engineering and City of Windsor – Transportation Planning contained in Appendix D of Report S 41/2024, subject to the approval of the City Engineer.
 - 3) Mitigation measures identified in Section 5.0 of the Species at Risk Impact Assessment prepared by Insight Environmental Solutions Inc. and dated December 12, 2022. subject to the approval of the City Planner, Deputy City Planner, or Site Plan Approval Officer.
 - 4) Written confirmation from the Ministry of the Environment, Conservation and Parks (MECP) that a Record of Site Condition (RSC) has been filed in the Environmental Site Registry.
- C. The Site Plan Approval Officer **CONSIDER** all other comments contained in Appendix D of Report S 41/2024 and all recommendations in the documents submitted in support of the applications for amendments to the Official Plan and Zoning By-law 8600.

Carried.

Report Number: SCM 142/2024 & S 41/2024
Clerk's File: ZO/10790 & ZB/10789

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8.22. Sandwich Street Infrastructure Enhancement Heritage Permit (Ward 2)

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Kieran McKenzie

Decision Number: CR231/2024 DHSC 612

- I. That the Heritage Permit requested by Bridging North America Constructors Canada GP (BNA), on behalf of Windsor-Detroit Bridge Authority (WDBA), **BE APPROVED** for Infrastructure Enhancements along Sandwich Street within the Sandwich Heritage Conservation District, in accordance with Appendix A-D Heritage Permit Application, subject to the following condition(s):
 - a. Submission of satisfactory product details and samples to the City Planner or designate;
 - b. Final locational clearance with City Administration (such as Engineering & Parks Departments, etc.);
 - c. May include a listing of components that are not updated in their Heritage Permit
 - Use of Unilock Brussels Block in “Coffee Creek” colour
 - Minor relocation of bench and receptacle
 - Verification of Tree and Plant species by City of Windsor Parks Department;
 - d. Coordination with any other items if approved by Council in Recommendation II; and,
- II. That the additional heritage appropriate streetscape element(s) identified by the City **BE APPROVED** for the Sandwich Street Road Reconstruction Project to be consistent with the Sandwich Heritage Conservation District Plan in the following priority and subject to the upset limit of \$390,000:
 - a. Trolley Tracks embedded in the Concrete Crosswalks at intersections of Sandwich Street at Mill, Brock, and Detroit Streets
 - b. Traffic Signal Poles and Arms (textured coated black)
 - c. Heritage style transit shelter Daytech Bus Shelter AMF04X10N ‘Colonial’
 - d. Repaint existing black coated decorative light poles; and,
- III. That the City Planner **BE DELEGATED** the authority to approve any further changes associated with the Sandwich Street Road Reconstruction Project within the Sandwich Heritage Conservation District, including but not limited to:
 - a. Further changes to the application
 - b. A separate future Heritage Permit submitted by the Sandwich Business Improvement Association (BIA) for a replacement Pergola, in coordination with the overall Infrastructure Upgrades; and,

Whereas on February 2, 2024, the 2024 10-year capital budget was deemed approved via Mayoral Decision MD05-2024 and subsequently Administration identified unallocated funding from the Canada Community-Building Fund, be it further resolved,

- IV. That the City Treasurer **BE DIRECTED** to transfer up to \$390,000 currently available in Canada Community-Building Fund (Fund 176) funding to Project 7152001, Cabana Road Improvements, which replaces \$390,000 in existing Pay-As-You-Go (Fund 169) funding; and further,

Whereas, City Council **SUPPORTS** an expenditure of up to \$390,000 as it relates to the supply and implementation of Recommendation II, be it resolved:

- V. That the City Treasurer **BE DIRECTED** to create a new capital project under Heritage Planning to be funded by way of a transfer of up to \$390,000 in available Pay-As-You-Go (Fund 169) funding from Project 7152001.

Carried.

Report Number: SCM 141/2024 & S 20/2024
Clerk's File: MBA/9191

8.23. 1958-1998 Wyandotte Street East, Strathcona Building – Request for Heritage Designation & Heritage Funding (Ward 4)

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Kieran McKenzie

Decision Number: CR232/2024 DHSC 611

With regards to the designation request of the Strathcona Building, 1958-1998 Wyandotte Street East:

- I. That City Council **APPROVE** the designation, in accordance with Part IV of the *Ontario Heritage Act*; and,
- II. That the City Clerk **BE AUTHORIZED** to publish a Notice of Intention to Designate the Strathcona Building, at 1958-1998 Wyandotte Street East, in accordance with Part IV of the *Ontario Heritage Act* with the draft Statement of Cultural Heritage Value or Interest attached in Appendix "A"; and,
- III. That the City Solicitor **PREPARE** the By-law for Council to designate the property; and,

Subject to the completion of the designation request process, be it further resolved:

- IV. That the following heritage incentives to a total upset value of \$92,829.00 (total cost of the recreation of the four bay windows) **BE GRANTED** to the owner of the Strathcona Building, 2798315 ONTARIO INC., at 1958-1998 Wyandotte Street East, which is comprised of the following:
 - a. Property tax reductions of 30% for up to 3 years, in accordance with the Heritage Property Tax Reduction By-law 164-2015 and its requirements to an upset value of \$55,533.67;

- b. Community Heritage Fund (Reserve Fund 157) award to an upset of \$37,295.33; and,
- V. That the heritage incentives funding identified under recommendations IV **BE SUBJECT** to the following:
 - a. Any additional financial requirements of the heritage incentive programs such as proof of payment
 - b. Determination by the City Planner that the work is completed to heritage conservation standards and the City Building Official for Building code compliance;
 - c. Owner's submission of paid receipts for work completed.

Carried.

Report Number: SCM 140/2024 & S 48/2024
Clerk's File: MBA/14768

8.24. Minutes of the Active Transportation Expert Panel of its meeting held March 14, 2024

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Kieran McKenzie

Decision Number: CR233/2024 ETPS 993

That the minutes of the Active Transportation Expert Panel meeting held March 14, 2024 **BE RECEIVED**.

Carried.

Report Number: SCM 109/2024 & SCM 83/2024

8.25. Minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board of its meeting held February 6, 2024

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Kieran McKenzie

Decision Number: CR234/2024 ETPS 994

That the minutes of the Essex-Windsor Solid Waste Authority (EWSWA) meeting held February 6, 2024 **BE RECEIVED**.

Carried.

Report Number: SCM 110/2024 & SCM 101/2024

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8.26. Response to CQ 24-2023 Regarding Minimum Standards, Vendor Warranties, and Construction Policies for Road Repair, Sewer Infrastructure, and Road Rehab Projects - City Wide

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Kieran McKenzie

Decision Number: CR235/2024 ETPS 995

That the report of the Commissioner of Infrastructure Services dated November 10, 2023 entitled "Response to CQ 24-2023 Regarding Minimum Standards, Vendor Warranties, and Construction Policies for Road Repair, Sewer Infrastructure, and Road Rehab Projects - City Wide" **BE RECEIVED** for information and discussion; and,

That the report of the Commissioner of Infrastructure Services dated November 10, 2023 entitled "Response to CQ 24-2023 Regarding Minimum Standards, Vendor Warranties, and Construction Policies for Road Repair, Sewer Infrastructure, and Road Rehab Projects - City Wide" **BE REFERRED** to the 2025 Budget Deliberation meeting to provide options to increase the quality control program; and,

That administration **BE REQUESTED** to conduct a thorough review of the 2025/2026 projects to determine whether there may be an opportunity to adopt an expedited schedule, including working off hours and weekends, especially on the main thoroughfares.

Carried.

Report Number: SCM 111/2024 & S 44/2024

Clerk's File: SW2024

8.27. Ad Hoc Administrative Alley Committee - City Wide

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Kieran McKenzie

Decision Number: CR236/2024 ETPS 996

That the report of the Commissioner, Infrastructure Services dated April 5, 2024 entitled "Ad Hoc Administrative Alley Committee - City Wide" **BE RECEIVED** in response to Council's request for a specific proposed framework and work plan for the previously approved Alley Standards and Development Committee; and,

That Council **APPROVE** the development of a new Ad Hoc Alley Standards Committee as outlined in the report with the deliverables to support Council's goal of developing and enforcing a set of alley standards as amended; and,

That the Alley Standards Committee **REVIEW** and **CONSIDER** best practices to promote safety and security as an additional deliverable; and,

That asset management plans **BE INCLUDED** in the analysis of activating those alley spaces; and,

That administration **BE DIRECTED** to report back to Council on an annual basis.
Carried.

Report Number: SCM 112/2024 & S 45/2024
Clerk's File: SW2024

8.28. Information regarding adding trees along the E.C. Row Expressway on the North and South sides between Walker Road and Howard Avenue - City Wide

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Kieran McKenzie

Decision Number: CR237/2024 ETPS 997

That the report of the Commissioner, Infrastructure Services & City Engineer dated April 5, 2024 entitled "Information regarding adding trees along the E.C. Row Expressway on the North and South sides between Walker Road and Howard Avenue - City Wide" **BE RECEIVED** for information.
Carried.

Report Number: SCM 113/2024 & S 47/2024
Clerk's File: SRT2024

8.29. Response to CQ 9-2024 - Deficient Roads and "Like for Like" Policy - City Wide

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Kieran McKenzie

Decision Number: CR238/2024 ETPS 998

That the report of the Commissioner, Infrastructure Services & City Engineer dated April 5, 2024 entitled "Response to CQ 9-2024– Deficient Roads and "Like for Like" Policy – City Wide" **BE RECEIVED** for information.

Carried.
Councillor Angelo Marignani voting nay.

Report Number: SCM 114/2024 & S 43/2024
Clerk's File: SW2024

9. REQUEST FOR DEFERRALS, REFERRALS AND/OR WITHDRAWALS

None requested.

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10. PRESENTATIONS AND DELEGATIONS

8.19. Official Plan Amendment and Zoning Bylaw Amendment Site specific regulations for Multiple Dwelling – Z 005-24 [ZNG-7174] & OPA 183 [OPA-7175] 1027458 Ontario Inc. 0 Wyandotte St E. - Ward 7

Theresa O'Neill and Karl Tanner, Dillon Consulting Limited

Theresa O'Neill and Karl Tanner, Dillon Consulting Limited, appear before Council regarding the administrative report dated April 15, 2024 entitled, “ Official Plan Amendment and Zoning Bylaw Amendment Site specific regulations for Multiple Dwelling – Z 005-24 [ZNG-7174] & OPA 183 [OPA-7175] 1027458 Ontario Inc. 0 Wyandotte St E. - Ward 7 ” and are available for questions.

Moved by: Councillor Fred Francis

Seconded by: Councillor Jim Morrison

Decision Number: CR228/2024 DHSC 607

- I. That Schedule “A” of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34 and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E, situated on South Side of Wyandotte St. E, between Clover St. and Lublin Ave., as a Special Policy Area; and,
- II. That Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as follows:
 - 1.# **South Side of Wyandotte St. E, between Clover St. and Lublin Ave.**
 - 1.#.1 The property described as Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E, is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.
 - 1.#.2 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 – East Riverside Secondary Plan High Profile Residential Buildings shall be permitted on the subject property.
 - 1.#.3 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 – East Riverside Secondary Plan the maximum permitted density of the site shall be 130 units per ha.; and,
- III. That an amendment to City of Windsor Zoning By-law 8600 **BE APPROVED** changing the zoning of Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686);

Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E, from Residential District with a hold provision HRD1.2 to Residential District with a hold provision HRD 3.3; and,

- IV. That the hold provision **BE REMOVED** when the applicant/owner submits an application to remove the holding and the following condition is satisfied:
- a. an addendum to the Environmental Evaluation Report, dated October 2023, is prepared and submitted to the satisfaction of the City Planner; and,
- V. That subsection 1 of Section 20 of the City of Windsor Zoning By-law 8600 **BE AMENDED** for Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E by adding site specific regulations as follows:

5##. South Side of Wyandotte St. E, between Clover St. and Lublin Ave.

For the lands described as Part of Block A on Plan 1161; Part Streets and Alleys (Closed by R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E. the following regulations shall apply:

Main Building Height - within 24m of Wyandotte Street East right of way – Maximum – 10 m

Main Building Height – remainder of site - Maximum - 48.0 m;

Carried.

Councillors Kieran McKenzie and Fabio Costante were absent from the meeting when the vote was taken on this matter.

Report Number: SCM 144/2024 & S 57/2024
Clerk's File: Z/14731 & Z/14732

8.18. Official Plan Amendment and Zoning By-law Amendment Applications for 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, Z-006/24 [ZNG-7179] & OPA 184 [OPA-7180], Ward 4

David Girard, area resident

David Girard appears before City Council and expresses concern regarding the recommendation in the administrative report entitled "Official Plan Amendment and Zoning By-law Amendment Applications for 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, Z-006/24" and concludes by citing issues with the proposed entry and exit points of the proposed

development as it could result in increased traffic in a residential neighbourhood as well as traffic patterns and parking concerns.

Tracy Pillon-Abbs, Pillon-Abbs Consulting

Tracy Pillon-Abbs appears before City Council regarding the administrative report entitled “Official Plan Amendment and Zoning By-law Amendment Applications for 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, Z-006/24” and is available for questions.

Moved by: Councillor Fred Francis
Seconded by: Councillor Kieran McKenzie

Decision Number: CR227/2024 DHSC 609

- I. That Schedule “A” of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, known municipally as 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue; shown as the *Area of Development* on Appendix A; situated on the southeast corner of Marentette Avenue and Tecumseh Road East as a Special Policy Area.
- II. That the City of Windsor Official Plan, Volume II, Chapter 1 - Special Policy Areas, **BE AMENDED** by adding site specific policies as follows:

1.xx. Southeast Corner of Marentette Avenue and Tecumseh Road East

- 1.xx.1 The property described as Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, known municipally as 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, situated on the southeast corner of Marentette Avenue and Tecumseh Road East, is designated on Schedule A: Planning Districts & Policy Areas in Volume I - The Primary Plan.
- 1.xx.2 Notwithstanding Section 6.5.3.3(a) of the City of Windsor Official Plan, Volume I, Chapter 6 - Land Use:
 - a) A Medium Profile residential development shall have a building height of no less than 14.0 metres and no more than 26.0 metres.
- III. That Zoning By-law 8600 **BE AMENDED** by changing the zoning for the lands located on the southeast corner of Marentette Avenue and Tecumseh Road East, described as Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140 [PIN No. 01322-0389 LT (in part)], shown as the *Area of Development* on Appendix A, from Commercial District 3.3 (CD3.3) in part and Residential District 1.3 (RD1.3), to Residential District 3.2 (RD3.2), subject to additional regulations:

501. SOUTHEAST CORNER OF MARENTETTE AVENUE AND TECUMSEH ROAD EAST

(1) For the lands comprising of Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, PIN No. 01322-0389 LT (in part), and delineated by a heavy blue line on Schedule 2, attached to By-law xxx-2024, the following shall apply:

1. Main Building Height - minimum 14.0 m
2. A minimum of 80.0% of the north and west faces of the first and second floors not occupied by windows, doors, or HVAC infrastructure shall have an exterior finish of brick, textured concrete, and/or stone.
3. Side Yard Width from the north limit of Lot 61 & Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT - minimum. 20.0 m
4. A parking area is prohibited in a front yard and an exterior side yard, save and except for an access area or collector aisle necessary for providing access to a parking area from Marentette Avenue.
5. Notwithstanding Section .3 of Table 25.5.20.1, a minimum separation of 2.00 metres shall be provided from a parking area to the north limit of Lot 61 & Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT.

[ZDM 7; ZNG/7179]

- IV. That, at the discretion of the City Planner, Deputy City Planner, or Site Plan Approval Officer, the following **BE SUBMITTED** with an application for Site Plan Approval:
- a. Environmental Noise Assessment Report, prepared by Akoustik Engineering Limited, dated August 24, 2023.
 - b. Existing Tree Inventory & Preservation Plan, prepared by Bezair Partners, sealed on June 29, 2023.
 - c. Planning Rationale Report (Revised), prepared by Pilon Abbs Inc., dated February 22, 2024.
 - d. Sanitary Sewer Study, prepared by Aleo Associates Inc. Consulting Engineers, dated September 1, 2023.
 - e. Transportation Impact Study, prepared by a qualified transportation consultant, in accordance with the TIS Scope set forth under Appendix 1 of Appendix E of this report; and,
- V. That the Site Plan Approval Officer **BE DIRECTED** to incorporate the following, subject to any updated information, into an approved site plan and executed and registered site plan agreement:

- a. 1.83-metre-high screening fence shall be erected and maintained on that portion of the north limit of Lot 61 & Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT, that flanks a rear yard or side yard therein.
 - b. Financial contributions towards any required traffic improvements identified within the aforesaid Transportation Impact Study.
 - c. Mitigation measures identified in the aforesaid Environmental Noise Assessment Report, subject to the approval of the City Engineer.
 - d. Servicing and right-of-way requirements of the City of Windsor - Engineering Department - Right-of-Way Division contained in Appendix E of this report and measures identified in the Sanitary Sewer Study, prepared by Aleo Associates Inc. Consulting Engineers, dated September 1, 2023, subject to the approval of the City Engineer; and,
- VI. That the Site Plan Approval Officer **CONSIDER** the following matter in an approved site plan and/or executed and registered site plan agreement:
- a. Written confirmation from the Ministry of the Environment, Conservation and Parks that a Record of Site Condition has been filed in the Environmental Site Registry; and,
- VII. That administration **BE REQUESTED** to provide options to mitigate traffic impacts in the area and in the neighbourhood, to address the concerns of traffic entering the neighbourhood as a result of this proposed development.

Carried.

Councillors Mark McKenzie and Renaldo Agostino disclose an interest and abstain from voting on this matter.

Councillor Angelo Marignani was absent from the meeting when the vote was taken on this matter.

Report Number: SCM 145/2024 & S 49/2024
Clerk's File: Z/14755 & Z/14754

8.9. South Cameron Park Trails – Approval of the Conceptual Plan – Ward 10

Patricia McGorman, area resident

Patricia McGorman appears before City Council and expresses concern with the recommendation in the administrative report “South Cameron Park Trails – Approval of the Conceptual Plan – Ward 10” and concludes by suggesting that the proposed plan is an interruption of natural heritage wetlands due to paving; and stresses the importance of the preservation of these lands.

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Mark McKenzie

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Decision Number: CR218/2024 CSSC 242

That On February 2, 2024, the 2024 10-year capital budget was approved via Mayoral Decision MD05-2024 which did not include any amount for the implementation of the South Cameron Conceptual Trail Plan; be it further resolved:

- I. That Council **SUPPORT** the South Cameron Conceptual Trail Plan as shown in Appendix A of this report which would require additional expenditures which are not currently included in the 10-year capital plan; and further,
- II. That the City Treasurer **BE DIRECTED** to bring forward a capital budget issue in the amount estimated to be \$2,634,240 as part of the 2025 10-year capital plan for consideration.

Carried.

Report Number: SCM 134/2024 & S 38/2024
Clerk's File: SR2024

11. REGULAR BUSINESS ITEMS (Non-Consent Items)

8.30. Traffic Signal at Tecumseh Road E and Robinet Road – Ward 7

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Renaldo Agostino

That the report of the Acting Senior Manager of Traffic Operations and Parking Services dated April 8, 2024 entitled "Additional Information to Report S 7/2024 and AI 3/2024 – Traffic Signal at Tecumseh Road E and Robinet Road – Ward 7," BE RECEIVED for information; and,

That the report of the Acting Senior Manager, Traffic Operations & Parking Services dated February 8, 2024 entitled, "Additional Information to Report S 7/2024 – Traffic Signal at Tecumseh Road E and Robinet Road – Ward 7," BE RECEIVED for information; and,

That the report of the Acting Senior Manager, Traffic Operations & Parking dated January 12, 2024 entitled "Traffic Signal at Tecumseh Road E. And Robinet Road – Ward 7" BE RECEIVED for information; and,

That administration BE DIRECTED to institute a prohibition of left hand turns on Robinet Road to Tecumseh Road East with the primary objective of enhancing the safety of that intersection.

The motion is **put** and is **lost**.

Aye votes: Councillors Angelo Marignani, Mark McKenzie and Renaldo Agostino.

Nay votes: Councillors Fred Francis, Kieran McKenzie, Gary Kaschak, Fabio Costante, Jim Morrison and Ed Sleiman.

Absent: Councillor Jo-Anne Gignac.

Abstain: None.

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Mark McKenzie

Decision Number: CR239/2024 ETPS 999 ETPS 987

That the report of the Acting Senior Manager of Traffic Operations and Parking Services dated April 8, 2024 entitled "Additional Information to Report S 7/2024 and AI 3/2024 – Traffic Signal at Tecumseh Road E and Robinet Road – Ward 7," **BE RECEIVED** for information; and,

That the report of the Acting Senior Manager, Traffic Operations & Parking Services dated February 8, 2024 entitled, "Additional Information to Report S 7/2024 – Traffic Signal at Tecumseh Road E and Robinet Road – Ward 7," **BE RECEIVED** for information; and,

That the report of the Acting Senior Manager, Traffic Operations & Parking dated January 12, 2024 entitled "Traffic Signal at Tecumseh Road E. And Robinet Road – Ward 7" **BE RECEIVED** for information.

Carried.

Councillor Angelo Marignani voting nay.

Report Number: SCM 115/2024 & SCM 33/2024, S 7/2024, AI 3/2024 & AI 6/2024
Clerk's File: ST2024

11.1. Recycling Collection for Non-Eligible Sources – City Wide

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Gary Kaschak

Decision Number: CR240/2024

That the City **ENTER** into an agreement with the Essex-Windsor Solid Waste Authority to provide recycling collection to designated non-eligible sources on a full cost recovery model from August 28, 2024 to December 31, 2025, with an option to extend upon mutual agreement; and,

That the CAO and City Clerk be **AUTHORIZED** to execute the agreement with the Authority, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the City Treasurer; and,

THAT the Purchasing Manager **BE AUTHORIZED TO APPROVE** the disposal of the EWSWA County Recycling vehicles not required for NES Collection, or by any other means in which the City of Windsor determines necessary, by way of a sealed bid process, terms and conditions TBD, subject to approval as to technical content by the City Engineer and in financial content to the City Treasurer; and,

That administration **BE DIRECTED** to send a letter to the Provincial Government to apprise them of the costs that the City is absorbing as a result of the new policy around the recycling collection for non-eligible sources; and further,

That the province **BE REQUESTED** to comment on any further plans that they have with respect to any policy reforms related to Recycling Collection for non-eligible sources.
Carried.

Report Number: C 57/2024
Clerk's File: SW/14789

11.2. City Hall Square Ice Rink - Ward 3

Moved by: Councillor Fabio Costante
Seconded by: Councillor Kieran McKenzie

Decision Number: CR241/2024

That the report of the Project Administrator dated May 10, 2024 entitled " City Hall Square Ice Rink - Ward 3" **BE DEFERRED** to the June 10, 2024 City Council meeting to allow for administration to include data related to current free public skating sessions at community facilities across the City as requested in CQ 24/2024 and to allow for the opportunity for delegates and others to speak to this matter considering the material change in the cost of the proposed plan.

Carried.

Councillors Renaldo Agostino, Jim Morrison and Ed Sleiman voting nay.

Report Number: C 58/2024
Clerk's File: SR/14410

12. CONSIDERATION OF COMMITTEE REPORTS

12.2. Report of the Special In-Camera of its meeting held May 13, 2024

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Mark McKenzie

Decision Number: CR205/2024

That the report of the Special In-Camera meeting held May 13, 2024 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 156/2024
Clerk's File: ACO2024

12.3. Report of the Striking Committee of its meeting held May 13, 2024

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Mark McKenzie

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Decision Number: CR242/2024

That the report of the Striking Committee of its meeting held May 13, 2024 **BE ADOPTED** as presented.

Carried.

Report Number: SCM 157/2024

Clerk's File: ACO2024

13. BY-LAWS (First and Second Reading)

Moved by: Councillor Jim Morrison

Seconded by: Councillor Ed Sleiman

That the following By-laws No. 90-2024 through 101-2024 (inclusive) be introduced and read a first and second time:

90-2024 A BY-LAW TO ASSUME ROCKPORT STREET FROM COSENZA STREET TO LOT 41, BEING A STREET SHOWN ON PLAN OF SUBDIVISION 12M-665 KNOWN AS ROCKPORT STREET, IN THE CITY OF WINDSOR. Authorized by M98-2012 dated February 21, 2012.

91-2024 A BY-LAW TO ESTABLISH A MUNICIPAL VACANT HOME TAX IN THE CITY OF WINDSOR. Authorized by CR493/2023 dated November 27, 2023.

92-2024 A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW". Authorized by CR156/2024 dated April 22, 2024.

93-2024 A BY-LAW TO AMEND BY-LAW 250-2004 BEING A BY-LAW RESPECTING SIGNS AND OTHER ADVERTISING DEVICES IN THE CITY OF WINDSOR. Authorized by CR169/2024 dated April 22, 2024.

94-2024 A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW". See Item 8.17.

95-2024 A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW". Authorized by CR168/2024 dated April 22, 2024.

96-2024 A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 4.80 METRE EAST/WEST ALLEY EAST OF MATTHEW BRADY BOULEVARD, NORTH OF ST. ROSE AVENUE, AND WEST OF ST. PAUL AVENUE, CITY OF WINDSOR. Authorized by CR 58/2021 dated February 1, 2021, and CR285/2023 dated July 10, 2023, as amended.

97-2024 A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 4.80 METRE EAST/WEST ALLEY EAST OF MATTHEW BRADY BOULEVARD, NORTH OF ST. ROSE AVENUE, AND WEST OF ST. PAUL AVENUE, CITY OF WINDSOR. Authorized by CR 58/2021 dated February 1, 2021, and CR285/2023 dated July 10, 2023, as amended.

98-2024 A BY-LAW TO DESIGNATE THE LANDS AND PREMISES SITUATE WITHIN THE CITY OF WINDSOR, MUNICIPALLY KNOWN AS 1646 ALEXIS ROAD, TO BE OF CULTURAL HERITAGE VALUE OR INTEREST UNDER THE PROVISIONS OF THE *ONTARIO HERITAGE ACT*, R.S.O. 1990, CHAPTER O.18, AS AMENDED. Authorized by CR367/2023 dated September 5, 2023.

99-2024 A BY-LAW TO CONVEY A PORTION OF THE 14.0 FOOT NORTH/SOUTH CLOSED ALLEY EAST OF HURON CHURCH ROAD, SOUTH OF MALDEN ROAD, AND WEST OF DAYTONA AVENUE, CITY OF WINDSOR. Authorized by CR26/2024 dated January 15, 2024.

100-2024 A BY-LAW TO FURTHER AMEND BY-LAW 188-2000, BEING A BY-LAW TO APPOINT PROVINCIAL OFFENCES OFFICERS FOR THE CORPORATION OF THE CITY OF WINDSOR. Authorized by By-law 98-2011 Section 27.1 (l) (i) dated June 7, 2011.

101-2024 A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 27TH DAY OF MAY, 2024.
Carried.

14. MOVE BACK INTO FORMAL SESSION

Moved by: Councillor Renaldo Agostino
Seconded by: Councillor Fabio Costante

That the Committee of the Whole does now rise and report to Council respecting the business items considered by the Committee:

- 1) Communication Items (as amended)
 - 2) Consent Agenda (as amended)
 - 3) Items Deferred Items Referred
 - 4) Consideration of the Balance of Business Items (as amended)
 - 5) Committee Reports as presented
 - 6) By-laws given first and second readings as presented
- Carried.

15. NOTICES OF MOTION

None presented.

16. THIRD AND FINAL READING OF THE BY-LAWS

Moved by: Councillor Fred Francis
Seconded by: Councillor Kieran McKenzie

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That the By-laws No. 90-2024 through 101-2024 having been read a first and second time be now read a third time and finally passed and that the Mayor and Clerk **BE AUTHORIZED** to sign and seal the same notwithstanding any contrary provision of the Council.
Carried.

17. PETITIONS

None presented.

18. QUESTION PERIOD

18.1 CQ 29-2024

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Mark McKenzie

Decision Number: CR243/2024

That the following Council Question by Councillor Angelo Marignani **BE APPROVED**, and that Administration **BE DIRECTED** to proceed with the necessary actions to respond to the Council Question in the form of a written report, consistent with Council's instructions, and in accordance with Section 17.1 of the Procedure By-law 98-2011:

CQ 29-2024:

Assigned to: Commissioner, Community Services

Asks that Administration report back to council at the June 10, 2024 Council meeting regarding immediate safety measures and their costs for Sandpoint Beach and related area for City Council to review and consider, in light of the recent tragic incident next to Sandpoint Beach and considering this is a matter we have discussed and budgeted for in the past.

Carried.

Clerk's File: SR2024 & ACOQ2024

18.2 CQ 30-2024

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Mark McKenzie

Decision Number: CR244/2024

That the following Council Question by Councillor Angelo Marignani **BE APPROVED**, and that Administration **BE DIRECTED** to proceed with the necessary actions to respond to the Council Question in the form of a written report, consistent with Council's instructions, and in accordance with Section 17.1 of the Procedure By-law 98-2011:

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CQ 30-2024:

Assigned to: Commissioner, Community Services

When responding to the CQ 16-2024 regarding indoor pickle ball courts asks that administration report back on limiting Pickleball bookings and making it more open to more users.

Carried.

Clerk's File: SR2024 & ACOQ2024

21. ADJOURNMENT

Moved by: Councillor Jim Morrison

Seconded by: Councillor Ed Sleiman

That this Council meeting stand adjourned until the next regular meeting of Council or at the call of the Mayor.

Carried.

Accordingly, the meeting is adjourned at 12:04 o'clock p.m.

Mayor

City Clerk

SPECIAL MEETING OF COUNCIL – IN CAMERA
May 13, 2024

Meeting called to order at: 5:41 p.m.

Members in Attendance:

Mayor Drew Dilkens
Councillor Renaldo Agostino (arrives at 5:44 p.m.)
Councillor Fabio Costante
Councillor Fred Francis
Councillor Jo-Anne Gignac
Councillor Gary Kaschak
Councillor Angelo Marignani
Councillor Kieran McKenzie
Councillor Mark McKenzie
Councillor Jim Morrison
Councillor Ed Sleiman

Also in attendance:

Joe Mancina, Chief Administrative Officer
Shawna Boakes, Acting Commissioner of Infrastructure Services/City Engineer
Janice Guthrie, Commissioner of Finance/City Treasurer
Dana Paladino, Acting Commissioner of Corporate Services
Jen Knights for Ray Mensour, Commissioner of Community Services
Jelena Payne, Commissioner Economic Development
Steve Vlachodimos, City Clerk
Mark Nazarewich for Wira Vendrasco, Acting City Solicitor
Matthew Stubbings, Mayor's Chief of Staff
Anna Ciacelli, Deputy Clerk
Abe Taq Taq
Denise Wright, Manager of Real Estate Services (Item 1)
Aftab Ahmad, Chief Information Officer (Item 2)

**Verbal Motion is presented by Councillor Jo-Anne Gignac, seconded by Councillor Ed Sleiman,
to move in Camera for discussion of the following item(s):**

Item No.	Subject & Section - Pursuant to <i>Municipal Act</i> , 2001, as amended
----------	---

1.	Property matter – lease, Section 239(2)(c)
----	--

2.	Plan/security – verbal and powerpoint presentation, Section 239(2)(a)(k)
----	--

Motion Carried.

Councillor Renaldo Agostino was absent from the meeting when the vote was taken on this matter.

Declarations of Pecuniary Interest:

None declared.

Discussion on the items of business.

Verbal Motion is presented by Councillor Jo-Anne Gignac, seconded by Councillor Fabio Costante,
to move back into public session.

Motion Carried.

Moved by Councillor Angelo Marignani, seconded by Councillor Fabio Costante,
THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Council Meeting held May 13, 2024 directly to Council for consideration at the next Regular Meeting.

1. That the recommendation contained in the in-camera report from the Lease Administrator, Manager of Real Estate Services, Acting City Solicitor, Acting Commissioner of Corporate Services, Executive Director of Recreation and Culture, Executive Director of Parks and Facilities, Commissioner of Community Services, Acting Commissioner of Infrastructure Services, Financial Planning Administrator and Commissioner of Finance/City Treasurer respecting a property matter – lease **BE APPROVED AS AMENDED.**

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Motion Carried.

2. That the in-camera presentation from the Chief Information Officer respecting a plan/security **BE RECEIVED.**

Motion Carried.

Moved by Councillor Gary Kaschak, seconded by Councillor Jim Morrison,
That the special meeting of council held May 13, 2024 BE ADJOURNED.
(Time: 6:13 p.m.)
Motion Carried.

Adopted by Council at its meeting held May 27, 2024 (CR243/2024)

SV/bm

Windsor, Ontario, May 13, 2024

REPORT OF THE STRIKING COMMITTEE
of its meeting held

May 13, 2024

Members in Attendance:

Mayor Drew Dilkens
Councillor Renaldo Agostino
Councillor Fabio Costante
Councillor Fred Francis
Councillor Gary Kaschak
Councillor Angelo Marignani
Councillor Kieran McKenzie
Councillor Mark McKenzie
Councillor Jim Morrison
Councillor Ed Sleiman
Councillor Jo-Anne Gignac

Also in attendance:

Joe Mancina, Chief Administrative Officer
Shawna Boakes, Acting Commissioner, Infrastructure Services/City Engineer
Janice Guthrie, Commissioner of Finance/City Treasurer
Dana Paladino, Acting Commissioner, Corporate Services
Jen Knights for Ray Mensour, Commissioner, Community Services
Jelena Payne, Commissioner Economic Development
Steve Vlachodimos, City Clerk
Mark Nazarewich for Wira Vendrasco, Acting City Solicitor
Matthew Stubbings, Mayor's Chief of Staff
Anna Ciacelli, Deputy Clerk

Declarations of Pecuniary Interest:

None declared.

Your Committee submits the following recommendations:

Minutes
City Council
Monday, May 27, 2024

Page 43 of 43

1. That the following non-voting members **BE APPOINTED** to the ***Development Charges Task Force***:

John Miller
Evangelos Kalmantis
Tony Rosati
Settimo Vilardi
Fraser Fathers

and further that Councillors Gary Kaschak and Jim Morrison **BE APPOINTED** as additional voting members to the Task Force.

(2) That the vacancy on the ***Windsor Essex Community Housing Corporation Board*** due to the recent death of Marina Clemens **BE NOTED** and further the City Clerk **BE REQUESTED** to undertake a review of applications on file from a previous recruitment and prepare a recommendation to fill her seat as well as the vacancy of Shelly Lucier who resigned earlier this year.

MAYOR

CITY CLERK



Correspondence Report: CMC 9/2024

ATTACHMENTS

Subject: Correspondence for Monday, June 10, 2024

No.	Sender	Subject
7.1.1	Ministry of Citizenship and Multiculturalism	<p>Letter regarding the changes made to the <i>Ontario Heritage Act</i> (OHA) as part of <i>Bill 23, More Homes Built Faster Act</i>, 2022.</p> <p>Commissioner, Economic Development Commissioner, Corporate Services City Solicitor City Planner Deputy City Planner Heritage Planner Chief Building Official GP2024 Council direction requested for letter of support, otherwise Note & File</p>
7.1.2	Association of Municipalities of Ontario (AMO)	<p>Letter regarding AMO Policy Update - continuation of the National Housing Strategy Fund.</p> <p>Commissioner, Human & Health Services Commissioner Economic Development MMA2024 Note & File</p>

**Ministry of
Citizenship and
Multiculturalism**

Office of the Minister

56 Wellesley St. W.
14th Floor
Toronto, Ontario M5S 2S3
Tel: 416-212-0036

**Ministère des
Affaires civiques et
du Multiculturalisme**

Bureau du ministre

56 rue Wellesley Ouest
14^e étage
Toronto (Ontario) M5S 2S3
Tél. : 416-212-0036



May 27, 2024

Dear Colleagues:

Thank you for writing and providing your suggestions regarding the changes made to the Ontario Heritage Act (OHA) as part of Bill 23, More Homes Built Faster Act, 2022. Our government remains committed to ensuring that heritage properties important to communities across Ontario are protected and conserved, while also supporting Ontario's future growth and our government's efforts to build 1.5 million homes.

On May 27, 2024, through Bill 200, Homeowner Protection Act, 2024, the Government of Ontario proposed amendments to the OHA that, if passed, would extend the review period for legacy listed properties by an additional two years. This means that municipalities would now have until January 1, 2027, to issue a notice of intention to designate for these properties or otherwise have them removed from the register.

The newly proposed amendments are the result of feedback received from municipalities, community organizations and the public, and, if passed, will alleviate administrative pressures while still meeting the intent of the original amendments to the OHA and its regulations, aimed at increasing housing supply and supporting the growth of our province.

The ministry will continue to work closely with municipalities and communities to monitor the implementation of these changes and to advance our shared conservation goals.

Once again, thank you for sharing your feedback.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. Ford".

Hon. Michael D. Ford
Minister of Citizenship and Multiculturalism

Subject: FW: AMO Policy Update - National Housing Strategy--correspondence

From: AMO Policy <policy@amo.on.ca>

Sent: Tuesday, May 28, 2024 10:56 AM

To: clerks <clerks@citywindsor.ca>

Subject: AMO Policy Update - National Housing Strategy



AMO Policy Update - National Housing Strategy

This morning, Ministers Fraser and Calandra announced that National Housing Strategy funding will continue to flow to Ontario as [per the original agreement](#), ensuring that municipal and DSSAB investments in community housing are able to proceed as planned.

While AMO welcomes this news, recent events have highlighted the critical importance of collaborative relationships between federal, provincial and municipal governments to make progress on housing for low-income families and individuals. AMO continues to call for stronger relationships between all three orders of government to fundamentally re-think the way that community housing is funded in Ontario.

“AMO commends the federal and provincial governments for finding a way forward on National Housing Strategy implementation. The uncertainty that recent events generated for low income individuals and families, as well as municipalities making long-term investments, is destabilizing for those with limited options. There is still much to be done to get deeply affordable housing on track in Ontario that requires partnership across all three orders of government.”

-- Colin Best, AMO President, Halton Regional Councilor

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.

Association of Municipalities of Ontario

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155 University Ave Suite 800 | Toronto, ON M5H 3B7 CA

Joint Statement from the Honorable Sean Fraser, Minister of Housing, Infrastructure and Communities, and the Honorable Paul Calandra, Ontario Minister of Municipal Affairs and Housing

May 28, 2024

[Municipal Affairs and Housing](#)

Toronto — Today, Sean Fraser, Canada's Minister of Housing, Infrastructure and Communities, and Paul Calandra, Ontario's Minister of Municipal Affairs and Housing, released a joint statement:

"Canada and Ontario recognize that our collaboration is imperative to solving the housing crisis.

That is why we are pleased to share that an agreement has been reached on a revised action plan from Ontario that will unlock \$357 million of federal funding under the National Housing Strategy (NHS).

Ontario has submitted a revised Action Plan under the bilateral agreement, which provides more robust data and insights as to which housing projects benefitted from provincial investment.

Ontario has also included new measures in its Action Plan which better reflect Ontario's funding delivery model, as the only jurisdiction which flows the funds through municipal service managers. These measures include: establishing provincial supply targets with service managers, directing funding toward new projects, setting annual goals, and implementing robust data collection and reporting mechanisms.

Additionally, Ontario will submit an Action Plan for 2025-2028 by December 31, 2024 to secure continued federal funding for the remainder of the 10-year National Housing Strategy agreement.

Solving the housing crisis requires a Team Canada approach. We will continue to work together, along with our municipal partners, to make sure the people of Ontario have the homes they need."

Related Topics

Government

Learn about the government services available to you and how government works.
[Learn more](#)

Home and Community

Information for families on major life events and care options, including marriage, births and child care. Also includes planning resources for municipalities. [Learn more](#)

Media Contacts

Bianca Meta

Office of the Minister of Municipal Affairs and Housing
Bianca.Meta@ontario.ca

Micaal Ahmed

Office of the Minister of Housing, Infrastructure and Communities
Micaal.Ahmed@inf.gc.ca



Council Report: C 64/2024

Subject: Corporate Energy Management Plan 2024-2028

City Wide

Reference:

Date to Council: June 10, 2024
Author: Sokol Aliko
Manager of Energy Initiatives
Tel: 519-255-6100 x 6124
Email: saliko@citywindsor.ca
Asset Planning
Report Date: May 24, 2024
Clerk's File #: SPL/14728 & SPL/14799

To: Mayor and Members of City Council

Recommendation:

THAT Council **APPROVE** the City of Windsor's Corporate Energy Management Plan (EMP) 2024-2028 in compliance with Ontario Regulation 25/23 made under the 1998 Electricity Act; and,

THAT Council **AUTHORIZE** the City Treasurer to submit the annual energy and greenhouse gas emissions reporting as required under Ontario Regulation 25/23 and its future iterations made under the 1998 Electricity Act, subject to documentation being satisfactory technical content to the Senior Manager, Asset Planning, or designates; and,

THAT Council **SUPPORT** the continuing development, implementation, and monitoring of the EMP to reduce the Corporation's energy consumption and greenhouse gas emissions; and,

THAT Administration **REPORT BACK** to Council on the development of a Corporate Energy Management Policy, once finalized.

Executive Summary:

N/A

Background:

On February 23, 2023 the Ministry of Energy introduced Ontario Regulation 25/23: Broader Public Sector: Energy Reporting and Conservation and Demand Management Plans, under the Electricity Act, 1998 (O. Reg. 25/23). This Regulation replaced Ontario Regulation 507/18: Broader Public Sector: Energy Reporting and Conservation and Demand Management Plans, based on which the City prepared its 2019-2023 EMP.

The objective of these regulations is to support public organizations in identifying opportunities to improve energy efficiency, decrease consumption, and ultimately reduce annual utility costs and greenhouse gas emissions.

O Reg. 25/23, like its predecessor, requires municipalities and other public agencies to develop, implement, and make available to the public their Energy Conservation and Demand Management Plans. The Regulation also requires annual reporting on energy consumption and greenhouse gas emissions.

This new Regulation has improved reporting and tracking of energy use by transitioning from the previous custom-made platform, to the widely used ENERGY STAR Portfolio Manager electronic reporting system. It also requires reporting of energy consumption and greenhouse gas emissions for the previous calendar year, rather than the current two-year reporting lag.

Discussion:

CR 66/2024 awarded the WF Group Inc. the RFP for the preparation of the City's 2024-2028 Energy Management Plan and the City's Corporate Energy Policy.

This report presents Council with the 2024-2028 Energy Management Plan (EMP). The EMP builds upon the 2019-2023 EMP and supports the Municipal Environmental Master Plan, Windsor's Community Energy Management Plan, and the Corporate Climate Action Plan 2017.

The 2024-2028 EMP provides for a sustainable plan that aims at further improving the energy efficiency of the City's facilities, assets, and processes. It describes the accomplishments realized under the 2019-2023 EMP, reaffirms the Corporate Vision, sets forth the goals and objectives for the upcoming five years, and outlines the proposed implementation strategy for achieving these targets. The 2024-2028 EMP emphasizes the importance of monitoring, verification, and reporting of energy management efforts.

Below are some highlights from the 2024-2028 EMP.

2019-2023 Achievements:

- Total electricity savings of 8.6 million kWh (12%)
- Total electricity cost savings of \$1.6 million (15%)
- Total natural gas savings of 61,000 m³ (1%)

Corporate Vision:

“The City of Windsor will continue to reduce energy consumption and mitigate costs through the wise use of energy and by demonstrating environmental sensitivity. This will involve a collaborative effort to increase conservation awareness and a better understanding of energy management within the Corporation.”

Goals and Objectives:

The 2024-2028 EMP has established the following goals and objectives that will act as a guide and provide a common focus and direction for implementation of the Plan:

- Achieve a reduction in overall energy consumption of at least 6% from 2024 to 2029.
- Improve financial accountability achieved through savings and cost avoidance that will lead to both direct and indirect annual corporate savings.
- Develop a broad-based corporate awareness and commitment.
- Become a leader in energy conservation and demand management among municipalities in Ontario.
- Integrate information systems and coordinate corporate programs to support energy related actions.
- Improve energy efficiency and environmental performance.

Administration is requesting Council approval of the 2024-2028 EMP, in accordance with Ontario Regulation 25/23.

The opportunities and projects contained in the 2024-2028 EMP will be prioritized and presented to Council for approval as they are initiated.

In parallel with the EMP development, Administration is preparing a Corporate Energy Policy which will be presented to Council for approval, once finalized. The purpose of the Corporate Energy Policy is to provide a clear policy statement regarding energy management that applies to the entire corporation. Energy management activities take place in all departments, and it should be clear across the entire organization what the energy targets are, who is responsible for which elements of energy management, and how activities will be coordinated.

In addition to the 2024-2028 EMP, the 2022 and 2023 annual consumption reports on energy use and greenhouse gas (GHG) emissions are required to be submitted on or before July 1, 2024, in compliance with O. Reg. 25/23. These reports outline, for a prescribed number of facilities, their annual:

- GHG emissions emitted
- Total amount of energy consumed (electricity, natural gas, district energy)
- The volumetric flow rate of sewage treated

From 2024 onwards, O. Reg. 25/23 requires the energy consumption and GHG emissions for a year that ends on December 31 to be reported by July 1 of the following year.

Risk Analysis:

O. Reg. 25/23 requires that the Corporation file annual reports with the Ministry of Energy and approve an Energy Conservation and Demand Management Plan (2024-2028 EMP) on or before July 01, 2024. Not proceeding with the approvals required in this report may put the City at risk of noncompliance with the Regulation.

Climate Change Risks

Climate Change Mitigation:

There are no climate change mitigation risks associated with the approval of the 2024-2028 EMP.

Corporate buildings, wastewater operations, and streetlights, discussed in the 2024-2028 EMP, contribute respectively 42%, 23%, and 1% of the Corporate GHG emissions. The remaining GHG emissions (34%) are attributed to the Corporate fleet and Transit Windsor fleet operations.

The 2024-2028 EMP aligns with the forthcoming Net-Zero Transition Plan. The Asset Planning / Energy Initiatives Unit will continue to work collaboratively with the Environmental Sustainability and Climate Change Office to identify sustainable strategies to reduce energy use and costs, as well as GHG emissions.

Climate Change Adaptation:

There is no climate change adaptation risk with associated the approval of the 2024-2028 EMP. The 2024-2028 EMP considers strategies that enhance the resiliency of the Corporate assets.

Financial Matters:

There are no costs associated with the approval of the 2024-2018 EMP however the Plan indicates that significant investments are required in the short, medium, and long term, in order to achieve the energy savings and GHG emissions reduction targets mandated by the Federal Government and endorsed by the Council.

The risk of failing to achieve the targets is high if the City does not proceed with the implementation of planned projects or allocate sufficient funds for the necessary investments. The Asset Planning / Energy Unit has a strong track record of assessing projects based on their energy efficiency and energy conservation outcomes, along with financial impact to corporate utilities, in order to implement various projects at net zero-cost. This type of assessment will continue to be used in analyzing the projects put forward in the proposed 2024-2028 EMP implementation plan. In addition, the Energy Unit has been actively seeking grants, incentives, and other financial mechanisms to

alleviate the financial burden on the Corporation. Moving forward, the department will aim to integrate alternative financing options into project proposals.

As with any approved Corporate Plan, Administration will prioritize the projects and measures based on impact and cost, and bring them forward for Council approval in order to start implementation as soon as possible.

Consultations:

Karina Richters, Supervisor of Environmental Sustainability & Climate Change

Conclusion:

Pending approval of the Corporate Energy Management Plan 2024-2028, the City will have met its obligation associated with Ontario Regulation 25/23.

Planning Act Matters:

N/A

Approvals:

Name	Title
Natasha Gabbana	Senior Manager of Asset Planning
Kristen Karam	Financial Planning Administrator
Tony Ardovini	On behalf of Commissioner, Finance, CFO / City Treasurer
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

- 2024-2028 EMP - Council 2024.06.10.pdf
- 2024-2028 EMP Appendices - Council 2024.06.10



ENERGY MANAGEMENT PLAN

2024-2028

CITY OF WINDSOR

May 29, 2024



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Executive Summary

This Energy Management Plan (EMP) is prepared in compliance with Ontario Regulation 25/23 - Broader Public Sector: Energy Reporting and Conservation and Demand Management Plans - of the Electricity Act, which has replaced O.Reg. 507/18.

Energy conservation and the strategic management of energy usage are critical steps in contributing to reducing the effects of greenhouse gas (GHG) emissions on the environment, ensuring a reliable energy supply, and securing a sustainable community.

This Energy Management Plan (EMP) builds upon the 2019 EMP and supports the Municipal Environmental Master Plan, Windsor's Community Energy Management Plan and Corporate Climate Action Plan 2017.

The City of Windsor has implemented several measures from the 2019 EMP, listed below.

- Lighting upgrades to LED at multiple facilities, resulting in energy savings of 2,850,050 ekWh/yr, and cost savings of 410,410 \$/yr
- Windsor International Aquatic and Training Centre (WIATC) CHP
- Net Metering Project
- Forest Glade Arena Upgrade Project
- EV Charging Stations
- Solar PV installation at the following facilities
 - Optimist Community Centre and Library
 - Forest Glade Community Centre and Library
 - John Atkinson Community Centre
 - Fire Hall 2
 - Fire Hall 5
 - Fire Hall 6 and EOC
 - Fire Hall 7
 - Fire Apparatus Building
 - Parks and Recreation Facilities Storage
 - Parks and Recreation Maintenance Yard
 - South Windsor Library
 - Fontainebleau Library

Table 1 summarizes the proposed actions to be undertaken as part of the 2024 EMP.

Table 1: Summary of planned actions to undertake in the short term (2024-2029)

Facility	Action	Estimated impact on energy use (ekWh/yr)	Estimated impact on in GHG emissions (tCO2e/yr)
Multiple facilities	DHW to heat pump	-786,803	-202
Multiple facilities	HVAC schedule optimization	-558,123	-77
Multiple facilities	HVAC system optimization	-970,014	-137
Multiple facilities	HVAC to heat pump	-2,720,525	-699
Multiple facilities	Lighting upgrade	-665,747	16
Multiple facilities	Pool heat to heat pump	-138,253	-36
Multiple facilities	Roof upgrade to high performance	-333,356	-61
Multiple facilities	Solar PV implementation	-1,044,055	-31
Multiple facilities	Wall upgrade to high performance	-177,239	-32
Multiple facilities	Windows and doors to high performance	-15,603	-3
Capri Pizzeria Recreation Complex	Change room DHW heating to ASHP	-172,827	-42
Capri Pizzeria Recreation Complex	DEH1 and DEH2 mode scheduling	-78,147	-10
Capri Pizzeria Recreation Complex	Exhaust fans to BAS	-10,353	-2
Capri Pizzeria Recreation Complex	Faucet aerator upgrade	-5,017	-1
Capri Pizzeria Recreation Complex	Laundry DHW heating to hybrid	-8,674	-2
Capri Pizzeria Recreation Complex	Old RTU upgrade to ASHP	-732,543	-176
Capri Pizzeria Recreation Complex	RTU OA control upgrades	-128,426	-23
Capri Pizzeria Recreation Complex	Snow melt via recovered heat	-8,887	-1
Forest Glade Arena	AC1 library controls optimization	-29,705	-6
Forest Glade Arena	DEH3 and DEH4 heating electrification	-65,421	-53
Forest Glade Arena	General recommissioning	0	0
Forest Glade Arena	Rink HVAC controls upgrade	-167,791	-26
Gino A Marcus Community Centre	Gym temperature setpoint optimization	-15,932	-3
Gino A Marcus Community Centre	North wing temperature setpoint optimization	-29,948	-5
John Atkinson Community Centre	Boiler upgrade (ASHP)	-66,363	-16
John Atkinson Community Centre	EnergyStar appliances	-2,681	-0
John Atkinson Community Centre	Sports gym DCV	-22,781	-4
John Atkinson Community Centre	Window and door upgrade	-11,459	-2
Optimist Community Centre	Add HVAC1 and HVAC2 to BAS	-100,398	-14
Optimist Community Centre	DHW to ASHP	-6,235	-1
Optimist Community Centre	Disconnect the natural gas fireplace	-15,614	-3
Optimist Community Centre	Temperature setback on AC1 to AC4	-2,684	-0
WFCU Centre	AH101 schedule optimization	-67,786	-11
WFCU Centre	CHP use for Class A peak mitigation	84,821	48
WFCU Centre	DH3, 4, 5 setpoint scheduling	-994,890	-122
WFCU Centre	ERV1, 2, 3 unoccupied heating	-86,281	-13
WFCU Centre	General recommissioning	0	0
WFCU Centre	Low flow shower heads	-91,566	-17
WFCU Centre	P5, P6 variable speed controls	-135,515	-4
WFCU Centre	RTU control upgrade and optimization	-1,499,209	-258

Note: Projects showing zero (0) reductions in emissions or energy use could not be estimated. Also note that "CHP use for Class A peak mitigation" is primarily intended as a utility cost-saving mechanism and is anticipated to result in an increase in the WFCU Centre's energy use and GHG emissions.

Additional projects under consideration include:

- 400 City Hall BrainBox – Pilot Project to implement BrainBox AI (BBAI) to better control and optimize HVAC system controls. BBAI is a cloud based AI that uses a learning algorithm to provide a customized approach to HVAC controls. The system will continually monitor the building to implement real-time optimization and continual improvement during changing climate patterns and building utilization. If successful, the system can be implemented on multiple sites.

- Capri Pizzeria Recreation Complex – Study to investigate the use of wastewater as a source of energy for a new heat pump system for the facility. The system will investigate the use of a heat exchanger in the public sewer network as a source of year-round heating/cooling for the facility (similar to a ground source heat pump system).

As these measures are currently under investigation, no associated savings are included in this report.

The 5-year vision of this plan would entail a reduction in electricity consumption of **2%** and natural gas consumption of **11%**, which would reduce annual energy use by **6%**, corresponding to an increase of **1%** compared to 2014. The recommended measures are also anticipated to decrease annual utility costs by \$-18,185,122, or **-Inf%**. Note that, although the City's electricity and natural gas consumption are projected to decrease, the electricity emissions factor is expected to increase from 2024 to 2029. As such, there is projected to be an overall increase in GHG emissions of **4%** by 2029, or an overall increase of **41%** from the 2014 baseline.

1 Corporate Energy Management Plan

1.1 Introduction

Ontario Regulation 25/23 - Broader Public Sector: Energy Reporting and Conservation and Demand Management Plans (which has replaced O.Reg. 507/18) is a regulation which requires public agencies, such as municipalities, to annually report their greenhouse gas (GHG) emissions and to develop an Energy Management Plan (EMP). The EMP should include a summary of the public agency's GHG emissions, a description of previous conservation measures undertaken, proposed measures to undertake over the course of the current plan, and the estimated savings for these measures. A more detailed breakdown of the requirements for the O.Reg 25/23 EMP is presented below:

- A summary of the annual GHG emissions for each of the public agency's prescribed operations.
- Proposed activities and energy conservation measures that the public agency can undertake to save energy and reduce GHG emissions.
- Cost and energy saving estimates for the proposed measures.
- A description of renewable energy generated by the public agency, and the annual amount of energy produced, including:
 - the ground source energy utilized by ground source heat pump technology operated by the public agency,
 - the solar energy utilized by thermal air technology or thermal water technology operated by the public agency, and
 - the proposed plan, if any, to operate heat pump technology, thermal air technology or thermal water technology.
- The estimated length of time the public agency's current and proposed activities and measures will be in place.
- A confirmation that the energy conservation and demand management plan has been approved by the public agency's senior management.

1.2 Corporate Vision

The City of Windsor will continue to reduce energy consumption and mitigate costs through the wise use of energy as well as demonstrating environmental sensitivity. This will involve a collaborative effort to increase conservation awareness and a better understanding of energy management within the Corporation.

1.3 Goals and Objectives

To safeguard the success and strategic direction of the EMP, a number of goals and objectives must be aligned with its development and implementation. The goals and objectives identified below will act as a guide and provide a common focus and direction for the Plan:

- Achieve a reduction in overall energy consumption of at least 6% from 2024 to 2029.
- Improve financial accountability achieved through savings and cost avoidance that will lead to both direct and indirect annual corporate savings.
- Develop a broad-based corporate awareness and commitment.
- Become a leader in energy conservation and demand management among municipalities in Ontario.
- Integrate information systems and coordinate corporate programs to support energy related actions.

- Improve energy efficiency and environmental performance.
- Introduce new technologies where prudent.
- Implement measures to reduce GHG emissions to stay on track for achieving net zero emissions by 2050.

1.4 City of Windsor Energy and Emissions Plans

The City of Windsor has several plans focusing on reducing energy consumption and GHG emissions, outlined below.

1. 2014 Energy Management Plan

As per O.Reg. 397/11, the City of Windsor released an Energy Management Plan in 2014-2019.

Some of the key successes from this plan were a corporate-wide energy efficiency and retrofit program, and a City-wide traffic signal lights conversion to LED.

This plan aimed to decrease energy consumption by 10% over the 2014 to 2018 time period. Some of the key recommended measures from this EMP are listed below:

- Conduct energy audits to identify conservation and demand management measures.
- Install combined heat and power (CHP) systems at the Huron Lodge Long Term Care Facility, and one at the WFCU Centre.
- City-wide streetlight conversion to LED.
- Install solar PV (photovoltaic) systems.

This plan resulted in the implementation of the following:

- Installed two combined heat and power (CHP) systems; one at the Huron Lodge Long Term Care Facility, and one at the WFCU Centre.
- Converted over 23,500 streetlights to LED.
- Installed three solar PV (photovoltaic) rooftop systems.
- Participated in a building optimization pilot project.
- WFCU Centre upgrades.
- Reclassified the Lou Romano Water Reclamation Plant, Little River Pollution Control Plant, and WIATC as Class A accounts.
- Implemented EnergyCAP, an energy management software solution.

This resulted in the following savings compared to 2014:

- Total electricity savings: 17.7 million kWh (19.8%)
- Total electricity cost savings: \$2.94 million (23.2%)
- Total natural gas savings: 680,000 m³
- Annual solar PV production: 2 million kWh
- Annual solar PV corporate revenue: \$750,000
- Annual CHP electricity displacement: 3.2 million kWh
- Annual CHP thermal displacement: 475,000 m³ natural gas
- Annual GHG emissions reduction: 1631 tCO₂e

2. 2019 Energy Management Plan

As per O.Reg. 507/18, the City of Windsor released an Energy Management Plan in 2019.

The 2019 EMP aimed to take further action to decrease energy consumption by 10% over the 2019 to 2023 time period. Some of the key recommended measures for the 2019 EMP are listed below:

- WIATC CHP system
- Lighting conversion to LED for 32 corporate buildings
- Forest Glade Arena ice plant upgrade
- Integrated Site Energy Master Plan for the Lou Romano Water Reclamation Plant and Little River Pollution Control Plant
- Energy / Battery storage Feasibility Study
- Net metering
- Hybrid photovoltaic-thermal solar collectors
- Sub-metering at largest energy consumers to better track the energy consumption of various building systems
- Enterprise-wide energy management system software
- Pelican wireless thermostat pilot project at the Gino A Marcus Community Complex
- Voltage harmonization pilot project
- Municipal storm and sanitary pumping stations installation of capacitors and/or variable frequency drives
- Caron Pump Station / WIATC wastewater energy transfer pilot program
- Transition of corporate fleet vehicles to electric vehicles
- Installation of public electric vehicle charging stations

This resulted in the following savings over the period of 2019 to 2023:

- Total electricity savings of 8.6 million kWh (12%)
- Total electricity cost savings of \$1.6 million (15%)
- Total natural gas savings of 61,000 m³ (1%)

Note that these utility savings are the savings associated with the projects listed above, and have reduced the electricity and natural gas use at the corresponding facilities. The City of Windsor's portfolio-wide natural gas consumption has increased as a result of acquiring additional facilities, such as the Windsor Biosolids Processing Facility and the Paul Martin Building.

3. 2023 GHG Reduction Pathway Feasibility Studies

The City of Windsor has performed GHG feasibility studies for the following facilities:

- Forest Glade Arena (Arena, Library and Community Centre)
- Gino A Marcus Community Centre
- John Atkinson Community Centre
- Optimist Community Centre and Chisholm Library
- Capri Pizzeria Recreation Complex
- WFCU Centre

These studies have identified measures to reduce the energy use and GHG emissions at each facility, which have been incorporated into this EMP.

4. 2017 Environmental Master Plan

The City of Windsor's Environmental Master Plan is a set of goals which aims to make Windsor cleaner, greener, healthier, and more sustainable. This plan presents a series of objectives to meet in order to accomplish the following goals:

- Improve the City's air quality
- Improve the City's water quality
- Responsible land use
- Use resources efficiently
- Promote awareness

5. 2017 Corporate Climate Action Plan

The Corporate Climate Action Plan (CCAP) is a plan to reduce corporate energy and emissions from municipal operations and fleet, including both direct and indirect GHG emissions from City operations. The scope of the CCAP includes organizational & institutional policy change, buildings, fleet (transit and non-transit), water & wastewater processing, street & intersection lights, renewable energy generation, and solid waste management. The plan presents an overview of the City's energy use and GHG emissions, and recommended actions to take to reduce energy consumption and GHG emissions.

Some of the key recommendations from this plan are:

- Increase staff training, education, and awareness.
- Continue to perform building retrofits.
- Increase efficiency through new building design and building replacement.
- Integrate support infrastructure for existing and new buildings.
- Continue to implement actions from the Greening the City Fleet Manual.
- Develop long-term water conservation and sanitary and stormwater master plans.
- Complete street and intersection light conversion to LED.
- Explore net metering and solar PV systems.
- Establish a corporate solid waste diversion target and strategy.

6. 2017 Community Energy Plan

The Community Energy Plan (CEP) evaluates community-wide energy use and emissions and develops a plan to reduce energy use and emissions while considering the impact of future growth. The target of this CEP is to achieve a per capita reduction of 40% in both energy use and GHG emissions by 2041.

Some of the strategies identified in this plan are:

- Create a Deep Retrofit Program for existing homes.
- Integrate energy performance labelling for homes and buildings.
- Continually increase industrial energy efficiency.
- Encourage a modal shift towards public transit.
- Foster the adoption of electric vehicles.
- Designate and plan district energy areas.

- Encourage the installation of solar arrays.
- Develop an education and communication campaign to support the CEP.

1.5 Energy Management Plan Components

This EMP consists of the following components:

1. Section 2: Windsor Corporate Energy Use and Emissions

Presents an overview of historical (2014-2023) utility use data, including electricity, natural gas, heated water, and chilled water. This section also shows the corresponding energy use, utility cost, and GHG emission trends, and provides a breakdown of the sectors and assets which have the highest contribution to energy consumption and GHG emissions. This data is the benchmark to evaluate future actions, monitor results, and set future targets.

2. Section 3: Renewable Energy

Outlines the existing and future renewable energy systems in use at the City of Windsor.

3. Section 4: Energy Saving Measures

Identifies energy reduction opportunities encompassing technical, renewable, behavioural, and organizational measures. Measures are identified for implementation in the short (2024-2029), medium (2030-2035), and long (2035-2050) term.

4. Section 5: Implementation Plan

Presents the projected change in utility use, utility cost, energy use, and GHG emissions if the identified energy saving measures are undertaken as planned.

5. Section 6: Monitoring and Evaluation

Recommends metering systems and energy management software that provides analytical data to assist with decision-making, identifying anomalies, optimizing daily operations, and evaluating achievements related to energy reduction targets.

2 Windsor Corporate Energy Use and Emissions

2.1 Assets

The assets considered under this Energy Management Plan are summarized in Table 2. Note that a more detailed breakdown of the assets included in this plan is presented in Appendix A.

Table 2: Asset summary

Sector	Number of Assets
Biosolids Processing Plant	1
CoW Administration	8
Fire Facilities	9
Lighting	39
Parking Facilities	29
Parks Facilities	39
Recreational Facilities	47
Traffic Signal Lights & Poles	11
Transit Windsor	3
Various Facilities	24
Wastewater Treatment Facilities	56
Windsor Police Services	2
Windsor Public Libraries	7

2.2 Historical Data

2.2.1 Electricity historical utility use data

The City of Windsor's historical annual electricity use data is presented in Figure 1 below.

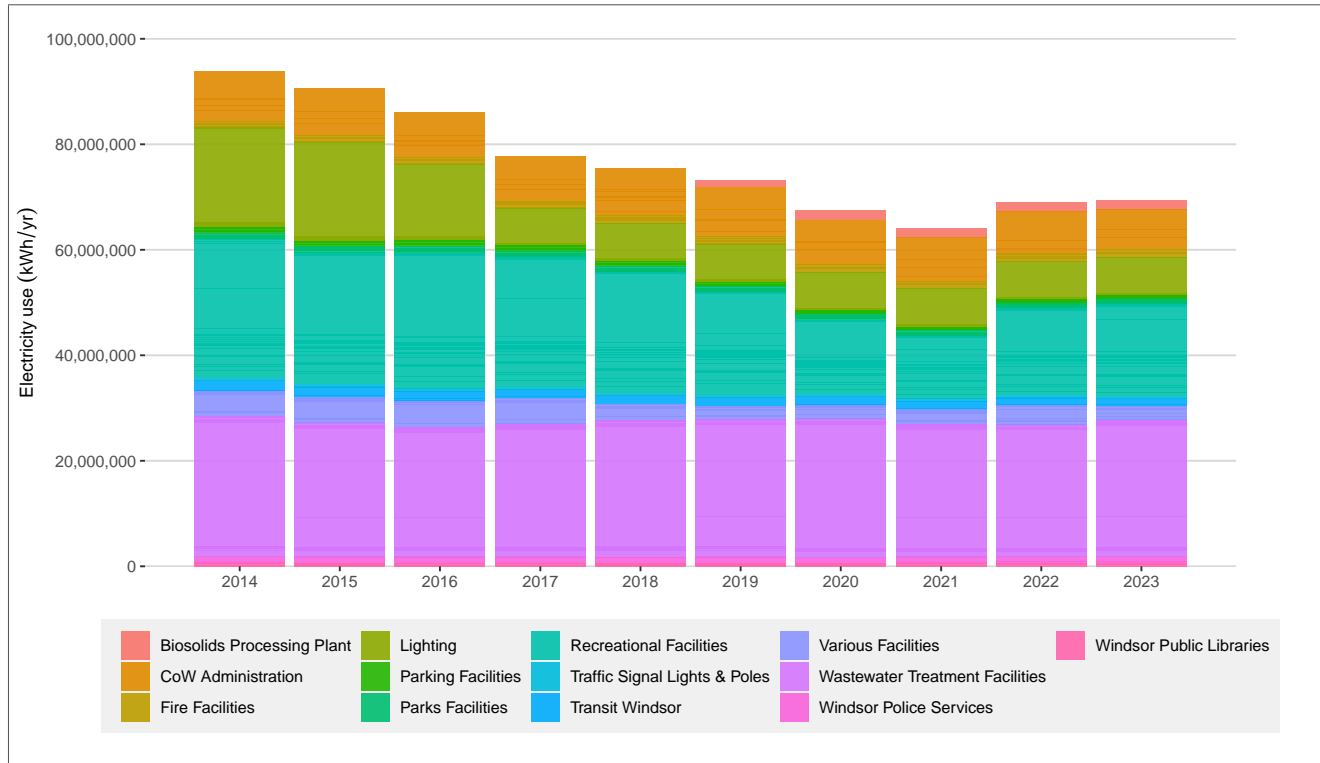


Figure 1: Electricity historical utility use data of all assets

Electricity.

- The City of Windsor's electricity use has gradually decreased from 2014 to 2021, and increased slightly in 2022 and 2023.
- The increase in electricity consumption in 2022 and 2023 is largely due to an increase in the electricity consumption of recreation facilities (e.g. indoor aquatic and ice facilities) in 2022. This suggests that some of the decrease in electricity consumption in 2020 and 2021 was due to reduced operations from the COVID-19 pandemic, and the increase came as these facilities returned to normal operations.
- Overall, there is a reduction of approximately 26% in electricity consumption of all assets from 2014 to 2023, which highlights the progress made by the City of Windsor in decreasing their electricity consumption.

2.2.2 Natural gas historical utility use data

The City of Windsor's historical annual natural gas consumption data is presented in Figure 2 below.

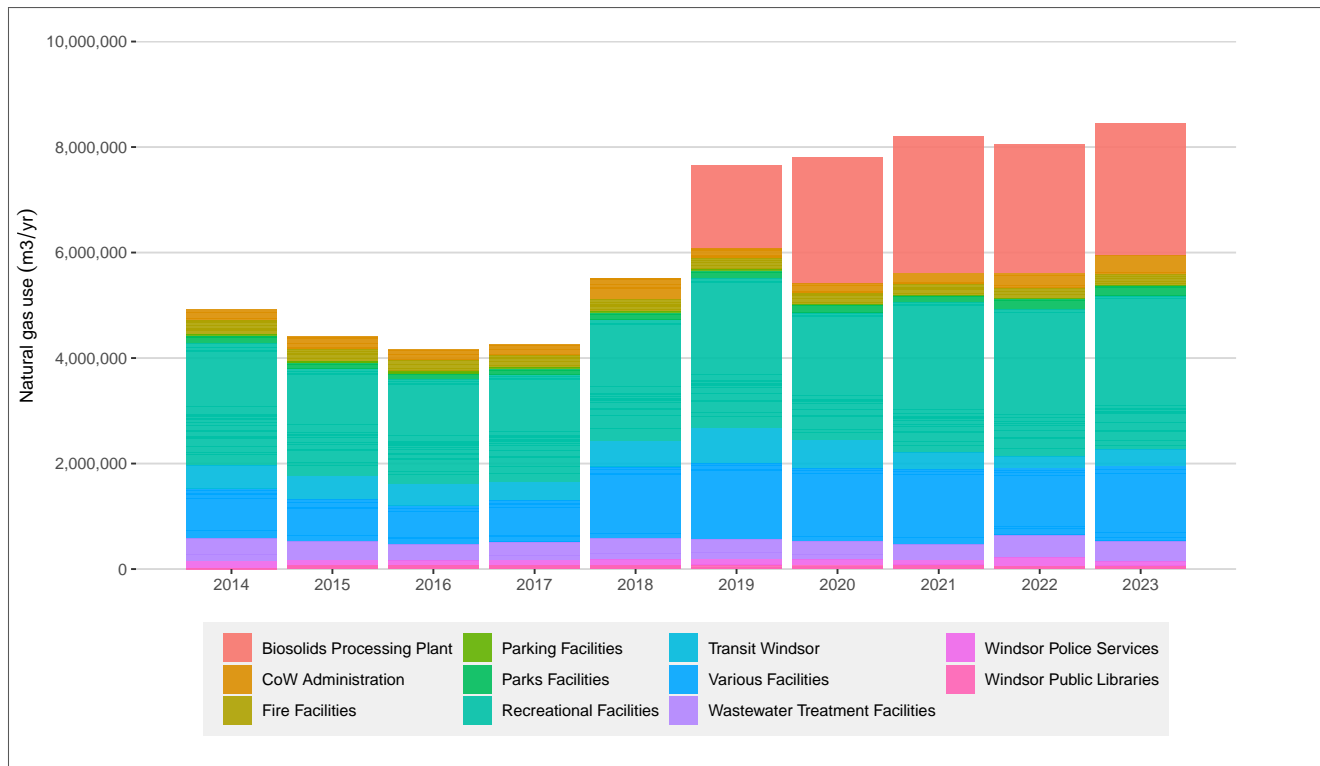


Figure 2: Natural gas historical utility use data of all assets

Natural gas.

- The natural gas consumed by the City of Windsor's assets decreases slightly from 2014 to 2016, increases slightly from 2017 to 2018, and has a considerable increase in 2019 before remaining relatively constant until the current year.
- The increased natural gas consumption from 2019 to present is primarily a result of the City taking ownership of the Windsor Biosolids Processing Facility in 2019, as this facility consumes a significant portion of the City's natural gas.
- In addition to this, the City of Windsor has acquired additional assets (such as the Paul Martin Building) and has implemented CHP, which have increased the portfolio-wide natural gas consumption.
- There are natural gas savings based on the measures undertaken from the 2019 to 2023 EMP which have reduced the natural gas consumption at these facilities. However, the overall natural gas consumption has increased as a result of the City's recent acquisitions.

2.2.3 Heated water historical utility use data

The City of Windsor's historical annual heated water use data is presented in Figure 3 below.

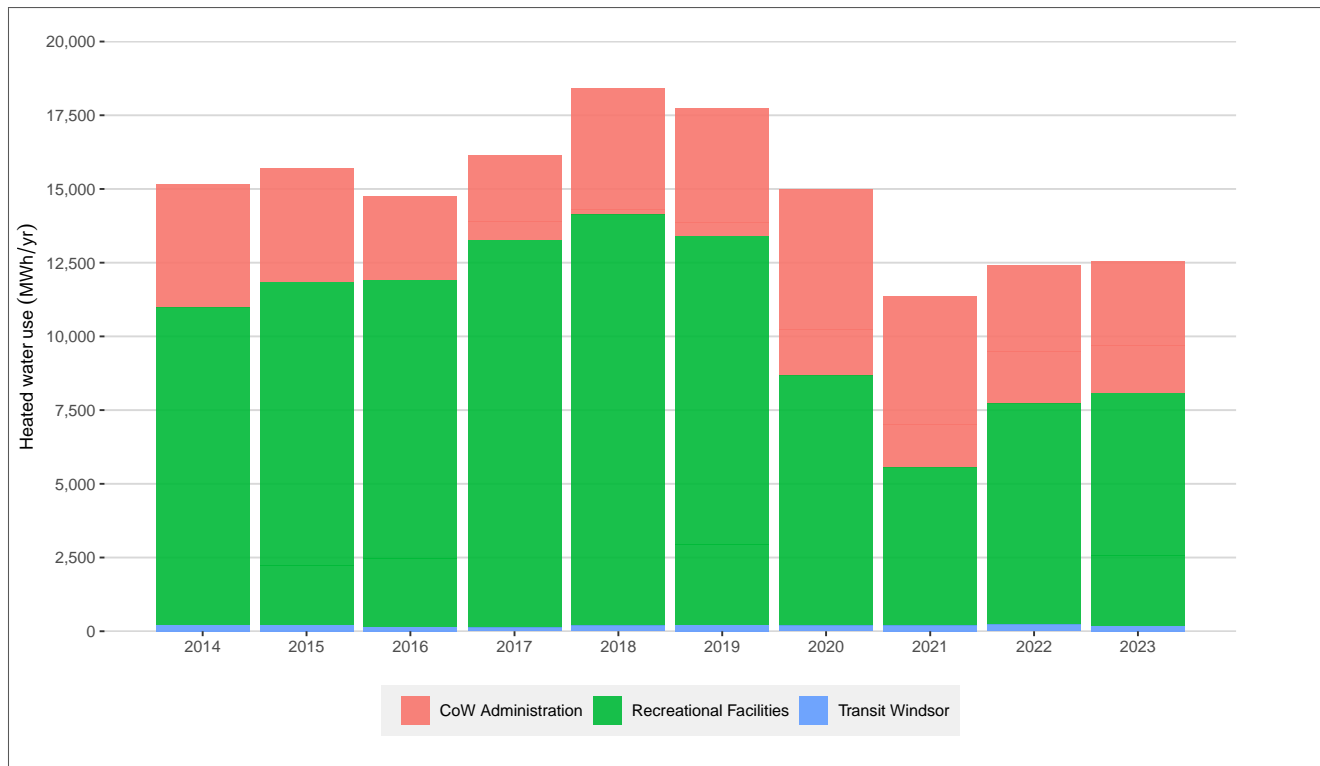


Figure 3: Heated water historical utility use data (of assets with district energy only)

Heated water.

- Some of the City's facilities are serviced by a district energy system, which provides heated and chilled water for heating and cooling.
- The City's heated water use at these facilities has remained relatively consistent from 2014 to 2023.
- The heated water use in indoor aquatic facilities decreased from 2019 to 2020, which is likely a result of the COVID-19 pandemic.
- In 2022 and 2023, when most facilities had returned to pre-COVID operations, the City's heated water use remains lower than pre-COVID levels, which could suggest operational improvements to reduce the heated water use.
- The installation of combined heat and power (CHP) at recreation facilities reduced the heated water load at those facilities.

2.2.4 Chilled water historical utility use data

The City of Windsor's historical annual chilled water use data is presented in Figure 4 below.



Figure 4: Chilled water historical utility use data (of assets with district energy only)

Chilled water.

- Some of the City's facilities are serviced by a district energy system, which provides heated and chilled water for heating and cooling.
- The City's chilled water use at these facilities has remained relatively consistent from 2014 to 2023.
- The chilled water use in indoor aquatic facilities decreased from 2019 to 2020, which is likely a result of the COVID-19 pandemic.
- In 2022 and 2023, when most facilities had returned to pre-COVID operations, the City's chilled water use remains lower than pre-COVID levels, which could suggest operational improvements to reduce the chilled water use.

2.2.5 Historical energy use data

The City of Windsor's historical annual energy use data is presented in Figure 5 below.

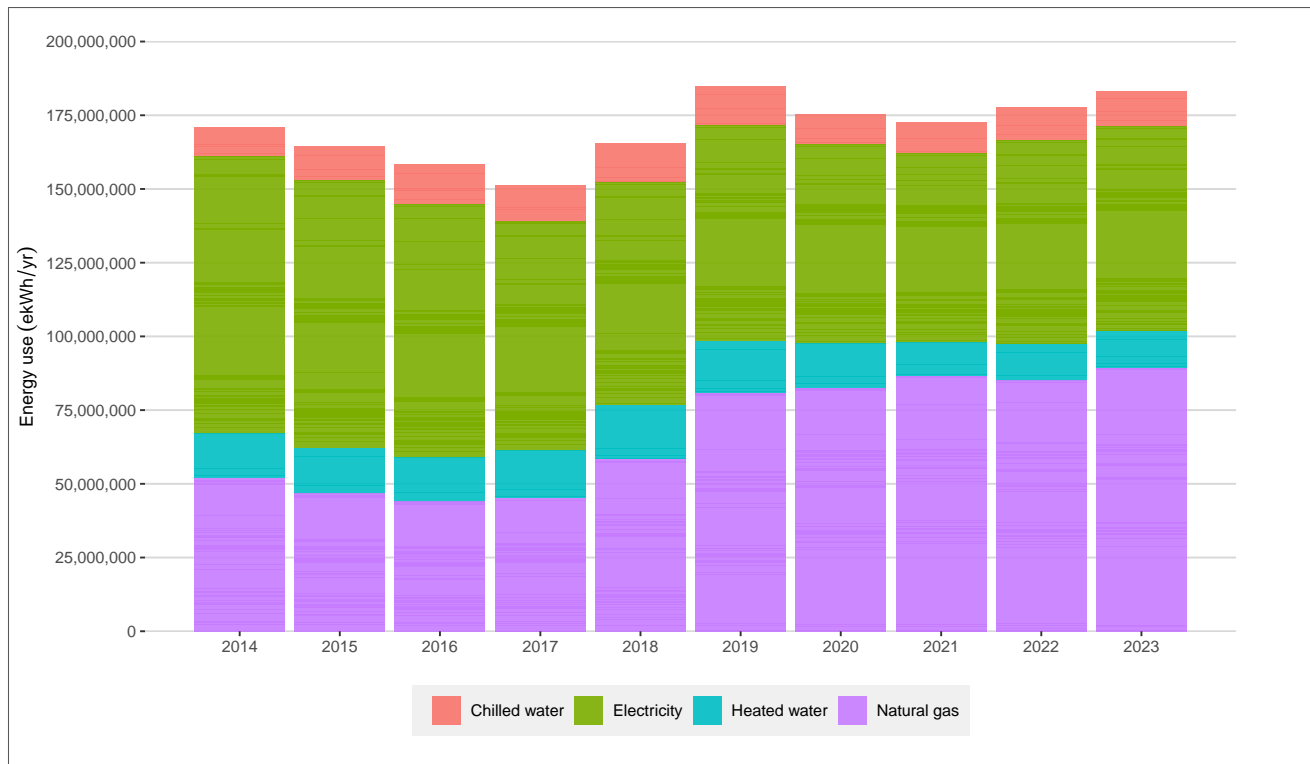


Figure 5: Historical energy use data of all assets

Energy use.

- Based on trends identified in the City's utility use, the energy use decreased from 2014 to 2017, increased from 2017 to 2019, and has largely remained consistent since then.

2.2.6 Historical utility cost data

The City of Windsor's historical annual utility cost data is presented in Figure 6 below.

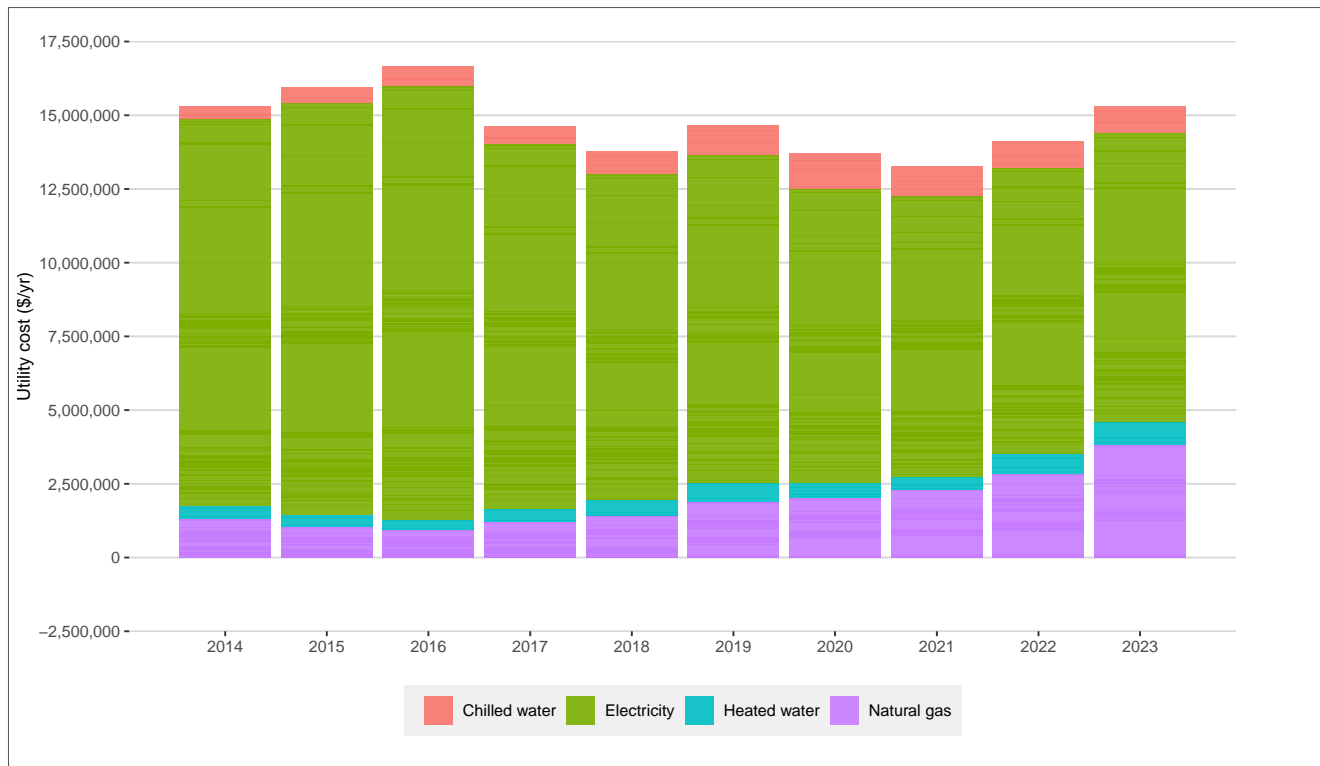


Figure 6: Historical utility cost data of all assets

Utility cost.

- Electricity generation in the province of Ontario is managed by the Independent Electricity System Operator (IESO) organization and is a deregulated market. This facilitates the effective price of electricity as generators that provide electricity can bid into the open market system. Wholesale pricing (the Hourly Ontario Energy Price, or HOEP) and Global Adjustment (GA) is the hourly price charged to local distribution companies and experiences significant volatility. The GA accounts for the difference between the HOEP and rates paid to generators and also experiences considerable volatility.
- The average effective price of electricity has increased from 9.1 to 10.4 c/kWh from 2014 to 2023, although in 2020 it was as high as 13.2 c/kWh, and there are considerable fluctuations on a month-to-month basis, further showing the volatility of the cost of electricity.
- A variety of costing models are available to end users which provides a more stabilized costing approach.
- Despite the increased cost of electricity and the increase in natural gas, the City's utility costs have decreased from 2014 to 2021 as a result of the City's decrease in electricity use over this period, as electricity has historically been responsible for the majority of the City's utility costs.
- Ontario's electricity grid also has a variety of energy sources, including nuclear, hydro, wind energy, solar, and fossil fuels. As the demand on the electrical grid increases, and various levels of government and the public push for decarbonizing the grid, the amount of electricity generated by each source is impacted. This will impact the cost of generating electricity, as well as the electrical grid emission factor, adding significant variability and uncertainty to future utility cost and GHG emissions.
- In addition, the federal carbon charge associated with burning fossil fuels, was introduced in 2019 and is projected to continue to increase until 2030 to \$170/tCO₂e, which has increased the effective cost of natural gas and will continue to increase it going forward.

- The City of Windsor has an agreement with their local distribution company, EnWin Utilities Ltd., and the IESO, called net metering. Net metering will stabilize the volatility of the City's utility costs, as the City can offset their utility costs using electricity generated through its renewable systems.
- Additional energy sources may become available in the future which the City of Windsor could utilize. This includes potential sources such as hydrogen as a fuel source, to reduce the quantity of fossil fuels burned and decrease the annual federal carbon tax fees which natural gas producers are currently conducting pilot projects in Canada to determine long-term feasibility.
- CHP also plays a significant role in the consumption of natural gas. At the time, political and financial support drove CHP however, based on current political and financial economy, consideration will be given to phasing out the CHPs as the net benefit is greatly reduced due to carbon tax, low electricity prices etc.

2.2.7 GHG emissions historical trends

The City of Windsor's historical annual GHG emissions data is presented in Figure 7 below.

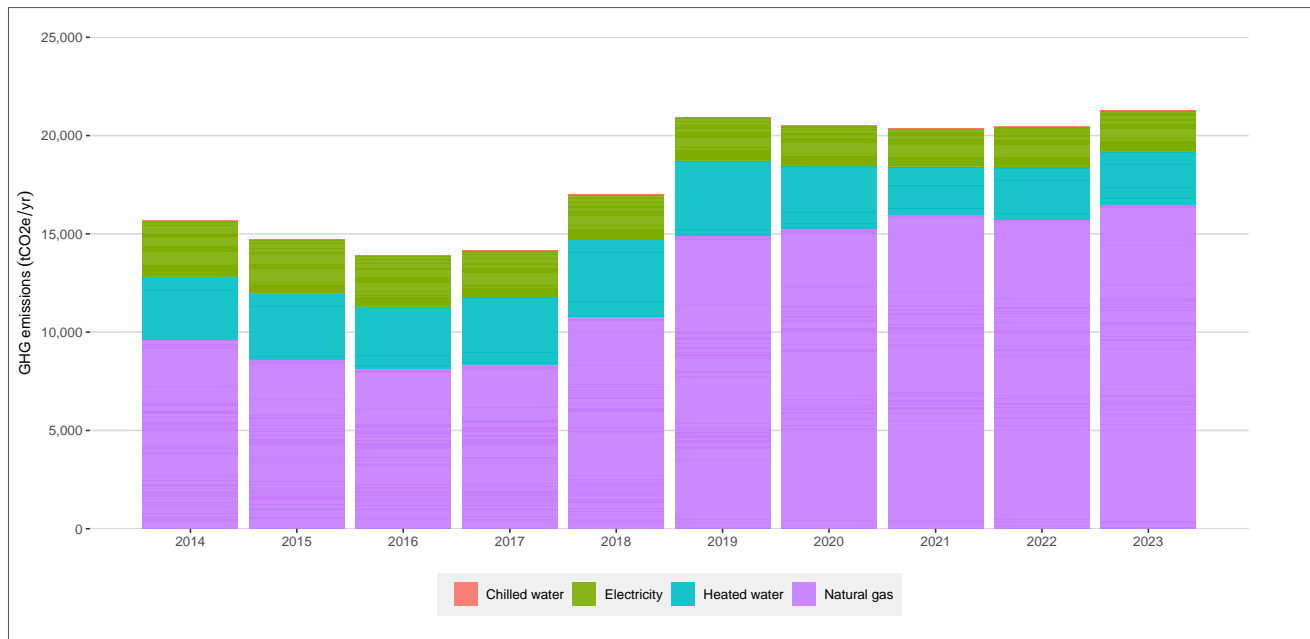


Figure 7: GHG emissions historical data of buildings

GHG emissions.

- GHG emissions largely follow the same trends as the energy use data, although the natural gas and heated water have higher emissions factor than electricity and chilled water.
- The City's overall GHG emissions were gradually decreasing from 2014 to 2017, although with the acquisition of the Windsor Biosolids Processing Facility in 2019, there was a large increase in GHG emissions which maintained higher emissions until 2023.

2.3 Energy and Emissions Breakdown

The City of Windsor's energy consumption breakdown by asset type is presented in Figure 8 below.

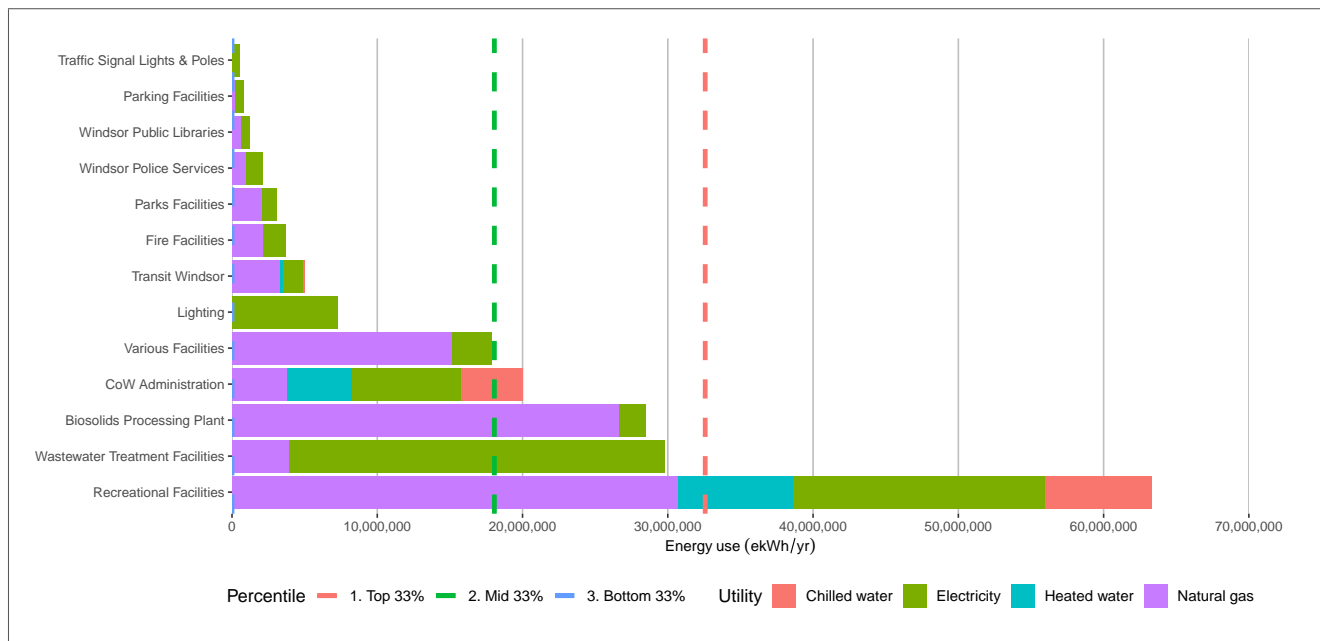


Figure 8: Current energy use: contributions by energy type

Sectors.

- Buildings have the greatest contribution to energy use, followed by the wastewater treatment sector, followed by the biosolids processing plant. Comparatively, the energy use due to public lighting and miscellaneous assets is minor.

Types.

- Types refer to the various asset types within each sector. The type is used to break down the buildings sector based on the building's purpose.
- The recreational facilities sector has the highest energy use, as it contains indoor aquatic facilities and indoor ice facilities, which have high energy use due to ice resurfacing water heating, pool water heating, and high domestic hot water loads (e.g. showers), in addition to space heating.
- The wastewater treatment facilities, which include all wastewater treatment facilities other than the Windsor Biosolids Processing Facility, has the next highest energy use.
- The biosolids processing plant asset type, which only contains Windsor Biosolids Processing Facility, is the third highest consumer of energy at the City of Windsor.

The City of Windsor's GHG emission breakdown by asset type is presented in Figure 9 below.

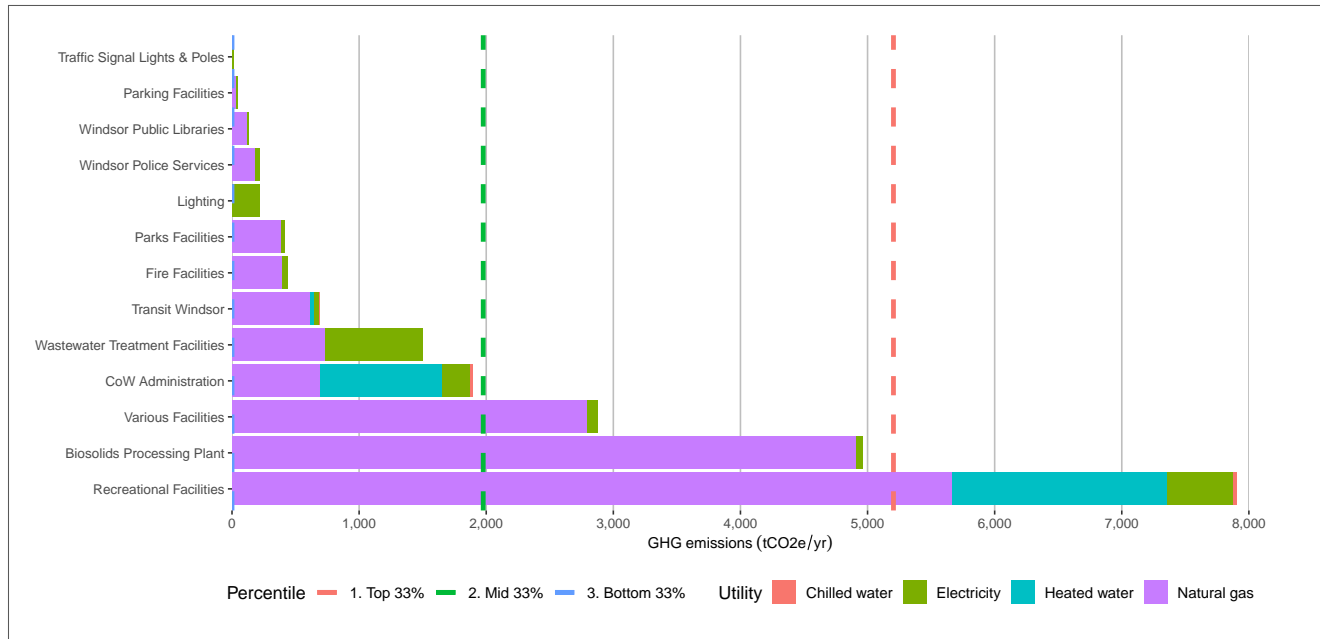


Figure 9: Current GHG emissions: contributions by energy type

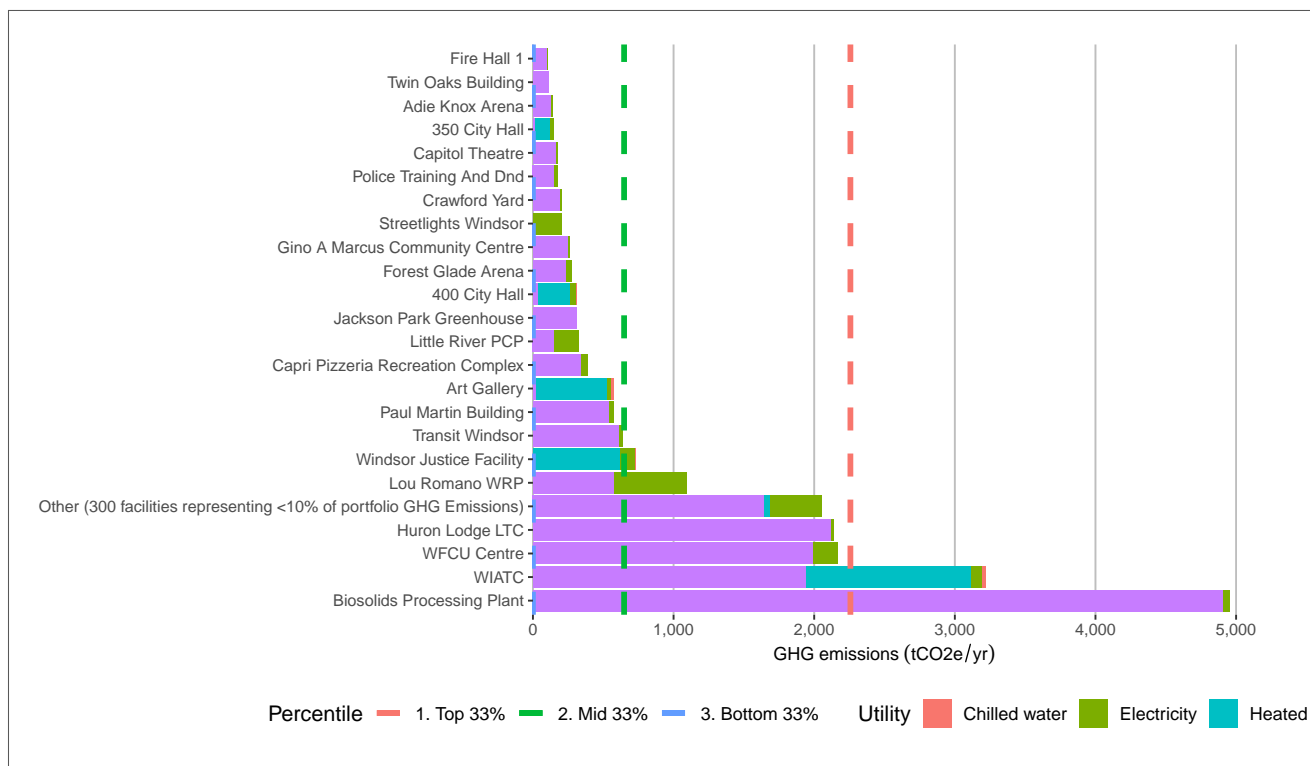
Sectors.

- Buildings have the greatest contribution to GHG emissions, followed by the biosolids processing plant, followed by the wastewater treatment sector. Comparatively, the GHG emissions due to public lighting and miscellaneous assets is minor.

Types.

- Types refer to the various asset types within each sector. The type is used to break down the buildings sector based on the building's purpose.
- The recreational facilities sector has the highest energy use, as it contains indoor aquatic facilities and indoor ice facilities, which have high energy use due to ice resurfacing water heating, pool water heating, and high domestic hot water loads (e.g. showers), in addition to space heating.
- The activities mentioned above are often natural-gas fired, which has a higher emissions factor than electric equipment.
- The biosolids processing plant asset type, which only contains Windsor Biosolids Processing Facility, is the second highest consumer of energy at the City of Windsor. This is due to the large amount of natural gas consumption used in the drying process.
- The various facilities and wastewater treatment facilities types are the third and fourth highest contributors to the City's GHG emissions.

The City of Windsor's GHG emission breakdown by asset is presented in Figure 10 below.



Assets.

- The Windsor Biosolids Processing Facility (WBPF) is the asset which is responsible for the largest portion of energy use and GHG emissions from the City of Windsor's profile.
- The WIATC and WFCU centre, which are both recreation facilities, are also responsible for a high portion of the City's energy use and GHG emissions.
- As such, these facilities should be targeted in energy and emissions reduction strategies, as they have the potential to have the greatest impact on the City's energy and emissions profiles.

2.4 Change from Baseline Year

The change between the baseline and the most recent utility use and GHG emissions data is presented in Table 3. The current utility use is taken as the utility use in 2023, as this is the most recent year with complete utility use data available. 2014 is used as the baseline year as it is the initial reporting year for energy use under O.Reg 25/23. Note that a positive change indicates an increase since 2014, and a negative change indicates a decrease.

Table 3: GHG emissions comparison from baseline year

Sector	Energy use				GHG emissions			
	Baseline (2014)	Current (2023)	Change	Percent change	Baseline (2014)	Current (2023)	Change	Percent change
-	[ekWh/yr]	[ekWh/yr]	[ekWh/yr]	[%]	[tCO2e/yr]	[tCO2e/yr]	[tCO2e/yr]	[%]
Buildings	119,678,353	116,328,433	-3,349,920	-2.8	13,404	14,531	1,127	8.4
Wastewater Treatment	31,560,720	30,351,296	-1,209,424	-3.8	1,680	1,565	-115	-6.9
Public Lighting	18,857,211	7,243,620	-11,613,591	-61.6	566	217	-348	-61.6
Miscellaneous	894,880	701,721	-193,159	-21.6	27	21	-6	-21.6
Biosolids Processing Plant	0	28,443,586	28,443,586	-	0	4,958	4,958	-
Overall	170,991,163	183,068,655	12,077,492	7.1	15,677	21,292	5,615	35.8

The overall percent changes were calculated based on the total change compared to the total baseline value for energy and GHG emissions, respectively. Also note that no percent change is shown for the Biosolids Processing Plant, as a percent change cannot be calculated from a baseline value of 0.

As shown in Table 3, the energy use and GHG emissions for most sectors decreased from 2014 to 2023. There was a slight increase in GHG emissions in the buildings from 2014 to 2023, due to the addition of certain assets (such as the Paul Martin Building), and due to the use of CHPs, which is included in the buildings category. The acquisition of the Windsor Biosolids Processing Facility in 2019 increased the City's electricity and natural gas consumption, resulting in an overall increase in the City's energy use and GHG emissions when compared to the 2014 baseline.

3 Renewable Energy

3.1 Solar Energy

3.1.1 Solar PV (Photovoltaic) arrays

The City of Windsor currently has three solar PV arrays installed. There is one solar system at the WIATC with a capacity of 350 kW, capable of generating 500,000 kWh per year with annual revenues of \$260,000. In addition, there are two 500 kW systems (one at WFCU Centre, and one at Transit Windsor) which can generate 1.5 million kWh combined, and have annual revenues of approximately \$500,000.

Finally, multiple solar PV systems are being implemented, shown in Table 4.

Table 4: Estimated capacity, production, and cost savings for solar PV systems installed from 2019 to 2023

Building	Installed Power (DC)	Installed Power (AC)	Annual Production	Installation Cost	Project Lifetime Cost Savings
-	[kWdc]	[kWac]	[kWh/yr]	[\$]	[\$]
Optimist Community Centre and Library	155.87	120	148,726	294,279	479,122
Forest Glade Community Centre and Library	138.43	80	145,490	294,369	626,181
John Atkinson Community Centre	132.75	106	136,796	247,711	492,574
Fire Hall 2	54.5	49.5	59,950	169,638	211,671
Fire Hall 5	63.22	49.5	65,812	177,297	239,153
Fire Hall 6 and EOC	110.09	100	116,369	230,344	529,194
Fire Hall 7	53.41	49.5	60,059	172,224	208,728
Fire Apparatus Building	14.17	10	15,587	35,398	58,377
Parks and Recreation Facilities Storage	173.86	115.4	171,342	286,655	682,866
Parks and Recreation Maintenance Yard	158.05	115.4	165,621	272,809	601,511
South Windsor Library	67.58	49.5	68,053	164,711	274,498
Fontainebleau Library	94.5	72	112,020	292,229	437,151

3.1.2 Solar thermal pool water heating systems

The City of Windsor has three solar pool water heating systems. When solar heat is available, these systems pump pool water through unglazed solar collectors mounted on the roof. These systems are simpler than solar domestic water heating systems, as they do not use potable water, and only need to heat the water to about 28°C. These systems cannot provide heat at night and can only operate in the summer months; however, on average, they reduce gas consumption by approximately 35%.

These systems have been installed at the following facilities:

- Lanspeary Park
- Remington Park
- Mic Mac Park

3.1.3 Net metering

The City of Windsor has an agreement with their local distribution company, EnWin Utilities Ltd., and the IESO, called net metering. Net metering allows customers to generate renewable energy, such as solar or wind power, on-site and offset their electricity consumption with the excess energy they produce. Under this program, customers can install renewable energy systems on their property and connect them to the grid. When these systems generate more electricity than the customer consumes, the surplus energy is exported to the grid, and the customer receives credits on their electricity bill for the excess energy supplied. Credits can be carried forward for up to 12 months.

These credits are applied to future electricity bills, effectively offsetting the cost of electricity consumption during periods when the renewable energy system is not generating enough electricity to meet the customer's demand. The net metering program allows customers to reduce their electricity bills, generate clean energy, and contribute to Ontario's transition to a more sustainable energy future.

The City of Windsor has recently implemented this net metering initiative, and these savings are anticipated to be presented as part of the next EMP.

3.1.4 Hybrid Photovoltaic-Thermal Solar Collectors

Administration is investigating combining Solar-thermal collectors with photovoltaic (PV) modules to produce hybrid PV-thermal (PV-T) collectors. This integration of these systems can simultaneously deliver heat and electricity from the same installed area at a higher efficiency compared to separately installed solar-thermal and PV panels.

3.1.5 Battery Storage

Administration is investigating the use of battery storage due to its advantageous role in the strategy of Global Adjustment Busting (GA Busting). GA Busting involves reducing electricity consumption during peak demand hours to lower the global adjustment costs for class A consumers.

Battery storage plays a significant role in GA Busting by providing a reliable way to reduce electricity consumption during peak demand hours through the use of stored energy.

3.2 Anaerobic Digestion

Anaerobic digestion is a collection of processes by which microorganisms break down biodegradable material in the absence of oxygen. The process is used for industrial or domestic purposes to manage waste or to produce fuels.

The Integrated Site Energy Master Plan for the two wastewater treatment plants will investigate on-site renewable energy generation and evaluate the potential for anaerobic digestion and renewable natural gas production.

4 Energy Saving Measures

4.1 Methodology

The implementation plans for the short, medium, and long term were developed and analyzed according to the following methodology.

1. **Recommended measures.** Each asset considered under this EMP was reviewed and specific measures that could be implemented for each specific asset were identified. Where possible, measures were identified using the GHG Reduction Pathway Feasibility Studies undertaken for certain assets (Forest Glade Arena, Gino A Marcus Community Centre, John Atkinson Community Centre, Optimist Community Centre, South Windsor Arena, and WFCU Centre). For assets where those studies were not available, general measures were recommended based on building operation and the priorities identified in Section 2. The savings and costs associated with these measures were estimated based on detailed measures modelled for buildings of similar sizes and functions. Note that these measure recommendations are high-level and may not reflect actual building conditions; a detailed feasibility study would be recommended before pursuing any measures.
2. **Plan identification.** In this plan, two main scenarios are considered: the Business as Planned scenario, and the GHG Reduction Plan. The Business as Planned scenario is presented as a benchmarking tool to observe the change in utilities and GHG emissions if no energy conservation measures (ECMs) are undertaken. The GHG Reduction Plan is the recommended plan to meet the City's GHG emission goals by implementing various ECMs, and is broken down into short term (2024-2029), medium term (2030-2034), and long term (2035-2050) plans.
3. **Scenario utility analysis.** A utility analysis was completed for each scenario, in which the yearly utility use for each asset was projected from 2024 to 2050 (i.e. the evaluation period) for all utilities (i.e. electricity and natural gas), based on the measure implementation plan specific to each scenario. Also, yearly GHG emissions and utility costs were projected from 2023 to 2050 based on the yearly utility use projections for each scenario by applying the assumed GHG factors and utility cost rates indicated below.
 - **GHG emissions factors for electricity.** The electricity grid emissions factor for 2023-2025 was obtained from the National Inventory Report (NIR). The projected emissions factor was taken from the IESO 2022 Planning Outlook for remaining short term projections (2026-2029), and from the Low Carbon Economy Fund (LCEF) numbers (obtained from Environment and Climate Change Canada (ECCC)'s 2022 *Reference Case GHG Emissions*) for the 2030-2050 projections. Figure 11 presents the electricity grid GHG emissions factors assumed over the evaluation period.

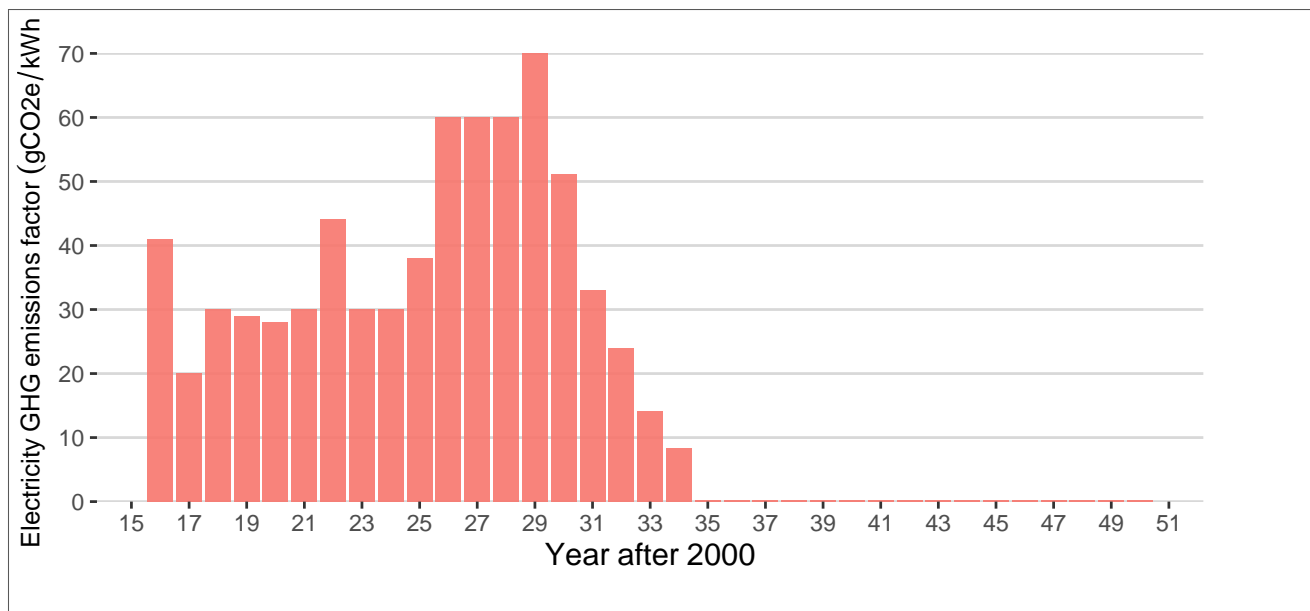


Figure 11: Electricity GHG emissions factor assumptions (from NIR (2023-2025), IESO's 2022 Planning Outlook (short term) and ECCC's 2022 Reference Case GHG Emissions (long term))

- **GHG emissions factors for other utilities.** All other GHG emissions factors assumptions were as per Table 5, based on the emission factor in 2023.

Table 5: GHG emissions factor assumptions

Utility	Unit	Value
Electricity	[gCO2e/kWh]	30
Natural gas	[gCO2e/m3]	1947
Chilled water	[gCO2e/MWh]	5242
Heated water	[gCO2e/MWh]	213474

- **Utility cost rates for federal carbon charge.** The federal carbon charge was assumed to change over time, based on existing legislation. In this analysis, the federal carbon charge is applied to all GHG emissions associated with scope 1 GHG emissions (GHG emissions due to direct fuel combustion). Figure 12 presents the federal carbon charge rates assumed over the evaluation period.

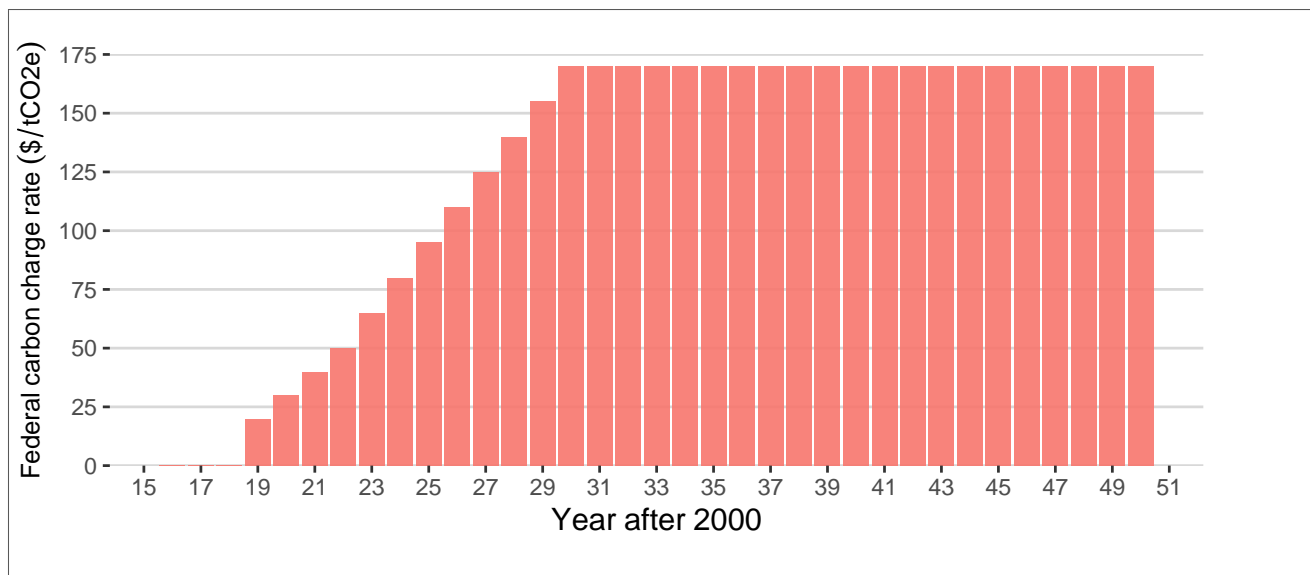


Figure 12: Federal carbon charge projection (Source: Government of Canada (up to 2030); Assumed (After 2030))

- **Utility cost rates for other utilities.** All other utility cost rate assumptions in 2023 were as per Table 6, assuming a general inflation rate of 2.2%.

Table 6: Utility cost rate assumptions

Utility	Unit	Value
Electricity	[\$/kWh]	0.14
Natural gas	[\$/m3]	0.26
Chilled water	[\$/MWh]	88.39
Heated water	[\$/MWh]	62.98
Carbon offsets	[\$/tCO2e]	24

4. **Additional recommendations.** In addition to the quantifiable measures presented, additional recommendations are listed. These recommendations are anticipated to have indirect utility use savings, but are anticipated to help the City of Windsor to achieve their climate change targets.

4.2 Previous Measures

From 2019 to 2023, the City of Windsor undertook multiple projects, including several lighting upgrades to LED. Table 7 lists the energy conservation measures and saving which were implemented during the 2019 to 2023 EMP as it relates to LED lighting conversion.

Table 7: Estimated annual energy savings for LED lighting measures implemented during the 2019-2023 EMP

Status	Building	Measure	Energy Savings [ekWh/yr]	Cost Savings [\$/yr]
-	-	-	-	-
Complete	Fire Station #1 - Headquarters	LED Project Phase 1	54,660	7,871
	Fire Station #7	LED Project Phase 1	6,465	931
	International Transit Terminal	LED Project Phase 1	52,021	7,491
	Parking Garage 1	LED Project Phase 1	149,611	21,544
	Parking Garage 2	LED Project Phase 1	210,778	30,352
	WFCU Centre	LED Project Phase 1	283,299	40,795
	WIATC Aquatic Centre	LED Project Phase 1	241,694	34,804
	Windsor Joint Justice Facility	LED Project Phase 1	331,056	47,672
	400 City Hall	LED Project Phase 2	297,611	42,856
	Adie Knox Herman Rec Complex	LED Project Phase 2	72,785	10,481
	Art Gallery of Windsor	LED Project Phase 2	64,604	9,303
	Capitol Theatre	LED Project Phase 2	49,118	7,073
	Gino and Liz Marcus Complex	LED Project Phase 2	44,701	6,437
	Lanspeary Park and Rink	LED Project Phase 2	3,514	506
	Little River PCP	LED Project Phase 2	84,326	12,143
	Lou Romano WRP	LED Project Phase 2	475,035	68,405
	Roseland Golf and Curling Club	LED Project Phase 2	102,660	14,783
	Transit Windsor	LED Project Phase 2	326,132	46,963
Not yet implemented	Crawford Yard	LED Project Phase 3	85,840	12,361
	Department of National Defence	LED Project Phase 3	119,403	17,194
	Environmental Drop-off Depot	LED Project Phase 3	26,146	3,765
	Forest Glade Arena	LED Project Phase 3	90,118	12,977
	Huron Lodge Care Facility	LED Project Phase 3	210,479	30,309
	John Atkinson Community Centre	LED Project Phase 3	66,438	9,567
	Optimist Community Centre	LED Project Phase 3	12,465	1,795
	Parks & Rec Administration	LED Project Phase 3	19,153	2,758
	Parks & Rec Maintenance Yard	LED Project Phase 3	28,729	4,137
	Public Works Administration Office	LED Project Phase 3	56,813	8,181
	South Windsor Recreation Complex	LED Project Phase 3	60,833	8,760
	Traffic Yard	LED Project Phase 3	42,208	6,078

In addition to the LED projects noted above, the following projects have been implemented:

- **WIATC CHP:** This project has been completed. Following the COVID-19 pandemic and subsequent closures, facility use was greatly reduced. At present, the CHP has not been running at full capacity likely as a result of the impacts of the COVID-19 pandemic.
- **Net Metering Project:** Net metering is being implemented, although there are not yet savings to be implemented under this EMP.
- **Forest Glade Arena Upgrade Project:** Completed.
- **EV Charging Stations:** 11 public EV charging stations have been implemented in various City properties.

The rest of projects recommended by the 2019 EMP have either been cancelled or are in the investigation phase.

4.3 Recommended Measures and Implementation Plans

4.3.1 Measure descriptions

Descriptions of key measures are listed below.

Electrification measures

Replace gas-fired equipment with electric equipment. Electricity from the Ontario grid has a lower GHG impact than natural gas, and is often more efficient than gas-fired equipment.

Heat pump measures

General measure to represent replacing the heating system (DHW, boiler, HVAC, etc.) with heat pumps. In these measures, air-source heat pumps are considered unless stated otherwise, but each building can be surveyed to check whether a geothermal heat pump would be a suitable alternative. As with the general electrification measures, if the original equipment is gas-fired, the switch to electric equipment can reduce GHG emissions. Additionally, heat pumps are a high efficiency alternative to most existing heating systems, as air-source heat pumps typically have an average COP of around 2.5 (corresponding to 250% efficiency), and geothermal heat pumps often have an average COP above 3.5.

HVAC system optimization

General measure to represent various HVAC upgrades to reduce the heating load. This measure represents a budget to be put aside to optimize the HVAC system, and could include recommissioning measures or HVAC controls upgrades. The most effective controls upgrades will vary depending on the facility, but could include items such as setpoint temperature setbacks, BAS systems, HVAC system scheduling, and demand control ventilation.

Lighting upgrade

General measure to represent upgrading building lighting to reduce the energy consumed by light fixtures. This could include lighting retrofits to LED or upgrading the lighting controls in a building. Depending on which lighting controls are feasible in a facility, this could include daylighting, occupancy sensors, or other opportunities to save on lighting energy.

Solar PV

Implement solar PV arrays to generate renewable energy, to reduce GHG emissions by reducing electricity consumption. Where possible, solar PV system sizes and costs were obtained based on existing arrays planned by the City (Section 3.1). Where not available, solar PV systems were sized based on the gross floor area and may not be suitable in all locations; a feasibility study is recommended to determine whether solar PV would be suitable at each location.

Wastewater process electrification

For the wastewater treatment facilities, process upgrades to reduce natural gas consumption are recommended. Based off of measures undertaken at similar facilities, it is recommended that process heating equipment be replaced with equipment which can be heated using hot water or electric systems. If the equipment can be heated by hot water, it is recommended that the hot water be supplied by heat pumps to further decrease the energy consumption and GHG emissions.

4.3.2 Short term plan (2024-2029)

A five year summarized project plan to reduce GHG emissions is outlined in Table 8. A detailed breakdown of this plan, including estimated project costs, is presented in Appendix B.1. Note that a negative impact is a decrease in the corresponding utility, and a positive impact is an increase.

Table 8: Short term ECMs to implement (2024-2029)

Year	Facility	Measure	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
-	-	-	[ekWh/yr]	[tCO2e/yr]	[kWh/yr]	[m3/yr]	[\$/yr]
2025	Optimist Community Centre	Add HVAC1 and HVAC2 to BAS	-100,398	-14	-28,869	-6,776	-6,789
	WFCU Centre	AH101 schedule optimization	-67,786	-11	-11,240	-5,356	-3,709
	John Atkinson Community Centre	Boiler upgrade (ASHP)	-66,363	-16	26,984	-8,842	392
	Capri Pizzeria Recreation Complex	Change room DHW heating to ASHP	-172,827	-42	63,114	-22,350	263
	Capri Pizzeria Recreation Complex	DEH1 and DEH2 mode scheduling	-78,147	-10	-29,148	-4,642	-5,991
	WFCU Centre	DH3, 4, 5 setpoint scheduling	-994,890	-122	-394,844	-56,840	-78,791
	Optimist Community Centre	DHW to ASHP	-6,235	-1	1,849	-766	-36
	Optimist Community Centre	Disconnect the natural gas fireplace	-15,614	-3	-612	-1,421	-645
	John Atkinson Community Centre	EnergyStar appliances	-2,681	-0	-2,681	0	-384
	WFCU Centre	ERV1, 2, 3 unoccupied heating	-86,281	-13	-19,778	-6,300	-5,301
	Capri Pizzeria Recreation Complex	Faucet aerator upgrade	-5,017	-1	0	-475	-186
	WFCU Centre	General recommissioning	0	0	0	0	0
	Forest Glade Arena	General recommissioning	0	0	0	0	0
	Gino A Marcus Community Centre	Gym temperature setpoint optimization	-15,932	-3	-1,838	-1,335	-787
	Multiple Facilities	HVAC schedule optimization	-558,123	-77	-166,030	-37,142	-38,325
	Capri Pizzeria Recreation Complex	Laundry DHW heating to hybrid	-8,674	-2	3,157	-1,121	12
	Multiple Facilities	Lighting upgrade	-252,819	8	-356,574	9,828	-47,164
	WFCU Centre	Low flow shower heads	-91,566	-17	0	-8,674	-3,402
	Gino A Marcus Community Centre	North wing temperature setpoint optimization	-29,948	-5	-3,973	-2,460	-1,534
	Capri Pizzeria Recreation Complex	Old RTU upgrade to ASHP	-732,543	-176	264,088	-94,407	752
	WFCU Centre	P5, P6 variable speed controls	-135,515	-4	-135,515	0	-19,389
	Atkinson Pool	Pool heat to heat pump	-42,194	-11	19,856	-5,878	535
	Forest Glade Arena	Rink HVAC controls upgrade	-167,791	-26	-30,451	-13,010	-9,460
	WFCU Centre	RTU control upgrade and optimization	-	-258	-122,935	-130,370	-68,730
	Capri Pizzeria Recreation Complex	RTU OA control upgrades	1,499,209	-23	-2,434	-11,935	-5,030
	Multiple Facilities	Solar PV implementation	-	-31	-1,044,055	0	-149,385
	John Atkinson Community Centre	Sports gym DCV	1,044,055	-4	-439	-2,116	-893
	Optimist Community Centre	Temperature setback on AC1 to AC4	-22,781	-0	-874	-172	-192
	John Atkinson Community Centre	Window and door upgrade	-2,684	-2	0	-1,085	-426
2026	Forest Glade Arena	AC1 library controls optimization	-29,705	-6	0	-2,814	-1,104
	Forest Glade Arena	DEH3 and DEH4 heating electrification	-65,421	-53	262,529	-31,066	25,376
	Multiple Facilities	DHW to heat pump	-642,840	-165	302,513	-89,550	8,156
	Capri Pizzeria Recreation Complex	Exhaust fans to BAS	-10,353	-2	-190	-963	-405
	Multiple Facilities	HVAC system optimization	-396,891	-46	-175,407	-20,981	-33,325
	Multiple Facilities	Lighting upgrade	-67,418	2	-95,450	2,655	-12,615
	Central Park Pool	Pool heat to heat pump	-37,477	-10	17,636	-5,221	475
	Gino A Marcus Community Centre	Roof upgrade to high performance	-285,254	-52	-2,238	-26,809	-10,837

Table 8: Short term ECMs to implement (2024-2029) (continued)

Year	Facility	Measure	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
	Gino A Marcus Community Centre	Wall upgrade to high performance	-131,994	-24	0	-12,503	-4,905
	Gino A Marcus Community Centre	Windows and doors to high performance	-12,980	-2	0	-1,230	-482
2027	400 City Hall	DHW to heat pump	-10,022	-3	4,716	-1,396	127
	Multiple Facilities	HVAC system optimization	-229,185	-36	-43,466	-17,593	-13,120
	Multiple Facilities	HVAC to heat pump	-479,334	-123	225,569	-66,773	6,081
	Multiple Facilities	Lighting upgrade	-132,984	-1	-151,649	1,768	-21,006
	Optimist Community Centre	Wall upgrade to high performance	-45,245	-8	-1,369	-4,156	-1,826
2028	WFCU Centre	CHP use for Class A peak mitigation	84,821	48	-209,783	27,907	-19,069
	Multiple Facilities	DHW to heat pump	-95,725	-24	45,048	-13,335	1,215
	Multiple Facilities	HVAC system optimization	-86,001	-13	-18,110	-6,431	-5,114
	Multiple Facilities	HVAC to heat pump	-	-512	936,088	-277,101	25,235
	Multiple Facilities	Lighting upgrade	1,989,188	4	-166,722	4,645	-22,033
	Optimist Community Centre	Roof upgrade to high performance	-117,687	-9	-1,324	-4,431	-1,928
2029	Multiple Facilities	DHW to heat pump	-38,216	-10	17,984	-5,324	485
	Multiple Facilities	HVAC system optimization	-257,937	-43	-32,076	-21,395	-12,982
	Multiple Facilities	HVAC to heat pump	-252,003	-65	118,589	-35,105	3,197
	Multiple Facilities	Lighting upgrade	-94,839	3	-134,356	3,743	-17,754
	Lanspeary Park Pool And Ice Rink	Pool heat to heat pump	-58,582	-15	27,568	-8,161	743
	Capri Pizzeria Recreation Complex	Snow melt via recovered heat	-8,887	-1	-1,263	-722	-464
	Optimist Community Centre	Windows and doors to high performance	-2,623	-0	-36	-245	-101
Short Term	Total	(Accounts for interactive effects and changes in the electricity grid emissions factor)	11,210,314	-836	1,080,680	959,544	-552,573

Note that measures with "0" impact in all utilities, such as the General recommissioning measure, are anticipated to decrease energy use and GHG emissions but the savings cannot be calculated.

4.3.3 Medium term plan (2030-2034)

A five year project plan to reduce GHG emissions in the medium term (2030-2034) is outlined in Table 9. A detailed breakdown of this plan, including estimated project costs, is presented in Appendix B.2. Note that a negative impact is a decrease in the corresponding utility, and a positive impact is an increase.

Table 9: Medium term ECMs to implement (2030-2034)

Year	Facility	Measure	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
-	-	-	[ekWh/yr]	[tCO2e/yr]	[kWh/yr]	[m3/yr]	[\$/yr]
2030	Forest Glade Arena	CC DHW electrification	-6,255	-1	1,854	-768	-36
	Capri Pizzeria Recreation Complex	DEH1 and DEH2 heating electrification	-57,983	-47	232,406	-27,508	22,462
	Forest Glade Arena	DHW preheat via desuperheater	-60,576	-11	0	-5,738	-2,251
	Multiple Facilities	DHW to heat pump	-256,978	-66	120,932	-35,798	3,261
	Multiple Facilities	HVAC system optimization	-	-227	-44,533	-115,919	-51,843
	Multiple Facilities	HVAC to heat pump	1,268,251	-1,966	3,598,428	-1,065,207	97,009
			7,646,660				

Table 9: Medium term ECMs to implement (2030-2034) (continued)

Year	Facility	Measure	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
	Multiple Facilities	Lighting upgrade	-537,041	13	-723,798	17,691	-96,621
	Mic Mac Pool	Pool heat to heat pump	-18,929	-5	8,908	-2,637	240
	Forest Glade Arena	Rink DHW electrification	-153,056	-35	45,387	-18,798	-880
2031	Multiple Facilities	DHW to heat pump	-166,426	-43	78,318	-23,184	2,111
	Multiple Facilities	HVAC system optimization	-431,892	-52	-176,784	-24,166	-34,775
	WIATC	HVAC to heat pump	-	-1,837	3,362,353	-995,324	90,645
			7,145,000				
	Multiple Facilities	Lighting upgrade	-153,036	1	-186,650	3,184	-25,456
	Gino A Marcus Community Centre	Replace DHW heaters with ASHP	-35,534	-8	10,881	-4,397	-168
	Gino A Marcus Community Centre	Replace pool water heater with ASHP	-155,911	-40	76,165	-21,984	2,274
2032	John Atkinson Community Centre	Changeroom HRV	-7,369	-1	0	-698	-274
	Multiple Facilities	DHW to heat pump	-98,424	-25	46,317	-13,711	1,250
	Paul Martin Building	HVAC system optimization	-316,404	-51	-48,323	-25,394	-16,876
	Fire Hall 7	HVAC to heat pump	-153,098	-39	72,046	-21,327	1,942
	Gino A Marcus Community Centre	HVAC2 conversion	-83,364	-21	35,428	-11,253	655
	Adie Knox Arena	Ice resurfacers conversion	-272	-0	1,087	-129	105
	Multiple Facilities	Lighting upgrade	-151,594	4	-209,215	5,458	-27,796
2033	Multiple Facilities	Pool heat to heat pump	-192,644	-50	90,657	-26,836	2,444
	Multiple Facilities	DHW to heat pump	-45,402	-12	21,366	-6,325	576
	Multiple Facilities	HVAC system optimization	-263,502	-38	-69,946	-18,335	-17,199
	PR Admin Building	HVAC to heat pump	-100,819	-26	47,444	-14,044	1,279
	Multiple Facilities	Lighting upgrade	-	-46	-1,889,947	5,194	-268,376
			1,835,111				
2034	Forest Glade Arena	AC1 rink upgrade to ASHP	-20,663	-5	7,519	-2,670	29
	Forest Glade Arena	DEH3 and DEH4 mode scheduling	-110,562	-14	-40,011	-6,683	-8,346
	Forest Glade Arena	DEH3, 4 dehumidifier electrification	-947	-1	3,789	-449	366
	WFCU Centre	DH1, DH2 electrification	-60,028	-48	240,884	-28,504	23,284
	Multiple Facilities	DHW to heat pump	-170,905	-44	80,425	-23,808	2,168
	Forest Glade Arena	HV upgrade to ERV and ASHP	-301,415	-70	94,893	-37,541	-1,149
	Multiple Facilities	HVAC system optimization	-100,888	-15	-21,909	-7,481	-6,069
	Francois Baby House	HVAC to heat pump	-35,103	-9	16,519	-4,890	445
	WFCU Centre	HVAC1 to HVAC12 electrification	-185,070	-48	90,417	-26,096	2,700
	Multiple Facilities	Lighting upgrade	-472,238	8	-616,131	13,630	-82,809
	WFCU Centre	LTHW testing for future conversion	0	0	0	0	0
	WFCU Centre	MUA1 electrification	-12,445	-11	56,896	-6,568	5,564
	Windsor Waterworld	Pool heat to heat pump	-17,859	-5	8,404	-2,488	227
	Forest Glade Arena	Rink unit heater electrification	-239	-0	955	-113	92
Medium Term	Total	(Accounts for interactive effects and changes in the electricity grid emissions factor)	21,565,170	8,863	-3,819,291	2,404,579	-379,797

Note that measures with "0" impact in all utilities, such as the LTHW testing measure, are anticipated to result in a decrease in energy use and GHG emissions but the savings cannot be calculated.

4.3.4 Long term plan (2035-2050)

A project plan to reduce GHG emissions in the long term (2035-2050) is outlined in Table 10. A detailed breakdown of this plan, including estimated project costs, is presented in Appendix B.3. The following projects are currently planned to take place in the long term; however, the City remains adaptable to new technologies as they become available and the direction for particular measures may change in the long term. Note that a negative impact is a decrease in the corresponding utility, and a positive impact is an increase.

Table 10: Long term ECMs to implement (2035-2050)

Year	Facility	Measure	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
-	-	-	[ekWh/yr]	[tCO2e/yr]	[kWh/yr]	[m3/yr]	[\$/yr]
2035	WFCU Centre	B1-6 electrification without CHP	-	-1,294	4,190,298	-729,032	313,567
	Adie Knox Arena	Cold water flooding	3,505,886				
	Multiple Facilities	DHW to heat pump	-8,672	-2	0	-821	-322
	Multiple Facilities	HVAC system optimization	-43,256	-11	20,356	-6,026	549
	Multiple Facilities	HVAC to heat pump	-	-277	-212,015	-139,077	-84,892
	Multiple Facilities	Reznor conversion to ASHP	1,680,209				
	Gino A Marcus Community Centre	RTU upgrade (ASHP)	-857,015	-220	403,300	-119,385	10,873
	John Atkinson Community Centre		-88,140	-23	42,287	-12,355	1,204
			-187,031	-46	76,396	-24,954	1,142
2036	WFCU Centre	Door upgrade to high-performance	-132,058	-24	0	-12,509	-4,907
	Multiple Facilities	HVAC to heat pump	-69,160	-18	32,545	-9,634	878
	WFCU Centre	Window upgrade to high-performance	-93,084	-17	0	-8,818	-3,459
2037	Multiple Facilities	DHW to heat pump	-142,624	-37	67,118	-19,868	1,809
	Multiple Facilities	HVAC to heat pump	-525,016	-135	247,067	-73,137	6,661
2038	John Atkinson Community Centre	DHW heater upgrade (ASHP)	-17,784	-4	6,619	-2,312	40
	Multiple Facilities	DHW to heat pump	-28,894	-8	13,597	-4,025	367
	Multiple Facilities	HVAC to heat pump	-421,305	-108	198,262	-58,689	5,345
2039	Forest Glade Arena	AC1 library upgrade to ASHP	-46,791	-14	31,599	-7,426	1,608
	Multiple Facilities	DHW to heat pump	-57,372	-15	26,998	-7,992	728
	Multiple Facilities	HVAC to heat pump	-	-293	536,411	-158,789	14,460
			1,139,876				
	Forest Glade Arena	MZU upgrade to air-source VRF	-83,538	-24	55,907	-13,209	2,818
	Multiple Facilities	Solar PV	-	-37	-1,241,292	0	-177,604
			1,241,292				
2040	Multiple Facilities	DHW to heat pump	-9,110	-2	4,288	-1,269	115
	Multiple Facilities	HVAC to heat pump	-	-348	637,571	-188,734	17,189
			1,354,839				
	Capri Pizzeria Recreation Complex	New RTU upgrade to ASHP	-76,611	-20	36,087	-10,676	976
	Biosolids Processing Plant	Process heat pump	-	-3,606	6,600,014	-1,953,737	177,928
			14,025,030				
	Multiple Facilities	Solar PV	-455,520	-14	-455,520	0	-65,176
2041	Multiple Facilities	DHW to heat pump	-50,607	-13	23,816	-7,050	642
	Gino A Marcus Community Centre	General RTUs - ASHP	-154,162	-38	63,262	-20,596	972
	Gino A Marcus Community Centre	HVAC1 conversion to DOAS and VRF	-446,957	-104	142,376	-55,825	-1,528
	Multiple Facilities	Solar PV	-136,656	-4	-136,656	0	-19,552
2042	Optimist Community Centre	HVAC conversion to ASHP with NG	-87,492	-20	28,383	-10,976	-245
	Multiple Facilities	HVAC to heat pump	-562,034	-144	264,488	-78,293	7,130
	Optimist Community Centre	HVAC2 system conversion to ASVRF system	-53,446	-12	16,836	-6,658	-203
	Little River PCP	Process heat pump	-202,640	-52	95,360	-28,228	2,571

Table 10: Long term ECMs to implement (2035-2050) (continued)

Year	Facility	Measure	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
	Multiple Facilities	Solar PV	-91,104	-2	-91,104	0	-13,033
	Capri Pizzeria Recreation Complex	Solar PV in parking lot	-436,160	-13	-436,160	0	-62,406
2043	Multiple Facilities	DHW to heat pump	-23,099	-6	10,870	-3,218	293
	Multiple Facilities	HVAC to heat pump	-277,326	-71	130,506	-38,632	3,518
	Multiple Facilities	Solar PV	-489,684	-15	-489,684	0	-70,064
	Gino A Marcus Community Centre	Solar PV canopy	-32,797	-1	-32,797	0	-4,693
	Gino A Marcus Community Centre	Solar PV rooftop	-160,343	-5	-160,343	0	-22,942
2044	Multiple Facilities	HVAC to heat pump	-518,774	-133	244,129	-72,267	6,582
	Lou Romano WRP	Process heat pump	-779,042	-200	366,608	-108,523	9,883
	Multiple Facilities	Solar PV	-797,160	-24	-797,160	0	-114,056
2045	Transit Windsor	DHW to heat pump	-178,862	-46	84,170	-24,916	2,269
	Multiple Facilities	HVAC to heat pump	-	-818	1,497,297	-443,230	40,365
	Paul Martin Building	Solar PV	3,181,755 -68,328	-2	-68,328	0	-9,776
2046	Crawford Yard	HVAC to heat pump	-631,545	-162	297,197	-87,976	8,012
	Multiple Facilities	Solar PV	-444,132	-13	-444,132	0	-63,545
2047	Multiple Facilities	HVAC to heat pump	-433,455	-112	203,978	-60,382	5,498
	Multiple Facilities	Solar PV	-204,984	-6	-204,984	0	-29,328
2048	Multiple Facilities	HVAC to heat pump	-711,419	-183	334,785	-99,103	9,025
	Multiple Facilities	Solar PV	-	-49	-1,639,872	0	-234,633
			1,639,872				
2050	Multiple Facilities	Carbon offsets	0	-21,291	0	0	522,240
Long Term	Total	(Accounts for interactive effects and changes in the electricity grid emissions factor)	35,739,653	13,265	-8,605,727	4,200,679	194,889

4.4 Additional Recommendations and Program Enhancement Measures

Additional recommendations to consider are listed below.

Additional recommendations

- Continue to perform GHG reduction studies for high-emitting facilities, in particular:
 - Windsor Biosolids Processing Facility
 - Wastewater Treatment Plants
 - WIATC
 - Huron Lodge LTC
- Investigate unused meters. There are roughly 13 locations where there has not been metered utility use for at least a year, but the meters are still operating and the City is paying the customer fee at each location. Cancelling unused accounts could reduce the City's annual utility bills.
- Develop a plan to support electrical upgrades. As part of this plan, perform studies to investigate the electrical feasibility of proposed electrification measures and investigate grid resiliency. Upgrade electrical service where necessary to support electrification measures to reduce GHG emissions.
- Investigate renewable energy.

- Investigate additional opportunities to implement renewable energy technology (e.g. additional locations for rooftop solar PV or geothermal heat pumps, hydrogen, solar canopies, battery storage, etc.).
- Using more renewable energy will enable the City of Windsor to reduce the remaining GHG emissions from electricity consumption, which are expected to increase as the grid emissions factor gets higher.
- Implement additional ECMs identified through GHG reduction studies.
- Ensure that new builds are designed to minimize GHG emissions as much as possible.
- Investigate the feasibility of working with FVB Energy Inc. to generate the heat for the heated water system using heat pumps.
- Continuously investigate new technology for consideration in new measures to reduce pre-offset GHG emissions as much as possible.

Behavioural measures

Energy Awareness and Education Campaign

An effective Energy Awareness and Education Campaign is instrumental in reinforcing the City's energy conservation objectives. This campaign aims to increase employees' understanding of energy efficiency while emphasizing the City's goals for energy savings. By fostering a connection between individual actions and energy use, the campaign seeks to motivate employees to modify their behaviour towards energy consumption, ultimately leading to improved operations, increased productivity, and reduced energy costs. Furthermore, the campaign aims to enhance the City's reputation as a positive model for energy conservation and transfer the learned behaviours from the workplace to employees' homes and communities.

By raising awareness of the link between energy consumption and greenhouse gas emissions, the campaign contributes to the City's efforts in reducing its energy use and carbon footprint. Through education and engagement, employees become empowered to make informed decisions that not only benefit the City's energy use but also contribute to a healthier environment for future generations.

To implement the plan, the following steps should be undertaken.

1. Assembling the players:
 - Obtain commitment from Senior Management to support the campaign.
 - Form a dedicated team comprising representatives from various departments to drive the campaign's implementation.
2. Establishing baselines:
 - Establish baseline data for energy consumption across City facilities.
 - Conduct a survey or questionnaire to gauge the current level of energy efficiency awareness among employees.
3. Formulating objectives:
 - Align campaign objectives with the City's energy-saving goals.
 - Define specific awareness and communication objectives to guide the campaign's direction.
4. Developing a communications plan:
 - Identify communication tools such as dashboards, emails, posters, and social media platforms for disseminating energy-saving messages.
 - Identify target audiences within the organization and tailor communication strategies accordingly.
 - Anticipate potential challenges and develop strategies to address them.
5. Implementing the Awareness Campaign:

- Initiate no/low-cost actions such as dashboard messages, emails, newsletters, social media posts, and stickers to raise awareness.
- Organize meetings, lunch-and-learns, and seminars to provide education and training on energy conservation practices.
- Allocate resources for actions requiring a budget, including posters, video messages, calendars, and other promotional materials.

6. Program evaluation:

- Establish metrics to evaluate the effectiveness of the campaign, such as changes in energy consumption and employee feedback.
- Regularly assess progress towards campaign objectives and make adjustments as needed.

7. Monitoring and reporting:

- Implement mechanisms to monitor energy consumption trends and track the impact of the campaign.
- Generate regular reports to senior management and stakeholders to provide updates on campaign progress.

8. Following through:

- Reinforce energy-saving messages consistently through ongoing communication channels.
- Adapt the campaign approach based on feedback and evolving organizational needs.
- Share success stories and recognize employees' efforts to encourage continued participation.

Organizational measures

Integration of energy management with corporate policy

Integrating energy management with corporate policy is essential for fostering a culture of sustainability and maximizing the effectiveness of energy conservation efforts within an organization. By embedding energy management principles into corporate policy frameworks, organizations can formalize their commitment to energy efficiency, aligning their operations with environmental and financial sustainability goals.

At the core of this integration is the development of comprehensive energy management policies that outline clear objectives, responsibilities, and strategies for optimizing energy use across all aspects of the organization. These policies typically encompass guidelines for energy-efficient practices, investment priorities for energy-saving initiatives, and protocols for monitoring and reporting energy performance. By establishing such policies, organizations signal their dedication to minimizing energy consumption, reducing greenhouse gas emissions, and enhancing operational efficiency.

Furthermore, integrating energy management into corporate policy facilitates accountability and transparency within the organization. By assigning roles and responsibilities for energy management tasks and establishing mechanisms for monitoring and reporting energy performance, the City can ensure that energy efficiency becomes a priority at all levels of the organization. This holistic approach fosters a culture of continuous improvement, where employees are empowered to identify opportunities for energy savings and contribute to the organization's broader sustainability objectives. Ultimately, by integrating energy management with corporate policy, the City can achieve long-term cost savings, mitigate environmental impact, and strengthen their competitive position in an increasingly sustainable-focused marketplace.

5 Implementation Plan

5.1 Projected Utility Use and GHG Emissions Based On the Plan

The projected utility use, GHG emissions, and utility costs for the GHG Reduction Plan compared to a business as usual scenario are presented below. Note: The addition of the Windsor Biosolid Processing Facility and Paul Martin Building had a negative impact on savings. Note that the Paul Martin Building has been sold in 2024, which will decrease the utility use and GHG emissions for the City's portfolio compared to what is presented in this plan. This fact can be seen following the year 2040.

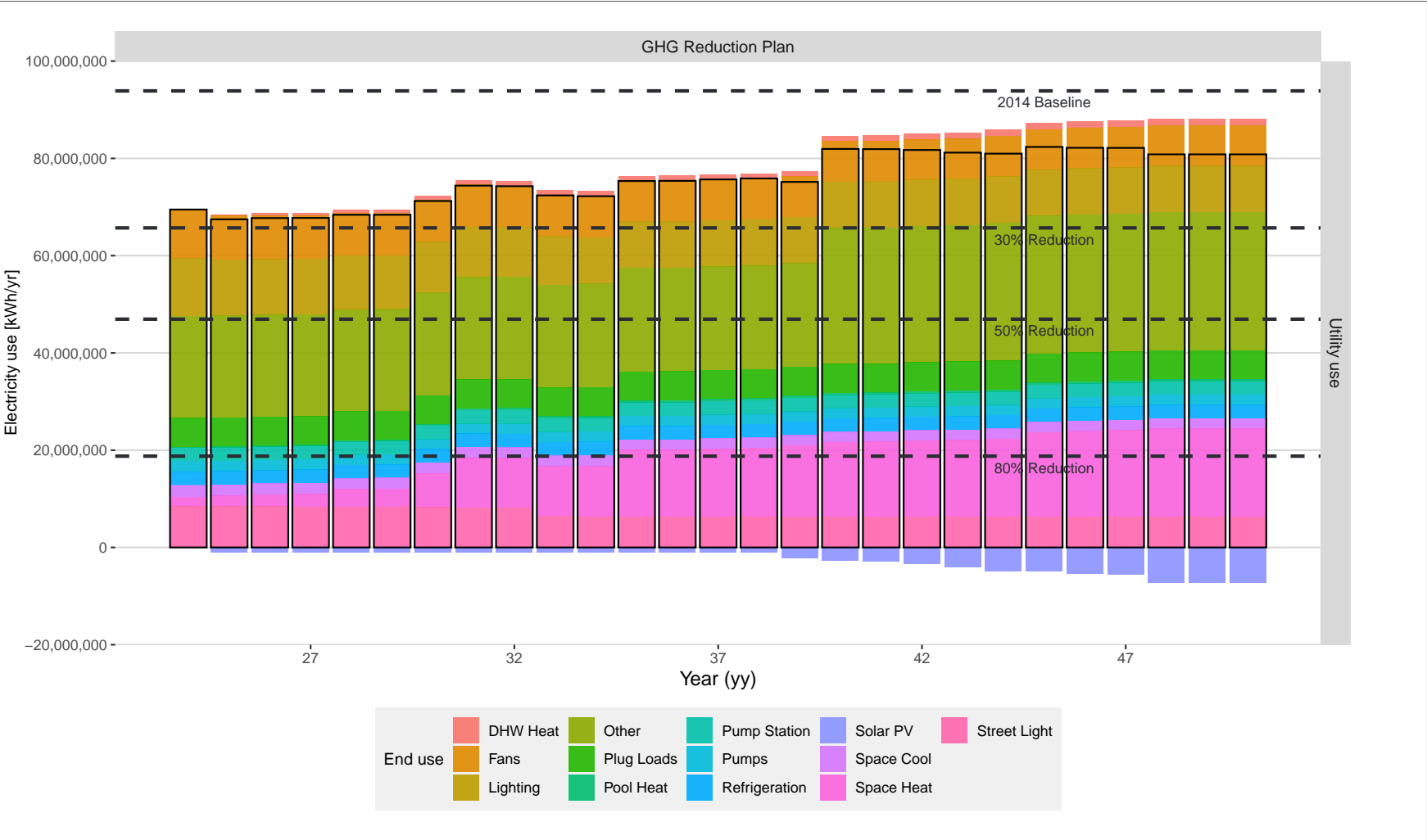


Figure 13: Electricity utility use projection for each scenario

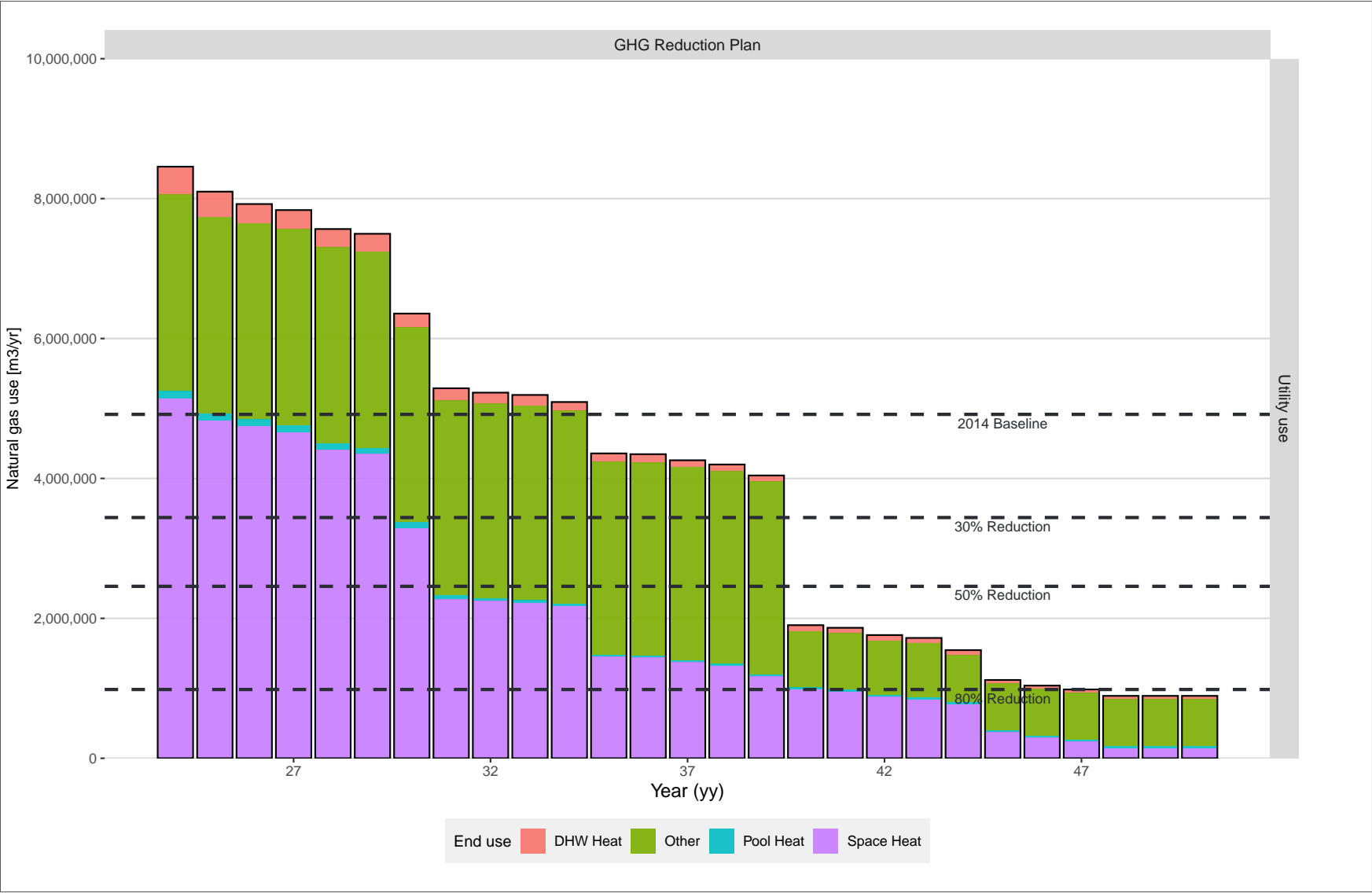


Figure 14: Natural gas utility use projection for each scenario

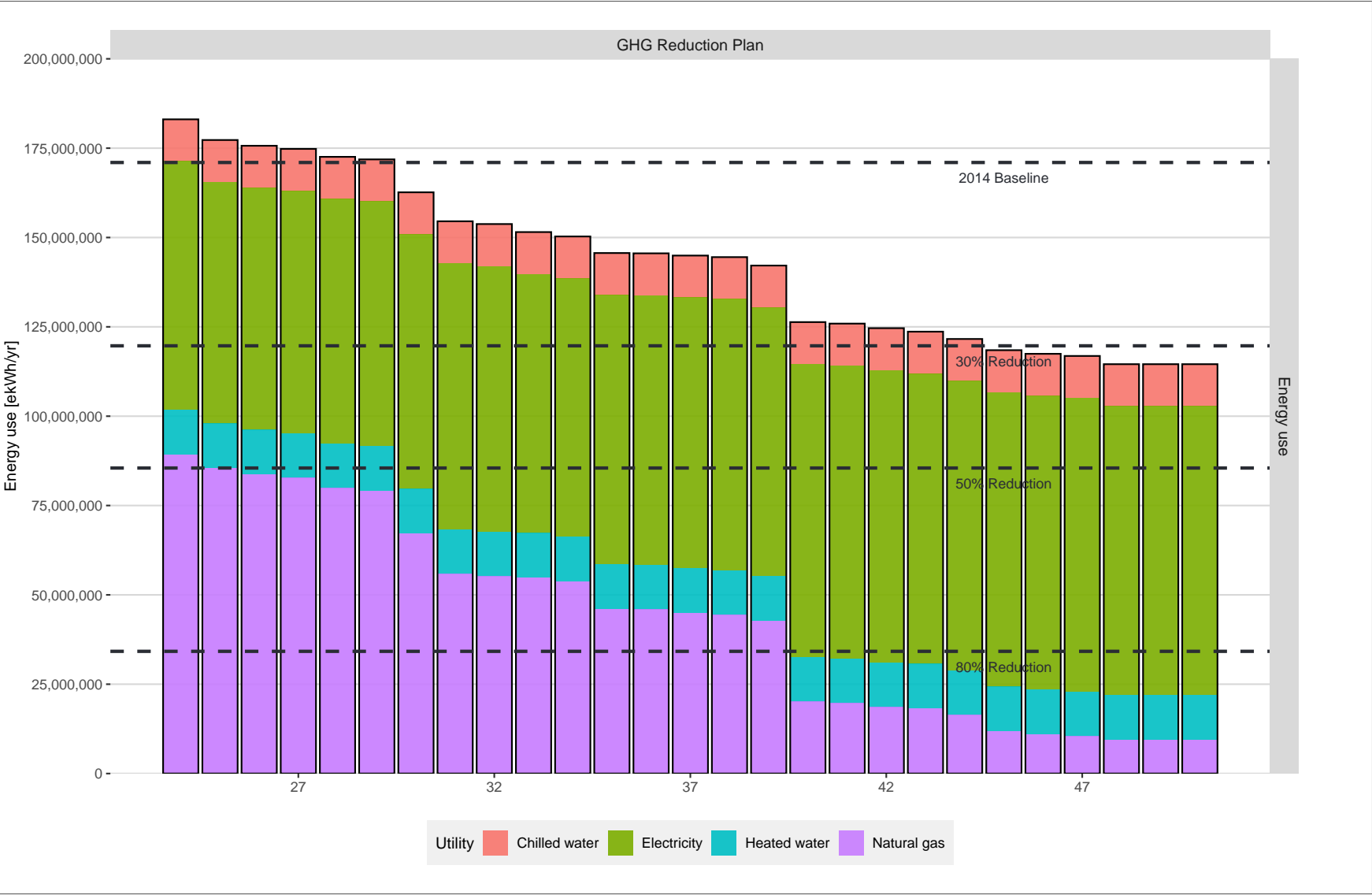


Figure 15: Energy use projection for each scenario

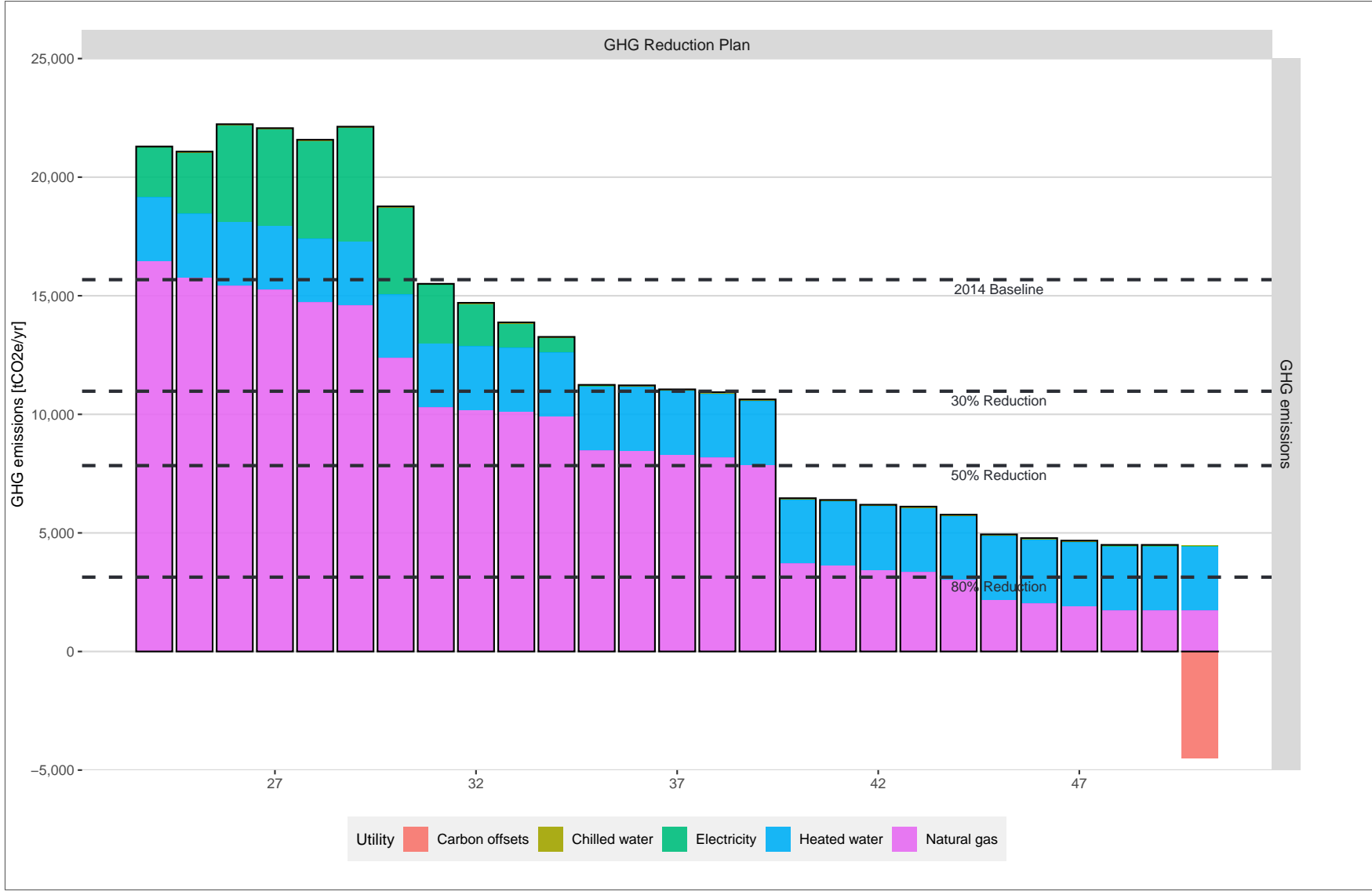


Figure 16: GHG emissions projection for each scenario

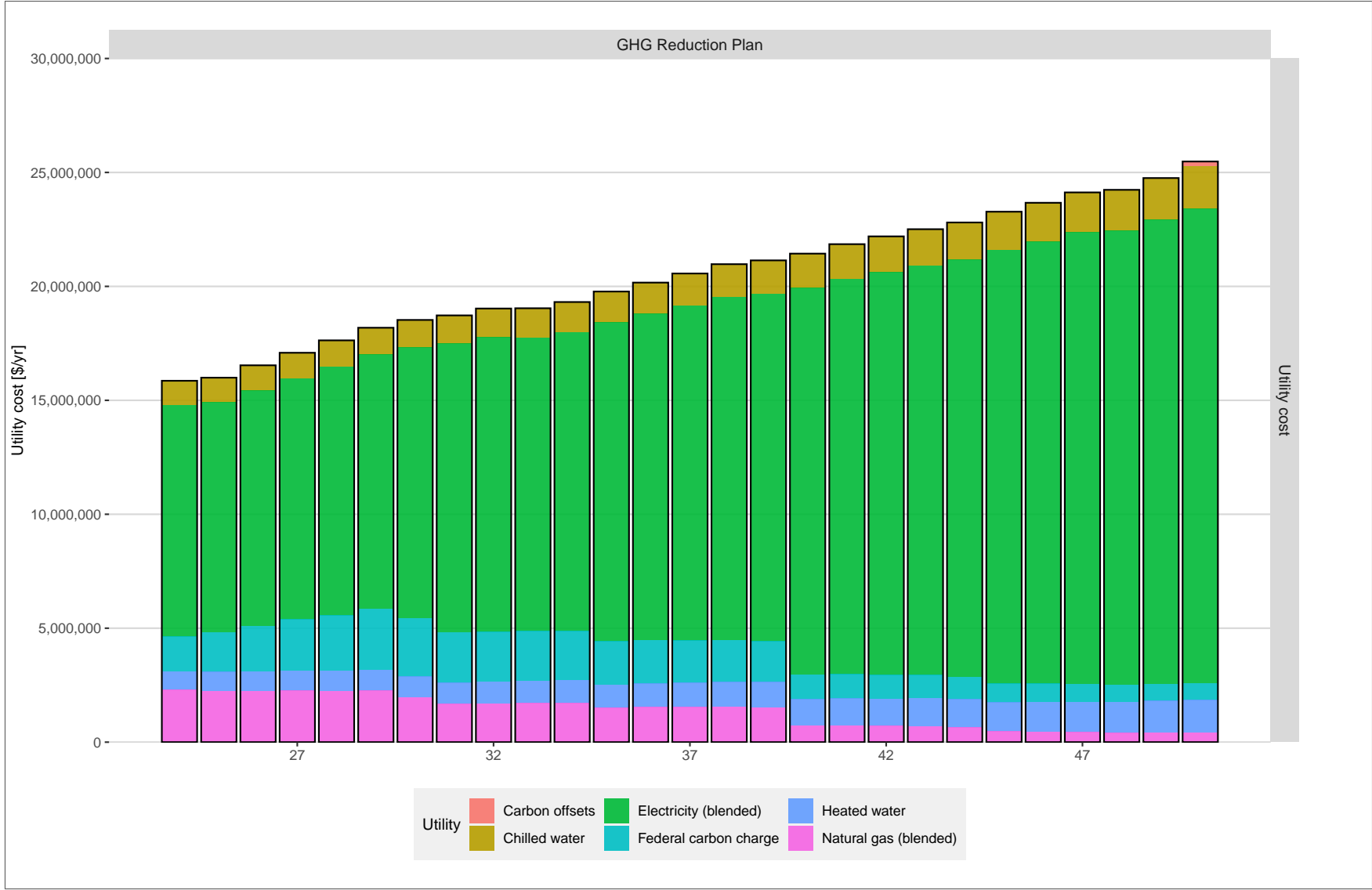


Figure 17: Utility cost projection for each scenario

5.2 Scenario Discussion

The following results are observed from the scenario analysis:

- In the short term, the recommended measures are anticipated to decrease the City's energy use by roughly 6%. This will be the result of implementing low-hanging fruit measures (i.e. lighting retrofits, HVAC re-commissioning, and controls upgrades) as well as select measures from feasibility studies.
- In the short term, due to a projected increase in the electrical grid emissions factor, GHG emissions are projected to increase by 4% by 2029.
- The Business as Planned scenario is considered non-viable, because it involves taking no specific action to achieving energy use or GHG reduction targets. In 2050, the Business as Planned scenario also exhibits annual utility costs roughly \$-25,480,611 (-Inf%) higher than those in the GHG reduction pathway, due to the greater energy use and due to the federal carbon charge.
- The GHG Reduction Pathway Feasibility Studies undertaken for certain buildings provide strategies which allow these buildings to significantly reduce their energy use and GHG emissions.
- By pursuing all recommended ECMs, the energy use can be reduced by approximately 33% compared to the 2014 baseline.
- The maximum GHG emissions that can be achieved by pursuing the ECMs outlined previously, without carbon offsets, is roughly 74% lower than the 2014 baseline.
- By purchasing carbon offsets, net zero GHG emissions can be attained.
- Most of the significant reductions in GHG emissions are a result of measures taken in the medium and long term to reduce the consumption of fossil fuels through process electrification. The electrical grid emissions factor is projected to decrease with time, and using electric equipment where possible can significantly decrease the City's GHG emissions.
- In 2050, most of the remaining GHG emissions are from remaining natural gas use and heated water use. To further reduce GHG emissions, the City is encouraged to implement energy-efficient and renewable energy technology where possible, and continue to investigate new technology and best practices throughout the years.

5.3 Progress Summary

Based on the plans identified, the anticipated progress towards reducing GHG emissions (before purchasing offsets) is presented in Table 11. Note that a negative change is a decrease in the corresponding utility, and a positive change is an increase.

Table 11: Plan Results Summary

Term	Energy use	Cumulative Energy Use % Change	Utility Cost	GHG Emissions	GHG Emissions Change	Cumulative GHG % Change
-	[ekWh/yr]	[%]	[\$/yr]	[tCO ₂ e/yr]	[tCO ₂ e/yr]	[%]
Baseline	170,991,163	-	15,298,910	15,677	-	-
Current	183,068,655	7	15,858,607	21,292	5,615	36
Short Term Plan	171,858,341	1	18,185,122	22,128	835	41
Medium Term Plan	150,293,170	-12	19,313,404	13,265	-8,863	-15
Long Term Plan	114,553,518	-33	25,480,611	4,495	-8,769	-71

To achieve the goal of net zero by 2050, carbon offsets can be purchased to offset the remaining GHG emissions.

6 Monitoring and Evaluation

6.1 Plan Review, Monitoring, Verification, and Reporting

Continuous monitoring, verification, and reporting remain critical components of the City's energy management strategy and a necessary tool to track consumption, cost savings / cost avoidance resulting from project implementation. To enhance understanding of energy conservation and best practices, a comprehensive monitoring and verification process will be integrated into the existing framework. This process will provide valuable insights into the effectiveness of energy initiatives and guide future decision-making.

The Asset Planning/Energy Initiatives division will continue to provide periodic updates to City Council. Additionally, real-time energy data management systems will integrate sub-metering data into an enterprise-wide Energy Management Information System (EMIS), facilitating efficient monitoring of energy consumption across facilities and enabling proactive decision-making.

As the various projects become operational, they will be regularly monitored and reviewed quarterly to document energy consumption, GHG emissions reduction and cost savings. The monitoring process will include updates to the departments affected by the implementation of their projects/measures.

It is recommended that the monitoring process should result in an annual report, which will provide the following information:

- Annual energy consumption with historical comparisons.
- An updated description of current and proposed measures toward conservation, energy reduction, and managing demand for energy.
- A revised forecast of expected results of current and proposed measures.
- An update of actual results achieved to-date.
- A description of any proposed changes to be made to assist the City in achieving established targets and forecasts.

6.2 Energy Data Management

Effective energy management hinges on the availability of accurate and timely data. Building upon current efforts, the City will establish a robust energy data management system that provides real-time feedback on energy consumption. This system will empower facility staff and energy administrators to identify and address operational inefficiencies promptly.

The implementation of an EMIS will enhance analytical capabilities and enable the identification of energy efficiency opportunities more effectively. Real time data analysis provides several benefits that include:

- Swift responses to operational abnormalities
- Better understanding of larger facilities, i.e. wastewater treatment facilities and plants, and recreational facilities
- Ability to better identify conservation opportunities
- Better monitoring and setting of consumption reduction targets
- Assist with budget preparation

Ultimately, the goal is to identify energy efficiency opportunities, reduce energy consumption, manage costs, and minimize the municipal carbon footprint. Leveraging real-time data and advanced analytics through an EMIS, the City aims to cultivate a culture of energy conservation and achieve the net zero emissions target by 2050.

ENERGY MANAGEMENT PLAN

APPENDICES

CITY OF WINDSOR

May 28, 2024



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A Appendix A: Detailed Asset List

A detailed list of the buildings considered under this Energy Management Plan are summarized in Table 1. Dashes indicate data that were not available at the time of review.

Table 1: City of Windsor Assets

Type	Asset name	Address	Gross floor area (ft2)
Biosolids Processing Plant	Biosolids Processing Plant	4365 Sandwich Street	13,610
CoW Administration	350 City Hall	350 City Hall Square W	120,000
	400 City Hall	400 City Hall Square E	165,061
	Archives / File Retention	930 Mercer	8,300
	Field Engineering Building	1531 Crawford Ave	6,575
	Paul Martin Building	185 Ouellette Ave	27,487
	PR Admin Building	2450 McDougall St	16,100
	Public Works Admin Building	1266 McDougall St.	15,800
	Windsor Justice Facility	200 Chatham St E	324,467
Fire Facilities	Fire Apparatus Building	2885 Kew Dr	13,166
	Fire Hall 1	815 Goyeau St	15,259
	Fire Hall 2	3121 Milloy	10,683
	Fire Hall 3	2750 Ouellette Ave	6,006
	Fire Hall 4	2600 College Ave	8,865
	Fire Hall 5 New	2650 Northwood Ave	10,632
	Fire Hall 6 & EOC	1587 Provincial Rd	15,576
	Fire Hall 7	1380 Matthew Brady Blvd.	10,243
Lighting	Fire Prevention	65 Elliott St.	7,102
	401 Hwy And Howard	401 and Howard Avenue	4
	4085 Wyandotte St E	4085 Wyandotte Street East	0
	9500 Anchor Dr	9500 Anchor Drive	0
	Bellewood Park Light Pole	2600 Labelle Street	0
	Bridgeview Park Light Pole	1899 Grove	4,320
	Cabana Sign	Cabana	0
	Calderwood Park Light	1835 Calderwood Avenue	0
	Dougall Jamieson Sign North	2751 Dougall Avenue	0
	Dougall Jamieson Sign South	2851 Dougall Avenue	0
	Dougall Parkway Light	4145 Howard Avenue	5
	Dougall Underpass Lights	2595 Dougall Avenue	1
	EC Row Lights 1	2801 EC Row Expy West	0
	EC Row Lights 10	5813 North Service Road East	0
	EC Row Lights 11	2456 Askin Avenue	6
	EC Row Lights 2	4800 EC Row Expy West	0
	EC Row Lights 4	3001 Howard Avenue	0
	EC Row Lights 5	1310 EC Row Expy	0
	EC Row Lights 6	2875 Dougall Avenue	0
	EC Row Lights 7	3100 Jefferson Boulevard	0
	EC Row Lights 8	3155 EC Row Expy East	0
	EC Row Lights 9	3103 Walker Road	0
	Kenora St Lights	1761 Kenora Street	7
	M. Rodzik Park Light	559 Rodfam Drive	0
	Navigation Light St Rose	Rose Street and Riverside Drive	0
	Ojibway Parkway Light	4700 Ojibway Parkway	2
	Pillar Lights	Pillar Street	3
	PW Row 2	1105 Huron Church Road	0
	Quality Way Lights	7100 Quality Way	0
	Remington Light Pole	2730 Parent Avenue	0
	Riverside Sign	1600 Riverside Drive East	0
	Row Lighting 1	Windsor	0
	Sandwich Light Pole	3051 Sandwich Street	0
	Streetlights Matchette / EC Row	Matchette/EC Row	0
	Streetlights Windsor	350 City Hall Square West	8

Table 1: City of Windsor Assets (continued)

Type	Asset name	Address	Gross floor area (ft2)
	Tecumseh Sign	6707 Tecumseh Road East	0
	Windsor Sign East	4696 Walker Road	0
	Windsor Sign North	4655 Walker Road	0
	Windsor Sign South	4720 Walker Road	0
	Windsor Sign West	4715 Walker Road	0
Parking Facilities	Parking Garage 1	62 Chatham Street East	170,705
	Parking Garage 1 Rent 1	171 Goyeau Street	0
	Parking Garage 1 Rent 2	80 Chatham Street	0
	Parking Garage 1 Rent 3	68 Chatham Street	0
	Parking Garage 1 Rent 4	98 Chatham St	131,396
	Parking Garage 1 Rent 6	85 Pitt Street East	0
	Parking Garage 2	406 Pelissier St	128,078
	Parking Lot 10	445 City Hall Square South	0
	Parking Lot 11-1	581 McDougall Street	0
	Parking Lot 13	162 Wyandotte Street East	0
	Parking Lot 14	640 Lincoln Road	0
	Parking Lot 15	644 Victoria Avenue	0
	Parking Lot 16	100 Riverside Drive East	0
	Parking Lot 18	850 Dufferin Pl	0
	Parking Lot 21	1380 Tecumseh Road East	0
	Parking Lot 22	243 Bruce Avenue	0
	Parking Lot 23	201 Caron Avenue	0
	Parking Lot 29	977 Howard Avenue	0
	Parking Lot 35	1025 Elsmere Avenue	0
	Parking Lot 36	996 Langlois Avenue	0
	Parking Lot 37	1026 Marentette Avenue	0
	Parking Lot 39	1024 Elsmere Avenue	0
	Parking Lot 4-1	1325 Lincoln Road	0
	Parking Lot 4-2	1275 Gladstone Avenue	0
	Parking Lot 4-3	1327 Hall Avenue	0
	Parking Lot 6	626 Langlois Avenue	0
	Parking Lot Brock	850 Brock Street	0
	Parking Lot College	3320 College Avenue	0
	Parking Lot Riverdale	9201 Riverside Drive East	0
Parks Facilities	Alexander Park	3700 Riverside Dr E	3650
	Alton C Parker Park	450 Brodhead St	450
	Assumption Park	2400 Riverside Dr W	428
	Bert Weeks Fountain	900 Riverside Dr E	1,915
	Bruce Avenue Park	700 Bruce Ave	180
	Captain John Willson Park	3950 Ducharme St	2,514
	Central Park	3300 Virginia Park Avenue	0
	Dieppe Park	200 Riverside Dr E	1,054
	Field House	2365 McDougall St	4,800
	Ford City Parquette	1001 Drouillard Road	0
	Garry Dugal Park	1247 Drouillard Rd	1,389
	Hiram Walker Parkette	300 Devonshire Road	0
	Irrigation Control	Irrigation Control	
	Jackson Park Greenhouse	2449 McDougall St.	3,256
	Jubilee Park	611 Kildare Road	0
	Kinsmen Park	736 Chatham Street East	0
	Lake Como	4500 Southwood Lakes Blvd	733
	Lake Grande Aerator	850 Lake Trail Drive	0
	Lake Laguna Aerator	5000 Southwood Lakes Boulevard	0
	Lake Wolfe Aerator	4825 Southwood Lakes Boulevard	0
	Langlois Court Park	2725 Southridge Street	0
	Lanspeary Greenhouse	1149 Giles Boulevard East	0
	Lanspeary Park	1250 Langlois Ave	731
	Lanspeary Park Storage	1219 Pierre Avenue	1,588
	Little River Acres Park	8575 Little River Rd	0
	Malden Park	4255 Matchette Rd	14,000

Table 1: City of Windsor Assets (continued)

Type	Asset name	Address	Gross floor area (ft2)
	Mill Street Park	3176 Russell St	760
	Mitchell Park	1299 Church Street	0
	Optimist Memorial Park	1075 Ypres Ave	1,785
	Public Washrooms	2400 Riverside Dr W	2,640
	Reaume Park	4714 Riverside Drive East	1,200
	Reaume Park / Peace Fountain	4714 Riverside Dr E	1,200
	Sandpoint Beach	9500 Riverside Dr E	2,150
	Sandwich Town Fountain	3203 Sandwich Street	0
	Southwood Lakes Fountain	4300 Southwood Lakes Blvd	0
	Tree Nursery	9795 Martinique Pl	0
	Underground Railroad Park	201 Riverside Drive East	0
	Veterans Memorial Park	1120 Cousineau	2,361
	Willistead Park	1899 Niagara St	2,600
Recreational Facilities	Adie Knox Arena	1551 Wyandotte St W	0
	Art Gallery	401 Riverside Dr W	77,500
	Art Gallery Parkette	142 Bruce Avenue	0
	Atkinson Pool	2005 Riverside Dr W	4,660
	Capitol Theatre	121 University Ave W	29,114
	Capri Pizzeria Recreation Complex	2555 Pulford	98,008
	Central Park Pool	3301 Woodland Ave	3,659
	Charles Clark Square	215 Chatham St E	1,850
	Duff Baby Interpretation Centre	221 Mill Street	10,544
	Festival Plaza	340 Riverside Dr E	13,196
	Ford Test Track	3001 Seminole St	5,331
	Forest Glade Arena	3205 Forest Glade Dr	62,000
	Forest Glade Community Centre	3205 Forest Glade Dr	11,647
	Francois Baby House	254 Pitt St W	2,400
	Gino A Marcus Community Centre	1168 Drouillard Rd	38,890
	Glengarry Community Centre	495 Glengarry Ave	4800
	Jackson Park	125 Tecumseh Rd E	11,373
	John Atkinson Community Centre	4270 Alice St	21,246
	Lakeview Marina	9200 Riverside Dr E	5,360
	Lanspeary Park Ice Rink	1250 Langlois Ave	22,075
	Lanspeary Park Pool And Ice Rink	1250 Langlois Ave	3,578
	Little River Golf Course	2861 Lauzon Rd	2,400
	Mackenzie Hall	3277 Sandwich St	8,000
	Malden Park Community Centre	4150 Malden Rd	3,422
	McHugh Sport Fields	9635 McHugh St	3,015
	McHugh Sport Fields Building	9655 McHugh St	3,524
	Mic Mac Park And Sport Fields	3940 Carmichael Rd	18,629
	Mic Mac Pool	3940 Carmichael Rd	2,593
	Oey Daycare	495 Glengarry Ave	10,431
	Ojibway Nature Centre	5200 Matchette Rd	8,860
	Optimist Community Centre	1075 Ypres Ave	17,602
	Realtor Park	1198 Homedale Blvd	2,600
	Remington Pool	2710 Lillian Ave	5,031
	Riverside Pool	6755 Wyandotte St E	2,500
	Roseland Golf Course	455 Kennedy Dr W	49,716
	Stodgell Park	1650 Seneca St	1,304
	Totten Sport Field	1700 Totten Street	0
	Tranby Park And Sport Fields	6851 Tranby Avenue	0
	Walker Homesite Park	1900 Seymour Blvd	2,930
	WFCU Centre	8787 McHugh St	320,119
	WIATC	401 Pitt St W	158,664
	Wigle Park	397 Erie St E	2,980
	Willistead Coach House	950 Chilver Road	7,500
	Willistead Gatehouse	1899 Niagara St	800
	Willistead Manor	1899 Niagara St	18,551
	Wilson Park	700 McEwan Ave	1,000
	Windsor Waterworld	400 Wyandotte St E	13,000

Table 1: City of Windsor Assets (continued)

Type	Asset name	Address	Gross floor area (ft2)
Traffic Signal Lights & Poles	EC Row Camera 1	6995 EC Row Epxy East	0
	EC Row Camera 2	3399 Jefferson Boulevard	0
	Ec Row Traffic Signals	EC Row	0
	Navigation Light Lincoln	Lincoln Road and Riverside Drive	0
	Rockwell Light Pole	2713 Rockwell Boulevard	0
	Traffic Pole 1	4201 Howard Avenue	0
	Traffic Pole 2	4701 North Service Road East	0
	Traffic Pole 3	1147 North Service Road East	0
	Traffic Pole 4	9800 Anchor Drive	0
	Traffic Pole 5	9355 Anchor Drive	0
	Windsor Traffic Lights	Windsor	0
Transit Windsor	Bus Terminal	300 Chatham St W	9,800
	Transit Windsor	3700 North Service Rd E	131,696
	West Bus Terminal	3721 Glenfield Street	0
Various Facilities	185 City Hall	185 City Hall Square S	10,489
	3140 Walker	3140 Walker Road	7,567
	3326 Howard	3326 Howard Avenue	1,500
	4255 Sandwich	4255 Sandwich St	19,746
	874 Giles	874 Giles Boulevard East	30,000
	Alymer Comfort Station	600 Riverside Drive East	0
	Clock At Pelissier	484 Pelissier Street	0
	Corporate Radio System	1855 Huron Church Road 9	0
	Crawford Yard	1531 Crawford Ave	142,278
	Emergency Shelter 500 Tuscarora	500 Tuscarora St.	23,814
	Environmental Services Admin Bldg	3540 North Service Road	8,000
	Huron Church - Grand Marais W	Huron Church - Grand Marais West	0
	Huron Lodge LTC	1881 Cabana Rd W	156,077
	Jaerome Storage Building	9400 Little River Rd	4,156
	Old Childcare College	3115 College Ave	5,000
	Old Oilgard	451 Tecumseh Rd W	1,160
	Police Building	5245 County Rd 42	3,881
	PR East Division Yard	9578 Little River Rd	3,200
	PR Maintenance Yard	2461 McDougall St	39,050
	PR Storage Facility - Ng	2437 Howard Ave	33,517
	Riverside Bistro	78 Riverside Dr W	3,344
	Traffic Admin And Sign Shop	1269 Mercer St	15,694
	Traffic Paint Shop	1231 Mercer St	8,122
	Twin Oaks Building	9655 Twin Oaks	17,348
Wastewater Treatment Facilities	Ambassador Pump Station	1021 Sprucewood Avenue	441
	Aspen Lake Pump Station	1418 Florence Avenue	441
	Bridge Avenue Interceptor Pump Station	1902 Riverside Drive W	450
	Cabana Pump Station	87 Cabana Road West	0
	Caron Pump Station	620 Riverside Drive W	5,454
	Central Avenue Pump Station	3601 Grand Marais Road East	1,238
	Clairview Pump Station	9349 Riverside Dr E	671
	CSO Interceptor N-N	10 Riverside Drive East	0
	CSO Interceptor O-O	200 Riverside Drive East	0
	CSO Interceptor Q-Q	900 Riverside Drive East	0
	CSO Interceptor T-T	274 Chilver Road	0
	CSO Interceptor U-U	2001 Riverside Drive East	0
	Devonwood Pump Station	3867 Acorn Crescent	495
	Dougall Interceptor Pump Station	300 Riverside W.	450
	Drouillard Pump Station	290 Drouillard Rd (N.E. Drouillard & Wyandotte)	1,269
	East Banwell Pump Station	11520 Palmetto St	624
	East Marsh Pump Station	10864 Riverside Dr. E. (across Riverside Sportsmen	633

Table 1: City of Windsor Assets (continued)

Type	Asset name	Address	Gross floor area (ft2)
	Elm Interceptor Pump Station	1102 Riverside Dr W	680
	Florence Pump Station	552 Florence Street	0
	Ford Buckingham Pump Station	5270 Riverside Drive East	431
	Foster Pump Station	750 Foster Avenue	0
	Gnatchio Pump Station	9855 Wyandotte St. East	500
	Grand Marais Pump Station	3005 Grand Marais Rd E	783
	Holburn Pump Station	515 Holburn Street	0
	Howard Underpass Pump Station	2479 Howard Avenue	0
	Huron Estates Pump Station	2355 Lambton (Lambton St. & Emilia Dr.)	298
	Janette Charl Pump Station	2331 Charl Ave (end Charl N. of Tec. Rd.)	275
	Jefferson Pump Station	6340 Tecumseh Rd.E (down long driveway)	1,034
	Lakeview Pump Station	11999 Riverside Drive East	431
	Little River PCP	9400 Little River Rd	36,840
	Lou Romano WRP	4155 Ojibway Pkwy	97,050
	Maplewood Pump Station	5555 Maplewood Dr	426
	Mount Batten Pump Station	9725 Riverside Drive East	500
	North Roseland Pump Station	1875 Provincial Road	0
	Peter Pump Station	3756 Peter Street	0
	Pillette Pump Station	3499 Pillette Road	431
	Pontiac Pump Station	9410 Little River Rd. (@ LRPCP)	4,022
	Primord Pump Station	9381 Little River Rd. (East of Riverdale)	870
	Prospect Pump Station	33 Prospect Avenue	99
	Provincial / 6Th Pump Station	1450 Provincial Road	291
	Provincial Square Pump Station	1848 Provincial Road	441
	Rendezvous Pump Station	401 Shoreview Circuit	0
	Retention Basin	340 Riverside Drive East	0
	Riverdale Pump Station	594 Riverdale Ave	535
	Riverside WC	1100 Riverside Dr W	250
	Robinet Pump Station	2901 Robinet Road	0
	Royal Timber Pump Station	3017 Toup Crescent	0
	South Cameron Pump Station	2255 Alexandra Avenue	377
	Southwood Lakes Pump Station	4502 Howard Avenue	0
	St Paul Pump Station	7730 Riverside Dr.	4,900
	Twin Oaks Pump Station	7750 Twin Oaks Drive	0
	Walker Farms Pump Station	3400 Rhodes Dr. (south of Expressway)	500
	Walker Underpass Pump Station	2691 Walker Road	377
	Wellington Underpass Pump Station	1385 Wellington, Wellington @ Tecumseh	308
	Wheelton Pump Station	3480 Wheelton Drive	5,000
	Ypres Pump Station	2170 Ypres Blvd. (near Walker Rd.)	600
Windsor Police Services	Police 2	2696 Jefferson Blvd	14,900
	Police Training And Dnd	4007 Sandwich St	132,353
Windsor Public Libraries	Bridgeview WPL	1295 Campbell Ave	5,000
	Fontainebleau WPL	3030 Rivard Ave	8,260
	Forest Glade WPL	3211 Forest Glade Dr	3,000
	John Muir WPL	363 Mill St	7,395
	Riverside WPL	6305 Wyandotte St E	14,500
	Seminole WPL	4285 Seminole St	4,090
	South Windsor WPL	1310 Grand marais Rd W	15,073

B Appendix B: Plan Detailed Information

B.1 Short Term Plan

The detailed five year implementation plan to reduce GHG emissions is outlined in Table 2. Note that project costs were taken from deep retrofit studies where available, and otherwise estimated based on the size of each building.

Table 2: Short term ECMs to implement (2024-2029)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
-	-	-	[\$]	[ekWh/yr]	[tCO2e/yr]	[kWh/yr]	[m3/yr]	[\$/yr]
2025	185 City Hall	Lighting upgrade	62,934	-6,831	0.2	-9,678	269.6	-1,279
2025	3140 Walker	Lighting upgrade	45,402	-394	0.0	-558	15.5	-74
2025	350 City Hall	Lighting upgrade	720,000	-49,838	1.7	-70,604	1,967.1	-9,330
2025	400 City Hall	Lighting upgrade	990,366	-87,751	3.0	-124,314	3,463.5	-16,428
2025	401 Hwy And Howard	Lighting upgrade	1,463	-801	-0.0	-801	-0.0	-115
2025	4085 Wyandotte St E	Lighting upgrade	3,521	-1,928	-0.1	-1,928	-0.0	-276
2025	4255 Sandwich	Lighting upgrade	118,476	-3,645	0.1	-5,163	143.9	-682
2025	9500 Anchor Dr	Lighting upgrade	198	-124	-0.0	-124	-0.0	-18
2025	Adie Knox Arena	Lighting upgrade	304,935	-23,485	0.8	-33,271	927.0	-4,397
2025	Alexander Park	Lighting upgrade	21,900	-171	0.0	-243	6.8	-32
2025	Alton C Parker Park	Lighting upgrade	2,700	-525	0.0	-743	20.7	-98
2025	Alymer Comfort Station	Lighting upgrade	3,899	-529	0.0	-750	20.9	-99
2025	Archives / File Retention	Lighting upgrade	49,800	-2,537	0.1	-3,593	100.1	-475
2025	Art Gallery	Lighting upgrade	465,000	-31,967	1.1	-45,286	1,261.7	-5,985
2025	Art Gallery Parkette	Lighting upgrade	987	-76	0.0	-108	3.0	-14
2025	Assumption Park	Lighting upgrade	2,568	-68	0.0	-97	2.7	-13
2025	Atkinson Pool	Lighting upgrade	27,960	-880	0.0	-1,247	34.7	-165
2025	Atkinson Pool	Pool heat to heat pump	4,000,000	-42,194	-10.8	19,856	-5,877.8	535
2025	Bellewood Park Light Pole	Lighting upgrade	631	-347	-0.0	-347	-0.0	-50
2025	Biosolids Processing Plant	Lighting upgrade	81,660	-32,910	1.1	-46,623	1,299.0	-6,161
2025	Bridgeview Park Light Pole	Lighting upgrade	25,920	-612	-0.0	-612	-0.0	-88
2025	Bridgeview WPL	Lighting upgrade	30,000	-7,400	0.3	-10,484	292.1	-1,385
2025	Capri Pizzeria	Change room DHW heating to ASHP	523,600	-172,827	-41.6	63,114	-22,349.8	263
2025	Capri Pizzeria	DEH1 and DEH2 mode scheduling	4,800	-78,147	-9.9	-29,148	-4,641.5	-5,991
2025	Capri Pizzeria	Faucet aerator upgrade	2,400	-5,017	-0.9	-0	-475.3	-186
2025	Capri Pizzeria	HVAC schedule optimization	4,800	-508,787	-70.3	-152,436	-33,755.9	-35,052
2025	Capri Pizzeria	Laundry DHW heating to hybrid	51,000	-8,674	-2.1	3,157	-1,120.8	12
2025	Capri Pizzeria	Old RTU upgrade to ASHP	1,068,643	-732,543	-175.9	264,088	-94,407.3	752
2025	Capri Pizzeria	RTU OA control upgrades	24,000	-128,426	-23.3	-2,434	-11,934.7	-5,030
2025	Fire Apparatus Building	Solar PV implementation	35,398	-11,388	-0.3	-11,388	-0.0	-1,629
2025	Fire Hall 2	Solar PV implementation	169,638	-56,371	-1.7	-56,371	-0.0	-8,066
2025	Fire Hall 5 New	Solar PV implementation	177,297	-56,371	-1.7	-56,371	-0.0	-8,066
2025	Fire Hall 6 & EOC	Solar PV implementation	230,344	-113,880	-3.4	-113,880	-0.0	-16,294
2025	Fire Hall 7	Solar PV implementation	172,224	-56,371	-1.7	-56,371	-0.0	-8,066
2025	Fontainebleau WPL	Solar PV implementation	292,229	-81,994	-2.5	-81,994	-0.0	-11,732
2025	Forest Glade Arena	General recommissioning	108,000	-0	-0.0	-0	-0.0	-0

Table 2: Short term ECMs to implement (2024-2029) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2025	Forest Glade Arena	Rink HVAC controls upgrade	75,000	-167,791	-26.2	-30,451	-13,009.7	-9,460
2025	Forest Glade Arena	Solar PV implementation	294,369	-91,104	-2.7	-91,104	-0.0	-13,035
2025	Gino A Marcus Community Centre	Gym temperature setpoint optimization	1,200	-15,932	-2.7	-1,838	-1,335.0	-787
2025	Gino A Marcus Community Centre	North wing temperature setpoint optimization	8,640	-29,948	-4.9	-3,973	-2,460.5	-1,534
2025	John Atkinson Community Centre	Boiler upgrade (ASHP)	330,885	-66,363	-16.4	26,984	-8,842.4	392
2025	John Atkinson Community Centre	EnergyStar appliances	12,504	-2,681	-0.1	-2,681	-0.0	-384
2025	John Atkinson Community Centre	HVAC schedule optimization	6,000	-49,336	-7.0	-13,594	-3,385.8	-3,273
2025	John Atkinson Community Centre	Solar PV implementation	247,711	-120,713	-3.6	-120,713	-0.0	-17,272
2025	John Atkinson Community Centre	Sports gym DCV	100,035	-22,781	-4.1	-439	-2,116.3	-893
2025	John Atkinson Community Centre	Window and door upgrade	67,331	-11,459	-2.1	-0	-1,085.4	-426
2025	Optimist Community Centre	Add HVAC1 and HVAC2 to BAS	25,200	-100,398	-14.1	-28,869	-6,775.7	-6,789
2025	Optimist Community Centre	DHW to ASHP	16,800	-6,235	-1.4	1,849	-765.8	-36
2025	Optimist Community Centre	Disconnect the natural gas fireplace	0	-15,614	-2.8	-612	-1,421.1	-645
2025	Optimist Community Centre	Solar PV implementation	294,279	-136,656	-4.1	-136,656	-0.0	-19,553
2025	Optimist Community Centre	Temperature setback on AC1 to AC4	0	-2,684	-0.4	-874	-171.5	-192
2025	PR Maintenance Yard	Solar PV implementation	272,809	-131,418	-3.9	-131,418	-0.0	-18,803
2025	PR Storage Facility - Ng	Solar PV implementation	286,655	-131,418	-3.9	-131,418	-0.0	-18,803
2025	South Windsor WPL	Solar PV implementation	164,711	-56,371	-1.7	-56,371	-0.0	-8,066
2025	WFCU Centre	AH101 schedule optimization	7,200	-67,786	-10.8	-11,240	-5,356.5	-3,709
2025	WFCU Centre	DH3, 4, 5 setpoint scheduling	0	-994,890	-122.5	-394,844	-56,840.3	-78,791
2025	WFCU Centre	ERV1, 2, 3 unoccupied heating	135,000	-86,281	-12.9	-19,778	-6,299.6	-5,301
2025	WFCU Centre	General recommissioning	174,000	-0	-0.0	-0	-0.0	-0
2025	WFCU Centre	Low flow shower heads	34,080	-91,566	-16.9	-0	-8,673.7	-3,402
2025	WFCU Centre	P5, P6 variable speed controls	163,200	-135,515	-4.1	-135,515	-0.0	-19,389
2025	WFCU Centre	RTU control upgrade and optimization	158,400	-1,499,209	-257.5	-122,935	-130,369.6	-68,730
2026	185 City Hall	HVAC system optimization	104,890	-14,149	-2.0	-4,092	-952.7	-959
2026	3140 Walker	HVAC system optimization	75,670	-1,248	-0.2	-236	-95.9	-71
2026	3326 Howard	HVAC system optimization	15,000	-487	-0.1	-0	-46.2	-18
2026	350 City Hall	HVAC system optimization	1,200,000	-33,884	-1.6	-29,852	-381.9	-4,421
2026	400 City Hall	HVAC system optimization	1,650,610	-69,510	-4.7	-52,562	-1,605.5	-8,150
2026	4255 Sandwich	HVAC system optimization	197,460	-36,117	-6.3	-2,183	-3,214.4	-1,573
2026	874 Giles	HVAC system optimization	300,000	-23,903	-4.3	-557	-2,211.5	-947
2026	Adie Knox Arena	HVAC system optimization	1,500,000	-69,980	-9.5	-21,957	-4,549.1	-4,926

Table 2: Short term ECMs to implement (2024-2029) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2026	Archives / File Retention	HVAC system optimization	83,000	-15,965	-2.7	-1,519	-1,368.4	-754
2026	Art Gallery	HVAC system optimization	775,000	-58,382	-3.4	-47,998	-983.7	-7,253
2026	Biosolids Processing Plant	HVAC system optimization	136,100	-66,206	-10.2	-13,053	-5,035.0	-3,843
2026	Bridgeview WPL	HVAC system optimization	50,000	-7,060	-1.1	-1,398	-536.4	-410
2026	Bruce Avenue Park	Lighting upgrade	1,080	-434	0.0	-615	17.1	-81
2026	Bus Terminal	Lighting upgrade	58,800	-7,739	0.3	-10,963	305.5	-1,449
2026	Calderwood Park Light	Lighting upgrade	262	-144	-0.0	-144	-0.0	-21
2026	Capitol Theatre	Lighting upgrade	174,684	-15,375	0.5	-21,781	606.8	-2,878
2026	Capri Pizzeria	Exhaust fans to BAS	18,000	-10,353	-1.9	-190	-962.7	-405
2026	Recreation Complex							
2026	Captain John Willson Park	Lighting upgrade	15,084	-608	0.0	-862	24.0	-114
2026	Central Park	Lighting upgrade	8,163	-958	0.0	-1,358	37.8	-179
2026	Central Park Pool	Lighting upgrade	21,954	-957	0.0	-1,356	37.8	-179
2026	Central Park Pool	Pool heat to heat pump	4,000,000	-37,477	-9.6	17,636	-5,220.6	475
2026	Charles Clark Square	Lighting upgrade	11,100	-2,261	0.1	-3,203	89.2	-423
2026	Clock At Pelissier	Lighting upgrade	711	-96	0.0	-136	3.8	-18
2026	Corporate Radio System	Lighting upgrade	14,788	-2,004	0.1	-2,839	79.1	-375
2026	Crawford Yard	Lighting upgrade	853,668	-33,703	1.2	-47,746	1,330.2	-6,310
2026	Dieppe Park	Lighting upgrade	6,324	-3,139	0.1	-4,447	123.9	-588
2026	Fire Prevention	DHW to heat pump	20,000	-6,985	-1.8	3,287	-973.0	89
2026	Forest Glade Arena	AC1 library controls optimization	13,200	-29,705	-5.5	-0	-2,813.9	-1,104
2026	Forest Glade Arena	DEH3 and DEH4 heating electrification	115,425	-65,421	-52.6	262,529	-31,065.5	25,376
2026	Gino A Marcus Community Centre	Roof upgrade to high performance	2,846,188	-285,254	-52.3	-2,238	-26,809.2	-10,837
2026	Gino A Marcus Community Centre	Wall upgrade to high performance	909,934	-131,994	-24.3	-0	-12,503.3	-4,905
2026	Gino A Marcus Community Centre	Windows and doors to high performance	146,782	-12,980	-2.4	-0	-1,229.5	-482
2026	Glengarry Community Centre	DHW to heat pump	30,000	-7,406	-1.9	3,485	-1,031.7	94
2026	Huron Lodge LTC	DHW to heat pump	10,000	-624,528	-160.6	293,896	-86,999.0	7,923
2026	Ojibway Nature Centre	DHW to heat pump	30,000	-3,921	-1.0	1,845	-546.3	50
2027	400 City Hall	DHW to heat pump	25,000	-10,022	-2.6	4,716	-1,396.2	127
2027	Bridgeview WPL	HVAC to heat pump	281,467	-38,508	-9.9	18,121	-5,364.3	489
2027	Capitol Theatre	HVAC system optimization	291,140	-110,971	-16.9	-23,086	-8,325.1	-6,569
2027	Charles Clark Square	HVAC system optimization	18,500	-5,160	-0.9	-192	-470.6	-212
2027	Crawford Yard	HVAC system optimization	1,422,780	-113,054	-17.7	-20,188	-8,796.9	-6,339
2027	Dougall Parkway Light	Lighting upgrade	11,902	-6,538	-0.2	-6,538	-0.0	-936
2027	Dougall Underpass Lights	Lighting upgrade	1,574	-881	-0.0	-881	-0.0	-126
2027	Duff Baby Interpretation Centre	Lighting upgrade	63,264	-77	0.0	-109	3.0	-14
2027	EC Row Camera 1	Lighting upgrade	93	-54	-0.0	-54	-0.0	-8
2027	EC Row Lights 1	Lighting upgrade	34,903	-19,172	-0.6	-19,172	-0.0	-2,743
2027	EC Row Lights 10	Lighting upgrade	453	-290	-0.0	-290	-0.0	-42
2027	EC Row Lights 11	Lighting upgrade	6,127	-3,368	-0.1	-3,368	-0.0	-482
2027	EC Row Lights 4	Lighting upgrade	28,586	-15,731	-0.5	-15,731	-0.0	-2,251
2027	EC Row Lights 5	Lighting upgrade	14,268	-7,864	-0.2	-7,864	-0.0	-1,125
2027	EC Row Lights 6	Lighting upgrade	21,556	-11,847	-0.4	-11,847	-0.0	-1,695
2027	EC Row Lights 7	Lighting upgrade	736	-404	-0.0	-404	-0.0	-58
2027	EC Row Lights 8	Lighting upgrade	16,626	-9,081	-0.3	-9,081	-0.0	-1,299
2027	EC Row Lights 9	Lighting upgrade	23,589	-12,962	-0.4	-12,962	-0.0	-1,855
2027	Emergency Shelter	Lighting upgrade	142,884	-17,460	0.6	-24,735	689.1	-3,269
2027	500 Tuscarora							
2027	Environmental Services Admin Bldg	Lighting upgrade	48,000	-12,120	0.4	-17,170	478.4	-2,269
2027	Festival Plaza	Lighting upgrade	79,176	-4,733	0.2	-6,705	186.8	-886

Table 2: Short term ECMs to implement (2024-2029) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2027	Field Engineering Building	Lighting upgrade	39,450	-2,873	0.1	-4,071	113.4	-538
2027	Field House	Lighting upgrade	28,800	-539	0.0	-764	21.3	-101
2027	Fire Apparatus Building	Lighting upgrade	78,996	-6,990	0.2	-9,903	275.9	-1,309
2027	Fire Hall 4	HVAC to heat pump	637,227	-86,899	-22.3	40,894	-12,105.3	1,102
2027	Optimist Community Centre	Wall upgrade to high performance	909,934	-45,245	-8.1	-1,369	-4,156.2	-1,826
2027	Willistead Coach House	HVAC to heat pump	829,877	-120,761	-31.0	56,829	-16,822.4	1,532
2027	Willistead Manor	HVAC to heat pump	1,602,545	-233,166	-59.9	109,725	-32,480.8	2,958
2028	Archives / File Retention	HVAC to heat pump	731,804	-98,237	-25.3	46,229	-13,684.7	1,246
2028	Environmental Services Admin Bldg	HVAC system optimization	80,000	-35,856	-5.5	-7,260	-2,708.8	-2,101
2028	Festival Plaza	HVAC system optimization	131,960	-11,149	-1.0	-7,107	-383.0	-1,167
2028	Field Engineering Building	HVAC system optimization	65,750	-6,654	-1.0	-1,721	-467.3	-430
2028	Field House	HVAC system optimization	48,000	-8,247	-1.5	-143	-767.7	-322
2028	Fire Apparatus Building	HVAC system optimization	131,660	-24,095	-4.2	-1,879	-2,104.4	-1,094
2028	Fire Hall 1	DHW to heat pump	40,000	-28,152	-7.2	13,248	-3,921.6	357
2028	Fire Hall 1	Lighting upgrade	91,554	-28,786	1.0	-40,779	1,136.1	-5,389
2028	Fire Hall 2	Lighting upgrade	64,098	-13,114	0.5	-18,578	517.6	-2,455
2028	Fire Hall 3	Lighting upgrade	36,036	-6,502	0.2	-9,211	256.6	-1,217
2028	Fire Hall 4	DHW to heat pump	20,000	-7,556	-1.9	3,556	-1,052.6	96
2028	Fire Hall 4	Lighting upgrade	53,190	-5,353	0.2	-7,583	211.3	-1,002
2028	Fire Hall 5 New	Lighting upgrade	63,792	-10,816	0.4	-15,323	426.9	-2,025
2028	Fire Hall 6 & EOC	Lighting upgrade	93,456	-15,924	0.5	-22,558	628.5	-2,981
2028	Fire Hall 7	Lighting upgrade	61,458	-14,714	0.5	-20,845	580.8	-2,755
2028	Fire Prevention	Lighting upgrade	42,612	-5,302	0.2	-7,512	209.3	-993
2028	Fontainebleau WPL	Lighting upgrade	49,560	-10,954	0.4	-15,518	432.3	-2,051
2028	Ford City Parquette	Lighting upgrade	389	-45	0.0	-64	1.8	-8
2028	Ford Test Track	Lighting upgrade	31,986	-3,853	0.1	-5,458	152.1	-721
2028	Francois Baby House	Lighting upgrade	14,400	-1,377	0.0	-1,951	54.4	-258
2028	Glengarry Community Centre	Lighting upgrade	28,800	-858	0.0	-1,216	33.9	-161
2028	Hiram Walker Parkette	Lighting upgrade	774	-89	0.0	-126	3.5	-17
2028	Optimist Community Centre	Roof upgrade to high performance	1,132,127	-48,102	-8.7	-1,324	-4,431.1	-1,928
2028	Paul Martin Building	HVAC to heat pump	14,288,203	-1,823,096	-468.7	857,927	-253,963.8	23,129
2028	Police Training And Dnd	DHW to heat pump	25,000	-44,083	-11.3	20,745	-6,140.9	559
2028	Public Works Admin Building	DHW to heat pump	10,000	-12,737	-3.3	5,994	-1,774.3	162
2028	Seminole WPL	DHW to heat pump	10,000	-3,197	-0.8	1,505	-445.4	41
2028	Seminole WPL	HVAC to heat pump	279,399	-36,767	-9.5	17,302	-5,121.7	466
2028	WFCU Centre	CHP use for Class A peak mitigation	0	84,821	48.0	-209,783	27,906.7	-19,069
2028	Windsor Waterworld	HVAC to heat pump	257,307	-31,088	-8.0	14,630	-4,330.7	394
2029	400 City Hall	HVAC to heat pump	1,591,861	-115,259	-29.6	54,239	-16,056.0	1,462
2029	Art Gallery	HVAC to heat pump	491,398	-70,618	-18.2	33,232	-9,837.4	896
2029	Capri Pizzeria	Snow melt via recovered heat	1,067,681	-8,887	-1.4	-1,263	-722.2	-464
2029	Recreation Complex	DHW to heat pump	30,000	-29,446	-7.6	13,857	-4,101.9	374
2029	Central Park Pool	HVAC system optimization	152,590	-55,342	-9.0	-7,737	-4,509.5	-2,876
2029	Fire Hall 1	HVAC system optimization	106,830	-26,398	-4.3	-3,525	-2,166.7	-1,354
2029	Fire Hall 2	DHW to heat pump	20,000	-8,770	-2.3	4,127	-1,221.7	111
2029	Fire Hall 3	HVAC system optimization	60,060	-16,578	-2.8	-1,747	-1,404.8	-801
2029	Fire Hall 4	HVAC system optimization	88,650	-14,217	-2.4	-1,439	-1,210.4	-681
2029	Fire Hall 5 New	HVAC system optimization	106,320	-25,415	-4.2	-2,907	-2,132.1	-1,252

Table 2: Short term ECMs to implement (2024-2029) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2029	Fire Hall 6 & EOC	HVAC system optimization	155,760	-20,851	-3.2	-4,280	-1,569.7	-1,228
2029	Fire Hall 7	HVAC system optimization	102,430	-26,467	-4.3	-3,955	-2,132.5	-1,402
2029	Fire Prevention	HVAC system optimization	71,020	-13,236	-2.2	-1,425	-1,118.8	-643
2029	Fontainebleau WPL	HVAC system optimization	82,600	-10,967	-1.7	-2,069	-842.9	-627
2029	Forest Glade Community Centre	HVAC system optimization	116,470	-23,906	-4.4	-0	-2,264.5	-888
2029	Forest Glade WPL	HVAC system optimization	30,000	-4,836	-0.9	-0	-458.1	-180
2029	Francois Baby House	HVAC system optimization	24,000	-7,229	-1.0	-2,068	-489.0	-488
2029	Glengarry Community Centre	HVAC system optimization	48,000	-12,495	-2.2	-924	-1,096.1	-562
2029	Huron Church - Grand Marais W	Lighting upgrade	1,353	-183	0.0	-259	7.2	-34
2029	Huron Lodge LTC	Lighting upgrade	936,462	-49,858	1.7	-70,632	1,967.8	-9,334
2029	Jackson Park	Lighting upgrade	68,238	-6,866	0.2	-9,727	271.0	-1,285
2029	Jackson Park Greenhouse	Lighting upgrade	19,536	-4,332	0.1	-6,137	171.0	-811
2029	John Muir WPL	Lighting upgrade	44,370	-7,529	0.3	-10,666	297.2	-1,409
2029	Jubilee Park	Lighting upgrade	1,368	-152	0.0	-215	6.0	-28
2029	Kinsmen Park	Lighting upgrade	760	-88	0.0	-125	3.5	-17
2029	Lake Como	Lighting upgrade	4,398	-2,946	0.1	-4,173	116.3	-551
2029	Lake Grande Aerator	Lighting upgrade	11,484	-1,331	0.0	-1,886	52.6	-249
2029	Lake Laguna Aerator	Lighting upgrade	9,666	-1,121	0.0	-1,588	44.2	-210
2029	Lake Wolfe Aerator	Lighting upgrade	6,692	-776	0.0	-1,099	30.6	-145
2029	Lakeview Marina	Lighting upgrade	32,160	-8,622	0.3	-12,215	340.3	-1,614
2029	Langlois Court Park	Lighting upgrade	2,692	-313	0.0	-444	12.4	-59
2029	Lanspeary Greenhouse	Lighting upgrade	2,269	-70	0.0	-99	2.8	-13
2029	Lanspeary Park Ice Rink	Lighting upgrade	132,450	-6,563	0.2	-9,298	259.1	-1,229
2029	Lanspeary Park Pool And Ice Rink	Lighting upgrade	21,468	-527	0.0	-747	20.8	-99
2029	Lanspeary Park Pool And Ice Rink	Pool heat to heat pump	4,000,000	-58,582	-15.1	27,568	-8,160.7	743
2029	Lanspeary Park Storage	Lighting upgrade	9,528	-6	0.0	-9	0.3	-1
2029	Little River Acres Park	Lighting upgrade	4,338	-503	0.0	-712	19.8	-94
2029	Little River Golf Course	Lighting upgrade	14,400	-3,053	0.1	-4,325	120.5	-572
2029	Optimist Community Centre	Windows and doors to high performance	328,769	-2,623	-0.5	-36	-245.0	-101
2029	Riverside WPL	HVAC to heat pump	513,996	-66,126	-17.0	31,118	-9,211.6	839
Short Term	Total	(Accounts for interactive effects and changes in the electricity grid emissions factor)	63,149,417	11,210,314	-835.5	1,080,680	959,544.1	-552,573

B.2 Medium Term Plan

The detailed medium term implementation plan to reduce GHG emissions is outlined in Table 3. Note that project costs were taken from deep retrofit studies where available, and otherwise estimated based on the size of each building.

Table 3: Medium term ECMs to implement (2030-2034)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
-	-	-	[\$]	[kWh/yr]	[tCO2e/yr]	[kWh/yr]	[m3/yr]	[\$/yr]

Table 3: Medium term ECMs to implement (2030-2034) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2030	185 City Hall	DHW to heat pump	10,000	-5,947	-1.5	2,799	-828.5	75
2030	3140 Walker	DHW to heat pump	10,000	-599	-0.2	282	-83.4	8
2030	3326 Howard	DHW to heat pump	10,000	-288	-0.1	136	-40.1	4
2030	350 City Hall	DHW to heat pump	25,000	-2,384	-0.6	1,122	-332.1	30
2030	4255 Sandwich	DHW to heat pump	10,000	-20,067	-5.2	9,443	-2,795.4	255
2030	874 Giles	DHW to heat pump	10,000	-13,806	-3.5	6,497	-1,923.2	175
2030	Atkinson Pool	DHW to heat pump	30,000	-33,152	-8.5	15,601	-4,618.2	421
2030	Biosolids Processing Plant	DHW to heat pump	10,000	-180,735	-46.5	85,052	-25,177.0	2,293
2030	Capri Pizzeria	DEH1 and DEH2 heating electrification	86,569	-57,983	-46.6	232,406	-27,507.5	22,462
2030	Recreation Complex	HVAC to heat pump	2,411,892	-323,744	-83.2	152,350	-45,098.7	4,107
2030	Fire Hall 1	HVAC to heat pump	598,087	-80,323	-20.7	37,799	-11,189.3	1,019
2030	Fire Prevention	HVAC to heat pump	450,682	-60,516	-15.6	28,478	-8,430.0	768
2030	Fontainebleau WPL	CC DHW	14,400	-6,255	-1.4	1,854	-768.1	-36
2030	Forest Glade Arena	electrification DHW preheat via desuperheater	302,029	-60,576	-11.2	-0	-5,738.1	-2,251
2030	Forest Glade Arena	Rink DHW electrification	57,600	-153,056	-35.2	45,387	-18,797.8	-880
2030	Huron Lodge LTC	HVAC system optimization	1,560,770	-1,085,967	-195.7	-29,864	-100,040.9	-43,516
2030	Huron Lodge LTC	HVAC to heat pump	53,823,603	-7,182,077	-1,846.6	3,379,801	-1,000,489.0	91,115
2030	Jackson Park Greenhouse	HVAC system optimization	32,560	-158,984	-28.1	-7,941	-14,307.7	-6,749
2030	John Muir WPL	HVAC system optimization	73,950	-9,653	-1.6	-1,422	-779.7	-509
2030	Lakeview Marina	HVAC system optimization	53,600	-7,751	-0.6	-5,165	-245.0	-835
2030	Lanspeary Greenhouse	HVAC system optimization	40,000	-5,555	-1.0	-129	-514.0	-220
2030	Lanspeary Park Storage	HVAC system optimization	15,880	-341	-0.1	-12	-31.2	-14
2030	Little River PCP	Lighting upgrade	221,040	-101,326	3.5	-143,546	3,999.3	-18,970
2030	Lou Romano WRP	Lighting upgrade	582,300	-304,709	10.5	-431,672	12,026.7	-57,046
2030	M. Rodzik Park Light	Lighting upgrade	111	-61	-0.0	-61	-0.0	-9
2030	Mackenzie Hall	Lighting upgrade	48,000	-3,488	0.1	-4,941	137.7	-653
2030	Malden Park	Lighting upgrade	84,000	-5,857	0.2	-8,297	231.2	-1,096
2030	Malden Park Community Centre	Lighting upgrade	20,532	-4,187	0.1	-5,931	165.3	-784
2030	McHugh Sport Fields	Lighting upgrade	18,090	-635	0.0	-900	25.1	-119
2030	McHugh Sport Fields Building	Lighting upgrade	21,144	-2,145	0.1	-3,039	84.7	-402
2030	Mic Mac Park And Sport Fields	Lighting upgrade	111,774	-18,172	0.6	-25,743	717.2	-3,402
2030	Mic Mac Pool	Lighting upgrade	15,558	-840	0.0	-1,190	33.2	-157
2030	Mic Mac Pool	Pool heat to heat pump	4,000,000	-18,929	-4.9	8,908	-2,636.9	240
2030	Mill Street Park	Lighting upgrade	4,560	-146	0.0	-207	5.8	-27
2030	Navigation Light Lincoln	Lighting upgrade	203	-111	-0.0	-111	-0.0	-16
2030	Navigation Light St Rose	Lighting upgrade	307	-168	-0.0	-168	-0.0	-24
2030	Oey Daycare	Lighting upgrade	62,586	-2,256	0.1	-3,196	89.0	-422
2030	Ojibway Nature Centre	Lighting upgrade	53,160	-3,827	0.1	-5,421	151.0	-716
2030	Ojibway Parkway Light	Lighting upgrade	641	-351	-0.0	-351	-0.0	-50
2030	Old Childcare College	Lighting upgrade	30,000	-545	0.0	-772	21.5	-102
2030	Optimist Memorial Park	Lighting upgrade	10,710	-84	0.0	-119	3.3	-16
2030	Parking Garage 1	Lighting upgrade	1,024,230	-50,086	-1.5	-50,086	-0.0	-7,166
2030	Parking Garage 1 Rent 1	Lighting upgrade	20,283	-10,678	-0.3	-10,678	-0.0	-1,528
2030	Parking Garage 1 Rent 2	Lighting upgrade	57	-20	-0.0	-20	-0.0	-3
2030	Parking Garage 1 Rent 3	Lighting upgrade	12,141	-6,157	-0.2	-6,157	-0.0	-881
2030	Parking Garage 1 Rent 4	Lighting upgrade	788,376	-21,192	-0.6	-21,192	-0.0	-3,032

Table 3: Medium term ECMs to implement (2030-2034) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2031	Gino A Marcus Community Centre	Replace DHW heaters with ASHP	28,200	-35,534	-8.2	10,881	-4,396.7	-168
2031	Gino A Marcus Community Centre	Replace pool water heater with ASHP	230,850	-155,911	-40.5	76,165	-21,983.7	2,274
2031	Little River PCP	HVAC system optimization	368,400	-80,730	-8.7	-40,189	-3,840.3	-7,257
2031	Lou Romano WRP	HVAC system optimization	970,500	-276,714	-32.4	-120,856	-14,763.9	-23,084
2031	Mackenzie Hall	HVAC system optimization	80,000	-15,697	-2.1	-5,237	-990.9	-1,138
2031	Malden Park	HVAC system optimization	140,000	-22,825	-4.0	-1,549	-2,015.4	-1,012
2031	Malden Park Community Centre	HVAC system optimization	34,220	-8,461	-0.9	-4,507	-374.5	-792
2031	Ojibway Nature Centre	HVAC system optimization	88,600	-10,246	-1.3	-4,120	-580.4	-817
2031	Old Childcare College	HVAC system optimization	50,000	-3,152	-0.5	-326	-267.7	-152
2031	Parking Garage 1	HVAC system optimization	1,707,050	-14,067	-2.6	-0	-1,332.5	-523
2031	Parking Garage 1 Rent 6	Lighting upgrade	14,854	-8,109	-0.2	-8,109	-0.0	-1,160
2031	Parking Garage 2	Lighting upgrade	768,468	-49,001	-1.5	-49,001	-0.0	-7,011
2031	Parking Lot 10	Lighting upgrade	5,002	-2,722	-0.1	-2,722	-0.0	-389
2031	Parking Lot 11-1	Lighting upgrade	4,163	-2,261	-0.1	-2,261	-0.0	-324
2031	Parking Lot 13	Lighting upgrade	2,614	-1,433	-0.0	-1,433	-0.0	-205
2031	Parking Lot 14	Lighting upgrade	394	-212	-0.0	-212	-0.0	-30
2031	Parking Lot 16	Lighting upgrade	533	-290	-0.0	-290	-0.0	-42
2031	Parking Lot 22	Lighting upgrade	1,291	-703	-0.0	-703	-0.0	-101
2031	Parking Lot 23	Lighting upgrade	2,375	-1,298	-0.0	-1,298	-0.0	-186
2031	Parking Lot 29	Lighting upgrade	5,285	-2,839	-0.1	-2,839	-0.0	-406
2031	Parking Lot 35	Lighting upgrade	998	-541	-0.0	-541	-0.0	-77
2031	Parking Lot 36	Lighting upgrade	637	-350	-0.0	-350	-0.0	-50
2031	Parking Lot 37	Lighting upgrade	887	-449	-0.0	-449	-0.0	-64
2031	Parking Lot 39	Lighting upgrade	613	-334	-0.0	-334	-0.0	-48
2031	Parking Lot 4-1	Lighting upgrade	182	-99	-0.0	-99	-0.0	-14
2031	Parking Lot 4-3	Lighting upgrade	609	-328	-0.0	-328	-0.0	-47
2031	Parking Lot 6	Lighting upgrade	550	-295	-0.0	-295	-0.0	-42
2031	Parking Lot Brock	Lighting upgrade	593	-325	-0.0	-325	-0.0	-47
2031	Parking Lot College	Lighting upgrade	1,669	-769	-0.0	-769	-0.0	-110
2031	Parking Lot Riverdale	Lighting upgrade	5	-3	-0.0	-3	-0.0	-0
2031	Paul Martin Building	DHW to heat pump	10,000	-158,530	-40.8	74,602	-22,083.8	2,011
2031	Paul Martin Building	Lighting upgrade	164,922	-80,675	2.8	-114,289	3,184.2	-15,103
2031	South Windsor WPL	DHW to heat pump	10,000	-7,896	-2.0	3,716	-1,100.0	100
2031	WIATC	HVAC to heat pump	25,820,464	-7,145,000	-1,837.0	3,362,353	-995,324.0	90,645
2032	Adie Knox Arena	Ice resurfacer conversion	258,000	-272	-0.2	1,087	-128.7	105
2032	Crawford Yard	DHW to heat pump	25,000	-54,917	-14.1	25,843	-7,650.1	697
2032	Environmental Services Admin Bldg	DHW to heat pump	10,000	-16,910	-4.3	7,958	-2,355.6	215
2032	Field Engineering Building	DHW to heat pump	10,000	-2,917	-0.8	1,373	-406.4	37
2032	Field House	DHW to heat pump	10,000	-4,793	-1.2	2,255	-667.6	61
2032	Fire Apparatus Building	DHW to heat pump	20,000	-13,137	-3.4	6,182	-1,830.1	167
2032	Fire Hall 7	HVAC to heat pump	1,165,058	-153,098	-39.4	72,046	-21,327.0	1,942
2032	Gino A Marcus Community Centre	HVAC2 conversion	140,434	-83,364	-20.8	35,428	-11,252.7	655
2032	John Atkinson Community Centre	Changeroom HRV	67,331	-7,369	-1.4	-0	-698.1	-274
2032	Paul Martin Building	HVAC system optimization	274,870	-316,404	-50.9	-48,323	-25,394.3	-16,876
2032	Pillar Lights	Lighting upgrade	203	-111	-0.0	-111	-0.0	-16
2032	Police 2	Lighting upgrade	89,400	-15,943	0.5	-22,586	629.3	-2,985
2032	Police Training And Dnd	Lighting upgrade	794,118	-66,548	2.3	-94,276	2,626.6	-12,459
2032	PR Admin Building	Lighting upgrade	96,600	-10,810	0.4	-15,315	426.7	-2,024
2032	PR East Division Yard	Lighting upgrade	19,200	-1,398	0.0	-1,980	55.2	-262

Table 3: Medium term ECMs to implement (2030-2034) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2032	PR Maintenance Yard	Lighting upgrade	234,300	-10,773	0.4	-15,262	425.2	-2,017
2032	PR Storage Facility - Ng	Lighting upgrade	201,102	-12,914	0.4	-18,295	509.7	-2,418
2032	Public Washrooms	Lighting upgrade	15,840	-811	0.0	-1,149	32.0	-152
2032	Public Works Admin Building	Lighting upgrade	94,800	-8,699	0.3	-12,323	343.3	-1,629
2032	PW Row 2	Lighting upgrade	11,832	-6,401	-0.2	-6,401	-0.0	-916
2032	Quality Way Lights	Lighting upgrade	8,488	-4,670	-0.1	-4,670	-0.0	-668
2032	Realtor Park	Lighting upgrade	15,600	-164	0.0	-233	6.5	-31
2032	Reaume Park	Lighting upgrade	7,200	-2,909	0.1	-4,121	114.8	-545
2032	Remington Light Pole	Lighting upgrade	3,860	-2,120	-0.1	-2,120	-0.0	-303
2032	Remington Pool	Lighting upgrade	30,186	-3,760	0.1	-5,326	148.4	-704
2032	Remington Pool	Pool heat to heat pump	4,000,000	-102,377	-26.3	48,178	-14,261.5	1,299
2032	Retention Basin	Lighting upgrade	41,973	-1,637	0.1	-2,319	64.6	-306
2032	Riverside Pool	Lighting upgrade	15,000	-1,926	0.1	-2,728	76.0	-361
2032	Riverside Pool	Pool heat to heat pump	4,000,000	-90,267	-23.2	42,479	-12,574.5	1,145
2032	Riverside WPL	DHW to heat pump	10,000	-5,750	-1.5	2,706	-801.0	73
2033	Fire Hall 2	DHW to heat pump	40,000	-13,526	-3.5	6,365	-1,884.2	172
2033	Fire Hall 5 New	DHW to heat pump	40,000	-13,310	-3.4	6,263	-1,854.1	169
2033	Fire Hall 6 & EOC	DHW to heat pump	40,000	-9,799	-2.5	4,612	-1,365.1	124
2033	Police 2	HVAC system optimization	149,000	-24,541	-3.2	-8,356	-1,533.1	-1,797
2033	Police Training And Dnd	HVAC system optimization	1,323,530	-109,425	-14.8	-34,879	-7,061.5	-7,760
2033	PR Admin Building	DHW to heat pump	10,000	-8,767	-2.3	4,126	-1,221.3	111
2033	PR Admin Building	HVAC system optimization	161,000	-21,300	-2.9	-6,475	-1,404.3	-1,477
2033	PR Admin Building	HVAC to heat pump	706,843	-100,819	-25.9	47,444	-14,044.4	1,279
2033	PR East Division Yard	HVAC system optimization	32,000	-4,558	-0.7	-837	-352.5	-258
2033	PR Maintenance Yard	HVAC system optimization	390,500	-52,125	-8.6	-6,453	-4,326.3	-2,620
2033	PR Storage Facility - Ng	HVAC system optimization	335,170	-24,804	-3.4	-7,735	-1,616.8	-1,741
2033	Public Works Admin Building	HVAC system optimization	158,000	-26,749	-4.1	-5,211	-2,040.3	-1,546
2033	Riverside WC	Lighting upgrade	1,500	-533	0.0	-755	21.0	-100
2033	Riverside WPL	Lighting upgrade	87,000	-15,900	0.5	-22,525	627.6	-2,977
2033	Rockwell Light Pole	Lighting upgrade	275	-152	-0.0	-152	-0.0	-22
2033	Roseland Golf Course	Lighting upgrade	298,296	-86,658	3.0	-122,765	3,420.3	-16,224
2033	Row Lighting 1	Lighting upgrade	405	-222	-0.0	-222	-0.0	-32
2033	Sandpoint Beach	Lighting upgrade	12,900	-222	0.0	-314	8.8	-42
2033	Sandwich Light Pole	Lighting upgrade	692	-380	-0.0	-380	-0.0	-54
2033	Seminole WPL	Lighting upgrade	24,540	-3,506	0.1	-4,967	138.4	-656
2033	South Windsor WPL	Lighting upgrade	90,438	-8,335	0.3	-11,808	329.0	-1,560
2033	Streetlights Matchette / EC Row	Lighting upgrade	948	-519	-0.0	-519	-0.0	-74
2033	Streetlights Windsor	Lighting upgrade	3,105,999	-1,701,663	-51.0	-1,701,663	-0.0	-243,474
2033	Totten Sport Field	Lighting upgrade	1,101	-149	0.0	-212	5.9	-28
2033	Traffic Admin And Sign Shop	Lighting upgrade	94,164	-11,064	0.4	-15,674	436.7	-2,071
2033	Traffic Paint Shop	Lighting upgrade	48,732	-5,058	0.2	-7,165	199.6	-947
2033	Traffic Pole 1	Lighting upgrade	370	-206	-0.0	-206	-0.0	-29
2033	Traffic Pole 3	Lighting upgrade	332	-182	-0.0	-182	-0.0	-26
2033	Traffic Pole 5	Lighting upgrade	326	-180	-0.0	-180	-0.0	-26
2033	Tranby Park And Sport Fields	Lighting upgrade	1,347	-182	0.0	-258	7.2	-34
2034	Forest Glade Arena	AC1 rink upgrade to ASHP	330,885	-20,663	-5.0	7,519	-2,669.6	29
2034	Forest Glade Arena	DEH3 and DEH4 mode scheduling	4,800	-110,562	-14.2	-40,011	-6,683.0	-8,346
2034	Forest Glade Arena	DEH3, 4 dehumidifier electrification	1,346,625	-947	-0.8	3,789	-448.7	366
2034	Forest Glade Arena	HV upgrade to ERV and ASHP	1,019,588	-301,415	-70.2	94,893	-37,540.9	-1,149
2034	Forest Glade Arena	Rink unit heater electrification	17,314	-239	-0.2	955	-113.1	92
2034	Francois Baby House	HVAC to heat pump	240,997	-35,103	-9.0	16,519	-4,889.9	445

Table 3: Medium term ECMs to implement (2030-2034) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2034	Jackson Park Greenhouse	DHW to heat pump	10,000	-114,130	-29.3	53,708	-15,898.8	1,448
2034	John Muir WPL	DHW to heat pump	10,000	-4,867	-1.3	2,290	-678.0	62
2034	Lakeview Marina	DHW to heat pump	10,000	-1,530	-0.4	720	-213.1	19
2034	Lanspeary Greenhouse	DHW to heat pump	10,000	-4,100	-1.1	1,929	-571.2	52
2034	Lanspeary Park Pool And Ice Rink	DHW to heat pump	30,000	-46,029	-11.8	21,661	-6,412.0	584
2034	Lanspeary Park Storage	DHW to heat pump	10,000	-249	-0.1	117	-34.6	3
2034	Riverside WPL	HVAC system optimization	145,000	-12,727	-1.9	-3,003	-921.1	-791
2034	Roseland Golf Course	HVAC system optimization	497,160	-36,223	-5.6	-7,014	-2,766.8	-2,089
2034	Seminole WPL	HVAC system optimization	40,900	-6,069	-1.0	-662	-512.1	-296
2034	South Windsor WPL	HVAC system optimization	150,730	-14,927	-2.5	-1,574	-1,264.9	-721
2034	Traffic Admin And Sign Shop	HVAC system optimization	156,940	-16,372	-2.0	-6,627	-923.1	-1,310
2034	Traffic Paint Shop	HVAC system optimization	81,220	-14,570	-2.2	-3,029	-1,093.2	-862
2034	Transit Windsor	Lighting upgrade	790,176	-36,796	1.3	-52,128	1,452.3	-6,889
2034	Tree Nursery	Lighting upgrade	2,063	-109	0.0	-155	4.3	-20
2034	Underground Railroad Park	Lighting upgrade	2,600	-302	0.0	-428	11.9	-57
2034	Veterans Memorial Park	Lighting upgrade	14,166	-580	0.0	-821	22.9	-109
2034	Walker Homesite Park	Lighting upgrade	17,580	-2,660	0.1	-3,769	105.0	-498
2034	West Bus Terminal	Lighting upgrade	2,777	-193	0.0	-273	7.6	-36
2034	WFCU Centre	DH1, DH2 electrification	259,706	-60,028	-48.3	240,884	-28,504.3	23,284
2034	WFCU Centre	HVAC1 to HVAC12 electrification	1,338,930	-185,070	-48.1	90,417	-26,095.9	2,700
2034	WFCU Centre	LTHW testing for future conversion	9,619	-0	-0.0	-0	-0.0	-0
2034	WFCU Centre	MUA1 electrification	75,026	-12,445	-11.1	56,896	-6,568.5	5,564
2034	WIATC	Lighting upgrade	951,984	-70,647	2.4	-100,083	2,788.4	-13,226
2034	Wigle Park	Lighting upgrade	17,880	-418	0.0	-592	16.5	-78
2034	Willistead Coach House	Lighting upgrade	45,000	-1,114	0.0	-1,578	44.0	-209
2034	Willistead Gatehouse	Lighting upgrade	4,800	-295	0.0	-418	11.6	-55
2034	Willistead Manor	Lighting upgrade	111,306	-3,992	0.1	-5,655	157.5	-747
2034	Willistead Park	Lighting upgrade	15,600	-1,123	0.0	-1,591	44.3	-210
2034	Windsor Justice Facility	Lighting upgrade	1,946,802	-223,104	7.7	-316,064	8,805.8	-41,768
2034	Windsor Traffic Lights	Lighting upgrade	231,797	-126,896	-3.8	-126,896	-0.0	-18,156
2034	Windsor Waterworld	Lighting upgrade	78,000	-4,009	0.1	-5,680	158.2	-751
2034	Windsor Waterworld	Pool heat to heat pump	4,000,000	-17,859	-4.6	8,404	-2,487.8	227
Medium Term	Total	(Accounts for interactive effects and changes in the electricity grid emissions factor)	130,135,123	21,565,170	8,863.3	-3,819,291	2,404,579.2	-379,797

B.3 Long Term Plan

The detailed long term implementation plan to reduce GHG emissions is outlined in Table 4. Note that project costs were taken from deep retrofit studies where available, and otherwise estimated based on the size of each building.

Table 4: Long term ECMs to implement (2035-2050)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
-	-	-	[\$]	[ekWh/yr]	[tCO2e/yr]	[kWh/yr]	[m3/yr]	[\$/yr]
2035	185 City Hall	HVAC to heat pump	513,947	-68,395	-17.6	32,186	-9,527.6	868
2035	3140 Walker	HVAC to heat pump	34,660	-6,884	-1.8	3,240	-959.0	87
2035	3326 Howard	HVAC to heat pump	31,805	-3,314	-0.9	1,559	-461.6	42
2035	350 City Hall	HVAC to heat pump	209,143	-27,419	-7.0	12,903	-3,819.5	348
2035	4255 Sandwich	HVAC to heat pump	1,703,572	-230,767	-59.3	108,596	-32,146.7	2,928
2035	874 Giles	HVAC to heat pump	370,333	-158,766	-40.8	74,713	-22,116.6	2,014
2035	Adie Knox Arena	Cold water flooding	54,000	-8,672	-1.6	-0	-821.4	-322
2035	Biosolids Processing Plant	HVAC to heat pump	124,197,139	-361,470	-92.9	170,103	-50,354.0	4,586
2035	Gino A Marcus Community Centre	Reznor conversion to ASHP	452,081	-88,140	-22.8	42,287	-12,354.8	1,204
2035	John Atkinson Community Centre	RTU upgrade (ASHP)	492,480	-187,031	-46.3	76,396	-24,953.5	1,142
2035	Little River PCP	DHW to heat pump	10,000	-5,514	-1.4	2,595	-768.1	70
2035	Lou Romano WRP	DHW to heat pump	25,000	-21,198	-5.5	9,976	-2,953.0	269
2035	Mic Mac Pool	DHW to heat pump	30,000	-14,873	-3.8	6,999	-2,071.8	189
2035	Old Childcare College	DHW to heat pump	10,000	-1,671	-0.4	786	-232.8	21
2035	Transit Windsor	HVAC system optimization	1,316,960	-382,112	-58.2	-79,649	-28,651.3	-22,635
2035	Twin Oaks Building	HVAC system optimization	173,480	-54,999	-10.1	-0	-5,209.9	-2,044
2035	WFCU Centre	B1-6 electrification without CHP	35,023,793	-3,505,886	-1,293.7	4,190,298	-729,032.0	313,567
2035	WIATC	HVAC system optimization	1,586,640	-1,168,237	-197.3	-117,585	-99,524.4	-55,865
2035	Willistead Coach House	HVAC system optimization	75,000	-19,430	-3.3	-1,672	-1,682.1	-899
2035	Willistead Gatehouse	HVAC system optimization	8,000	-3,907	-0.7	-443	-328.2	-192
2035	Willistead Manor	HVAC system optimization	185,510	-40,280	-6.5	-5,993	-3,247.8	-2,132
2035	Windsor Waterworld	HVAC system optimization	130,000	-11,244	-1.0	-6,673	-433.0	-1,125
2036	Festival Plaza	HVAC to heat pump	221,501	-27,494	-7.1	12,938	-3,830.0	349
2036	Ojibway Nature Centre	HVAC to heat pump	333,211	-41,666	-10.7	19,607	-5,804.2	529
2036	WFCU Centre	Door upgrade to high-performance	1,115,775	-132,058	-24.4	-0	-12,509.4	-4,907
2036	WFCU Centre	Window upgrade to high-performance	954,180	-93,084	-17.2	-0	-8,817.5	-3,459
2037	Environmental Services Admin Bldg	HVAC to heat pump	1,511,266	-194,467	-50.0	91,514	-27,090.0	2,467
2037	Field Engineering Building	HVAC to heat pump	244,887	-33,547	-8.6	15,787	-4,673.2	426
2037	Field House	HVAC to heat pump	415,185	-55,115	-14.2	25,937	-7,677.8	699
2037	Fire Apparatus Building	HVAC to heat pump	1,187,262	-151,081	-38.8	71,097	-21,046.1	1,917
2037	Fire Hall 7	DHW to heat pump	40,000	-13,313	-3.4	6,265	-1,854.5	169
2037	Police 2	DHW to heat pump	10,000	-9,571	-2.5	4,504	-1,333.3	121
2037	PR East Division Yard	DHW to heat pump	10,000	-2,200	-0.6	1,035	-306.5	28
2037	PR Maintenance Yard	DHW to heat pump	10,000	-27,008	-6.9	12,710	-3,762.3	343
2037	PR Storage Facility - Ng	DHW to heat pump	10,000	-10,093	-2.6	4,750	-1,406.0	128
2037	Remington Pool	DHW to heat pump	30,000	-80,439	-20.7	37,854	-11,205.5	1,020
2037	South Windsor WPL	HVAC to heat pump	660,317	-90,806	-23.3	42,732	-12,649.7	1,152
2038	Fire Hall 2	HVAC to heat pump	1,143,247	-155,547	-40.0	73,199	-21,668.3	1,973
2038	Fire Hall 5 New	HVAC to heat pump	1,133,548	-153,064	-39.4	72,030	-21,322.4	1,942
2038	Fire Hall 6 & EOC	HVAC to heat pump	876,304	-112,694	-29.0	53,033	-15,698.7	1,430
2038	John Atkinson Community Centre	DHW heater upgrade (ASHP)	109,654	-17,784	-4.3	6,619	-2,311.6	40
2038	Roseland Golf Course	DHW to heat pump	10,000	-22,070	-5.7	10,386	-3,074.5	280
2038	Traffic Paint Shop	DHW to heat pump	10,000	-6,824	-1.8	3,211	-950.7	87
2039	185 City Hall	Solar PV	90,000	-22,776	-0.7	-22,776	-0.0	-3,259
2039	3140 Walker	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2039	350 City Hall	Solar PV	1,215,000	-307,476	-9.2	-307,476	-0.0	-43,994
2039	400 City Hall	Solar PV	1,665,000	-421,356	-12.6	-421,356	-0.0	-60,288
2039	4255 Sandwich	Solar PV	180,000	-45,552	-1.4	-45,552	-0.0	-6,518

Table 4: Long term ECMs to implement (2035-2050) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2039	Adie Knox Arena	Solar PV	675,000	-170,820	-5.1	-170,820	-0.0	-24,441
2039	Archives / File Retention	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2039	Art Gallery	Solar PV	765,000	-193,596	-5.8	-193,596	-0.0	-27,700
2039	Atkinson Pool	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2039	Biosolids Processing Plant	Solar PV	135,000	-34,164	-1.0	-34,164	-0.0	-4,888
2039	Bridgeview WPL	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2039	Forest Glade Arena	AC1 library upgrade to ASHP	259,706	-46,791	-13.5	31,599	-7,425.6	1,608
2039	Forest Glade Arena	MZU upgrade to air-source VRF	657,923	-83,538	-24.0	55,907	-13,209.1	2,818
2039	Forest Glade Community Centre	DHW to heat pump	20,000	-7,650	-2.0	3,600	-1,065.7	97
2039	Jackson Park Greenhouse	HVAC to heat pump	8,724,836	-1,027,173	-264.1	483,375	-143,088.8	13,031
2039	John Muir WPL	HVAC to heat pump	412,772	-55,972	-14.4	26,340	-7,797.2	710
2039	Lakeview Marina	HVAC to heat pump	126,284	-17,591	-4.5	8,278	-2,450.5	223
2039	Lanspeary Greenhouse	HVAC to heat pump	568,645	-36,901	-9.5	17,365	-5,140.4	468
2039	Lanspeary Park Storage	HVAC to heat pump	20,235	-2,239	-0.6	1,053	-311.9	28
2039	Twin Oaks Building	DHW to heat pump	10,000	-32,524	-8.4	15,305	-4,530.7	413
2039	Windsor Waterworld	DHW to heat pump	30,000	-17,198	-4.4	8,093	-2,395.7	218
2040	Biosolids Processing Plant	Process heat pump	0	-14,025,030	-3,605.9	6,600,014	-1,953,736.7	177,928
2040	Bridgeview WPL	DHW to heat pump	10,000	-3,348	-0.9	1,576	-466.5	42
2040	Bus Terminal	Solar PV	90,000	-22,776	-0.7	-22,776	-0.0	-3,259
2040	Capitol Theatre	Solar PV	270,000	-68,328	-2.0	-68,328	-0.0	-9,776
2040	Capri Pizzeria	New RTU upgrade to ASHP	420,339	-76,611	-19.7	36,087	-10,675.5	976
2040	Recreation Complex	Solar PV	1,440,000	-364,416	-10.9	-364,416	-0.0	-52,141
2040	Crawford Yard	HVAC to heat pump	8,377,987	-275,700	-70.9	129,741	-38,406.0	3,498
2040	Little River PCP	HVAC to heat pump	18,580,906	-1,059,921	-272.5	498,786	-147,650.7	13,447
2040	Lou Romano WRP	HVAC to heat pump	1,150,091	-19,218	-4.9	9,044	-2,677.1	244
2040	Old Childcare College	HVAC to heat pump	10,000	-5,762	-1.5	2,712	-802.7	73
2040	Traffic Admin And Sign Shop	DHW to heat pump	30,000	-29,483	-7.6	13,875	-4,107.1	374
2041	Adie Knox Arena	DHW to heat pump	10,000	-8,542	-2.2	4,020	-1,190.0	108
2041	Archives / File Retention	DHW to heat pump	90,000	-22,776	-0.7	-22,776	-0.0	-3,259
2041	Duff Baby Interpretation Centre	Solar PV	225,000	-56,940	-1.7	-56,940	-0.0	-8,147
2041	Emergency Shelter	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2041	500 Tuscarora	Solar PV	90,000	-22,776	-0.7	-22,776	-0.0	-3,259
2041	Environmental Services Admin Bldg	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2041	Festival Plaza	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2041	Field Engineering Building	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2041	Field House	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2041	Gino A Marcus Community Centre	General RTUs - ASHP	554,040	-154,162	-38.2	63,262	-20,595.8	972
2041	Gino A Marcus Community Centre	HVAC1 conversion to DOAS and VRF	692,550	-446,957	-104.4	142,376	-55,825.4	-1,528
2041	Malden Park	DHW to heat pump	10,000	-12,582	-3.2	5,921	-1,752.7	160
2042	Capri Pizzeria	Solar PV in parking lot	2,947,185	-436,160	-13.1	-436,160	-0.0	-62,406
2042	Recreation Complex	Solar PV	135,000	-34,164	-1.0	-34,164	-0.0	-4,888
2042	Fire Hall 1	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2042	Fire Hall 3	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2042	Fire Hall 4	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2042	Fire Prevention	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2042	Ford Test Track	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2042	Glengarry Community Centre	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2042	Little River PCP	Process heat pump	1,990,625	-202,640	-52.1	95,360	-28,228.4	2,571
2042	Optimist Community Centre	HVAC conversion to ASHP with NG	337,618	-87,492	-20.5	28,383	-10,976.5	-245

Table 4: Long term ECMs to implement (2035-2050) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2042	Optimist Community Centre	HVAC2 system conversion to ASVRF system	523,260	-53,446	-12.5	16,836	-6,657.6	-203
2042	Police 2	HVAC to heat pump	829,237	-110,066	-28.3	51,796	-15,332.6	1,396
2042	PR East Division Yard	HVAC to heat pump	218,842	-25,304	-6.5	11,908	-3,524.9	321
2042	PR Maintenance Yard	HVAC to heat pump	2,317,167	-310,591	-79.9	146,161	-43,266.5	3,940
2042	PR Storage Facility - Ng	HVAC to heat pump	863,454	-116,073	-29.8	54,623	-16,169.4	1,473
2043	Charles Clark Square	DHW to heat pump	30,000	-13,877	-3.6	6,530	-1,933.1	176
2043	Fontainebleau WPL	DHW to heat pump	10,000	-5,262	-1.4	2,476	-733.0	67
2043	Forest Glade WPL	DHW to heat pump	10,000	-1,430	-0.4	673	-199.2	18
2043	Gino A Marcus Community Centre	Solar PV canopy	221,616	-32,797	-1.0	-32,797	-0.0	-4,693
2043	Gino A Marcus Community Centre	Solar PV rooftop	541,728	-160,343	-4.8	-160,343	-0.0	-22,942
2043	Glengarry Community Centre	HVAC to heat pump	636,932	-78,692	-20.2	37,031	-10,962.0	998
2043	Huron Lodge LTC	Solar PV	1,575,000	-398,580	-12.0	-398,580	-0.0	-57,029
2043	Jackson Park	Solar PV	90,000	-22,776	-0.7	-22,776	-0.0	-3,259
2043	John Muir WPL	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2043	Lakeview Marina	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2043	Lanspeary Park Ice Rink	Solar PV	180,000	-45,552	-1.4	-45,552	-0.0	-6,518
2043	Malden Park Community Centre	DHW to heat pump	30,000	-2,530	-0.7	1,191	-352.5	32
2043	Roseland Golf Course	HVAC to heat pump	1,229,947	-198,634	-51.1	93,475	-27,670.4	2,520
2044	Little River PCP	Solar PV	360,000	-91,104	-2.7	-91,104	-0.0	-13,035
2044	Lou Romano WRP	Process heat pump	11,937,500	-779,042	-200.3	366,608	-108,523.3	9,883
2044	Lou Romano WRP	Solar PV	945,000	-239,148	-7.2	-239,148	-0.0	-34,217
2044	Mackenzie Hall	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2044	Malden Park	Solar PV	135,000	-34,164	-1.0	-34,164	-0.0	-4,888
2044	Mic Mac Park And Sport Fields	Solar PV	180,000	-45,552	-1.4	-45,552	-0.0	-6,518
2044	Oey Daycare	Solar PV	90,000	-22,776	-0.7	-22,776	-0.0	-3,259
2044	Ojibway Nature Centre	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2044	Old Childcare College	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2044	Parking Garage 1 Rent 4	Solar PV	1,305,000	-330,252	-9.9	-330,252	-0.0	-47,252
2044	Traffic Admin And Sign Shop	HVAC to heat pump	503,165	-66,268	-17.0	31,185	-9,231.4	841
2044	Traffic Paint Shop	HVAC to heat pump	488,296	-78,481	-20.2	36,932	-10,932.7	996
2044	Twin Oaks Building	HVAC to heat pump	4,392,450	-374,025	-96.2	176,012	-52,103.0	4,745
2045	Adie Knox Arena	HVAC to heat pump	1,742,607	-326,585	-84.0	153,687	-45,494.4	4,143
2045	Capitol Theatre	HVAC to heat pump	4,128,461	-597,667	-153.7	281,255	-83,257.2	7,582
2045	Charles Clark Square	HVAC to heat pump	402,926	-33,787	-8.7	15,900	-4,706.6	429
2045	Mackenzie Hall	HVAC to heat pump	478,006	-71,135	-18.3	33,475	-9,909.3	902
2045	Parking Garage 1	HVAC to heat pump	652,391	-95,665	-24.6	45,019	-13,326.4	1,214
2045	Paul Martin Building	Solar PV	270,000	-68,328	-2.0	-68,328	-0.0	-9,776
2045	Transit Windsor	DHW to heat pump	25,000	-178,862	-46.0	84,170	-24,916.2	2,269
2045	Transit Windsor	HVAC to heat pump	15,824,086	-2,056,916	-528.8	967,961	-286,535.8	26,095
2046	Crawford Yard	HVAC to heat pump	4,698,534	-631,545	-162.4	297,197	-87,976.4	8,012
2046	Police 2	Solar PV	135,000	-34,164	-1.0	-34,164	-0.0	-4,888
2046	Police Training And Dnd	Solar PV	1,305,000	-330,252	-9.9	-330,252	-0.0	-47,252
2046	PR Admin Building	Solar PV	135,000	-34,164	-1.0	-34,164	-0.0	-4,888
2046	Public Works Admin Building	Solar PV	135,000	-34,164	-1.0	-34,164	-0.0	-4,888
2046	Remington Pool	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2047	Fire Hall 3	HVAC to heat pump	744,063	-100,853	-25.9	47,460	-14,049.2	1,279
2047	Forest Glade Community Centre	HVAC to heat pump	749,559	-162,570	-41.8	76,504	-22,646.6	2,062
2047	Public Works Admin Building	HVAC to heat pump	1,041,285	-146,473	-37.7	68,928	-20,404.2	1,858
2047	Riverside WPL	Solar PV	135,000	-34,164	-1.0	-34,164	-0.0	-4,888
2047	Roseland Golf Course	Solar PV	495,000	-125,268	-3.8	-125,268	-0.0	-17,923
2047	Traffic Admin And Sign Shop	Solar PV	135,000	-34,164	-1.0	-34,164	-0.0	-4,888
2047	Traffic Paint Shop	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629

Table 4: Long term ECMs to implement (2035-2050) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2047	Willistead Gatehouse	HVAC to heat pump	162,962	-23,559	-6.1	11,086	-3,281.8	299
2048	Forest Glade WPL	HVAC to heat pump	140,106	-32,890	-8.5	15,478	-4,581.7	417
2048	Malden Park	HVAC to heat pump	1,070,382	-144,690	-37.2	68,089	-20,155.8	1,836
2048	Malden Park	HVAC to heat pump	227,507	-26,886	-6.9	12,652	-3,745.3	341
2048	Community Centre							
2048	Police Training And Dnd	HVAC to heat pump	3,736,170	-506,953	-130.3	238,566	-70,620.4	6,431
2048	Transit Windsor	Solar PV	1,305,000	-330,252	-9.9	-330,252	-0.0	-47,252
2048	WIATC	Solar PV	1,575,000	-398,580	-12.0	-398,580	-0.0	-57,029
2048	Willistead Coach House	Solar PV	45,000	-11,388	-0.3	-11,388	-0.0	-1,629
2048	Willistead Manor	Solar PV	180,000	-45,552	-1.4	-45,552	-0.0	-6,518
2048	Windsor Justice Facility	Solar PV	3,285,000	-831,324	-24.9	-831,324	-0.0	-118,946
2048	Windsor Waterworld	Solar PV	90,000	-22,776	-0.7	-22,776	-0.0	-3,259
2050	185 City Hall	Carbon offsets	0	-0	-23.5	-0	-0.0	576
2050	3140 Walker	Carbon offsets	0	-0	-2.2	-0	-0.0	54
2050	3326 Howard	Carbon offsets	0	-0	-1.0	-0	-0.0	24
2050	350 City Hall	Carbon offsets	0	-0	-149.0	-0	-0.0	3,655
2050	400 City Hall	Carbon offsets	0	-0	-310.2	-0	-0.0	7,608
2050	401 Hwy And Howard	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	4085 Wyandotte St E	Carbon offsets	0	-0	-0.2	-0	-0.0	6
2050	4255 Sandwich	Carbon offsets	0	-0	-69.8	-0	-0.0	1,712
2050	874 Giles	Carbon offsets	0	-0	-47.3	-0	-0.0	1,159
2050	9500 Anchor Dr	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	Adie Knox Arena	Carbon offsets	0	-0	-143.0	-0	-0.0	3,507
2050	Alexander Park	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Alton C Parker Park	Carbon offsets	0	-0	-0.3	-0	-0.0	7
2050	Alymer Comfort Station	Carbon offsets	0	-0	-0.3	-0	-0.0	6
2050	Ambassador Pump Station	Carbon offsets	0	-0	-1.0	-0	-0.0	25
2050	Archives / File Retention	Carbon offsets	0	-0	-30.2	-0	-0.0	741
2050	Art Gallery	Carbon offsets	0	-0	-571.0	-0	-0.0	14,005
2050	Art Gallery Parkette	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Aspen Lake Pump Station	Carbon offsets	0	-0	-0.5	-0	-0.0	13
2050	Assumption Park	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Atkinson Pool	Carbon offsets	0	-0	-21.0	-0	-0.0	516
2050	Bellewood Park Light Pole	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Bert Weeks Fountain	Carbon offsets	0	-0	-6.0	-0	-0.0	148
2050	Biosolids Processing Plant	Carbon offsets	0	-0	-4,957.9	-0	-0.0	121,608
2050	Bridge Avenue Interceptor Pump Station	Carbon offsets	0	-0	-0.6	-0	-0.0	15
2050	Bridgeview Park Light Pole	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Bridgeview WPL	Carbon offsets	0	-0	-14.0	-0	-0.0	343
2050	Bruce Avenue Park	Carbon offsets	0	-0	-0.2	-0	-0.0	6
2050	Bus Terminal	Carbon offsets	0	-0	-44.5	-0	-0.0	1,090
2050	Cabana Sign	Carbon offsets	0	-0	-0.2	-0	-0.0	5
2050	Calderwood Park Light	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	Capitol Theatre	Carbon offsets	0	-0	-175.2	-0	-0.0	4,297
2050	Capri Pizzeria	Carbon offsets	0	-0	-388.0	-0	-0.0	9,516
2050	Recreation Complex							
2050	Captain John Willson Park	Carbon offsets	0	-0	-0.3	-0	-0.0	8
2050	Caron Pump Station	Carbon offsets	0	-0	-34.2	-0	-0.0	838
2050	Central Avenue Pump Station	Carbon offsets	0	-0	-0.3	-0	-0.0	6
2050	Central Park	Carbon offsets	0	-0	-0.5	-0	-0.0	13
2050	Central Park Pool	Carbon offsets	0	-0	-18.8	-0	-0.0	461
2050	Charles Clark Square	Carbon offsets	0	-0	-18.3	-0	-0.0	449
2050	Clairview Pump Station	Carbon offsets	0	-0	-5.1	-0	-0.0	126
2050	Clock At Pelissier	Carbon offsets	0	-0	-0.0	-0	-0.0	1

Table 4: Long term ECMs to implement (2035-2050) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2050	Corporate Radio System	Carbon offsets	0	-0	-1.0	-0	-0.0	24
2050	Crawford Yard	Carbon offsets	0	-0	-202.6	-0	-0.0	4,968
2050	CSO Interceptor N-N	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	CSO Interceptor O-O	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	CSO Interceptor Q-Q	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	CSO Interceptor T-T	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	CSO Interceptor U-U	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	Devonwood Pump Station	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Dieppe Park	Carbon offsets	0	-0	-1.8	-0	-0.0	44
2050	Dougall Interceptor Pump Station	Carbon offsets	0	-0	-0.9	-0	-0.0	23
2050	Dougall Jamieson Sign North	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Dougall Jamieson Sign South	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Dougall Parkway Light	Carbon offsets	0	-0	-0.8	-0	-0.0	19
2050	Dougall Underpass Lights	Carbon offsets	0	-0	-0.1	-0	-0.0	3
2050	Drouillard Pump Station	Carbon offsets	0	-0	-0.4	-0	-0.0	10
2050	Duff Baby Interpretation Centre	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	East Marsh Pump Station	Carbon offsets	0	-0	-1.2	-0	-0.0	29
2050	EC Row Camera 1	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	EC Row Lights 1	Carbon offsets	0	-0	-2.3	-0	-0.0	56
2050	EC Row Lights 10	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	EC Row Lights 11	Carbon offsets	0	-0	-0.4	-0	-0.0	10
2050	EC Row Lights 4	Carbon offsets	0	-0	-1.9	-0	-0.0	46
2050	EC Row Lights 5	Carbon offsets	0	-0	-0.9	-0	-0.0	23
2050	EC Row Lights 6	Carbon offsets	0	-0	-1.4	-0	-0.0	35
2050	EC Row Lights 7	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	EC Row Lights 8	Carbon offsets	0	-0	-1.1	-0	-0.0	27
2050	EC Row Lights 9	Carbon offsets	0	-0	-1.6	-0	-0.0	38
2050	Elm Interceptor Pump Station	Carbon offsets	0	-0	-1.1	-0	-0.0	26
2050	Emergency Shelter 500 Tuscarora	Carbon offsets	0	-0	-8.5	-0	-0.0	208
2050	Environmental Services Admin Bldg	Carbon offsets	0	-0	-63.2	-0	-0.0	1,551
2050	Festival Plaza	Carbon offsets	0	-0	-11.5	-0	-0.0	282
2050	Field Engineering Building	Carbon offsets	0	-0	-11.3	-0	-0.0	277
2050	Field House	Carbon offsets	0	-0	-16.6	-0	-0.0	406
2050	Fire Apparatus Building	Carbon offsets	0	-0	-47.6	-0	-0.0	1,167
2050	Fire Hall 1	Carbon offsets	0	-0	-108.0	-0	-0.0	2,649
2050	Fire Hall 2	Carbon offsets	0	-0	-51.6	-0	-0.0	1,265
2050	Fire Hall 3	Carbon offsets	0	-0	-32.6	-0	-0.0	799
2050	Fire Hall 4	Carbon offsets	0	-0	-28.0	-0	-0.0	686
2050	Fire Hall 5 New	Carbon offsets	0	-0	-49.8	-0	-0.0	1,222
2050	Fire Hall 6 & EOC	Carbon offsets	0	-0	-40.2	-0	-0.0	985
2050	Fire Hall 7	Carbon offsets	0	-0	-51.5	-0	-0.0	1,264
2050	Fire Prevention	Carbon offsets	0	-0	-26.0	-0	-0.0	638
2050	Florence Pump Station	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Fontainebleau WPL	Carbon offsets	0	-0	-21.7	-0	-0.0	533
2050	Ford Buckingham Pump Station	Carbon offsets	0	-0	-0.4	-0	-0.0	10
2050	Ford City Parquette	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Ford Test Track	Carbon offsets	0	-0	-1.9	-0	-0.0	46
2050	Forest Glade Arena	Carbon offsets	0	-0	-275.7	-0	-0.0	6,762
2050	Forest Glade Community Centre	Carbon offsets	0	-0	-51.9	-0	-0.0	1,272
2050	Forest Glade WPL	Carbon offsets	0	-0	-9.7	-0	-0.0	238
2050	Foster Pump Station	Carbon offsets	0	-0	-0.3	-0	-0.0	6
2050	Francois Baby House	Carbon offsets	0	-0	-10.7	-0	-0.0	262

Table 4: Long term ECMs to implement (2035-2050) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2050	Gino A Marcus Community Centre	Carbon offsets	0	-0	-260.4	-0	-0.0	6,388
2050	Glengarry Community Centre	Carbon offsets	0	-0	-25.6	-0	-0.0	628
2050	Gnatchio Pump Station	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Grand Marais Pump Station	Carbon offsets	0	-0	-1.6	-0	-0.0	39
2050	Hiram Walker Parkette	Carbon offsets	0	-0	-0.1	-0	-0.0	1
2050	Holburn Pump Station	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Howard Underpass Pump Station	Carbon offsets	0	-0	-5.0	-0	-0.0	123
2050	Huron Church - Grand Marais W	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Huron Estates Pump Station	Carbon offsets	0	-0	-0.3	-0	-0.0	7
2050	Huron Lodge LTC	Carbon offsets	0	-0	-2,141.6	-0	-0.0	52,528
2050	Irrigation Control	Carbon offsets	0	-0	-0.1	-0	-0.0	3
2050	Jackson Park	Carbon offsets	0	-0	-3.3	-0	-0.0	82
2050	Jackson Park Greenhouse	Carbon offsets	0	-0	-313.9	-0	-0.0	7,699
2050	Janette Charl Pump Station	Carbon offsets	0	-0	-0.4	-0	-0.0	11
2050	Jefferson Pump Station	Carbon offsets	0	-0	-1.0	-0	-0.0	26
2050	John Atkinson Community Centre	Carbon offsets	0	-0	-75.9	-0	-0.0	1,861
2050	John Muir WPL	Carbon offsets	0	-0	-19.2	-0	-0.0	470
2050	Jubilee Park	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Kinsmen Park	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Lake Como	Carbon offsets	0	-0	-1.7	-0	-0.0	41
2050	Lake Grande Aerator	Carbon offsets	0	-0	-0.8	-0	-0.0	19
2050	Lake Laguna Aerator	Carbon offsets	0	-0	-0.6	-0	-0.0	16
2050	Lake Wolfe Aerator	Carbon offsets	0	-0	-0.4	-0	-0.0	11
2050	Lakeview Marina	Carbon offsets	0	-0	-9.4	-0	-0.0	230
2050	Lakeview Pump Station	Carbon offsets	0	-0	-1.4	-0	-0.0	35
2050	Langlois Court Park	Carbon offsets	0	-0	-0.2	-0	-0.0	4
2050	Lanspeary Greenhouse	Carbon offsets	0	-0	-11.2	-0	-0.0	274
2050	Lanspeary Park Ice Rink	Carbon offsets	0	-0	-5.6	-0	-0.0	137
2050	Lanspeary Park Pool And Ice Rink	Carbon offsets	0	-0	-28.7	-0	-0.0	705
2050	Little River Acres Park	Carbon offsets	0	-0	-0.3	-0	-0.0	7
2050	Little River Golf Course	Carbon offsets	0	-0	-0.7	-0	-0.0	18
2050	Little River PCP	Carbon offsets	0	-0	-321.8	-0	-0.0	7,893
2050	Lou Romano WRP	Carbon offsets	0	-0	-1,093.0	-0	-0.0	26,808
2050	M. Rodzik Park Light	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	Mackenzie Hall	Carbon offsets	0	-0	-22.3	-0	-0.0	546
2050	Malden Park	Carbon offsets	0	-0	-46.0	-0	-0.0	1,128
2050	Malden Park Community Centre	Carbon offsets	0	-0	-11.0	-0	-0.0	269
2050	Maplewood Pump Station	Carbon offsets	0	-0	-5.6	-0	-0.0	138
2050	McHugh Sport Fields	Carbon offsets	0	-0	-0.3	-0	-0.0	8
2050	McHugh Sport Fields Building	Carbon offsets	0	-0	-1.0	-0	-0.0	26
2050	Mic Mac Park And Sport Fields	Carbon offsets	0	-0	-8.8	-0	-0.0	216
2050	Mic Mac Pool	Carbon offsets	0	-0	-9.7	-0	-0.0	239
2050	Mill Street Park	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Mount Batten Pump Station	Carbon offsets	0	-0	-0.3	-0	-0.0	7
2050	Navigation Light Lincoln	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	Navigation Light St Rose	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	North Roseland Pump Station	Carbon offsets	0	-0	-0.7	-0	-0.0	18
2050	Oey Daycare	Carbon offsets	0	-0	-1.1	-0	-0.0	27
2050	Ojibway Nature Centre	Carbon offsets	0	-0	-15.5	-0	-0.0	379

Table 4: Long term ECMs to implement (2035-2050) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2050	Ojibway Parkway Light	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Old Childcare College	Carbon offsets	0	-0	-5.9	-0	-0.0	145
2050	Old Oilgard	Carbon offsets	0	-0	-0.7	-0	-0.0	17
2050	Optimist Community Centre	Carbon offsets	0	-0	-47.2	-0	-0.0	1,157
2050	Optimist Memorial Park	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Parking Garage 1	Carbon offsets	0	-0	-32.0	-0	-0.0	784
2050	Parking Garage 1 Rent 1	Carbon offsets	0	-0	-1.3	-0	-0.0	31
2050	Parking Garage 1 Rent 2	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	Parking Garage 1 Rent 3	Carbon offsets	0	-0	-0.7	-0	-0.0	18
2050	Parking Garage 1 Rent 4	Carbon offsets	0	-0	-2.5	-0	-0.0	62
2050	Parking Garage 1 Rent 6	Carbon offsets	0	-0	-1.0	-0	-0.0	24
2050	Parking Garage 2	Carbon offsets	0	-0	-5.9	-0	-0.0	144
2050	Parking Lot 10	Carbon offsets	0	-0	-0.3	-0	-0.0	8
2050	Parking Lot 11-1	Carbon offsets	0	-0	-0.3	-0	-0.0	7
2050	Parking Lot 13	Carbon offsets	0	-0	-0.2	-0	-0.0	4
2050	Parking Lot 14	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Parking Lot 16	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Parking Lot 22	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Parking Lot 23	Carbon offsets	0	-0	-0.2	-0	-0.0	4
2050	Parking Lot 29	Carbon offsets	0	-0	-0.3	-0	-0.0	8
2050	Parking Lot 35	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Parking Lot 36	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Parking Lot 37	Carbon offsets	0	-0	-0.1	-0	-0.0	1
2050	Parking Lot 39	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Parking Lot 4-1	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	Parking Lot 4-3	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Parking Lot 6	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Parking Lot Brock	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Parking Lot College	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Parking Lot Riverdale	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	Paul Martin Building	Carbon offsets	0	-0	-576.6	-0	-0.0	14,144
2050	Peter Pump Station	Carbon offsets	0	-0	-0.5	-0	-0.0	12
2050	Pillar Lights	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	Pillette Pump Station	Carbon offsets	0	-0	-0.1	-0	-0.0	4
2050	Police 2	Carbon offsets	0	-0	-39.2	-0	-0.0	962
2050	Police Training And Dnd	Carbon offsets	0	-0	-177.7	-0	-0.0	4,360
2050	Pontiac Pump Station	Carbon offsets	0	-0	-4.1	-0	-0.0	101
2050	PR Admin Building	Carbon offsets	0	-0	-35.0	-0	-0.0	858
2050	PR East Division Yard	Carbon offsets	0	-0	-8.1	-0	-0.0	200
2050	PR Maintenance Yard	Carbon offsets	0	-0	-96.8	-0	-0.0	2,374
2050	PR Storage Facility - Ng	Carbon offsets	0	-0	-40.5	-0	-0.0	993
2050	Primord Pump Station	Carbon offsets	0	-0	-2.2	-0	-0.0	53
2050	Provincial / 6Th Pump Station	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Provincial Square Pump Station	Carbon offsets	0	-0	-0.2	-0	-0.0	6
2050	Public Washrooms	Carbon offsets	0	-0	-0.5	-0	-0.0	11
2050	Public Works Admin Building	Carbon offsets	0	-0	-47.4	-0	-0.0	1,163
2050	PW Row 2	Carbon offsets	0	-0	-0.8	-0	-0.0	19
2050	Quality Way Lights	Carbon offsets	0	-0	-0.6	-0	-0.0	14
2050	Realtor Park	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Reaume Park	Carbon offsets	0	-0	-1.6	-0	-0.0	40
2050	Reaume Park / Peace Fountain	Carbon offsets	0	-0	-4.1	-0	-0.0	101
2050	Remington Light Pole	Carbon offsets	0	-0	-0.3	-0	-0.0	6
2050	Remington Pool	Carbon offsets	0	-0	-52.1	-0	-0.0	1,279
2050	Rendezvous Pump Station	Carbon offsets	0	-0	-0.0	-0	-0.0	1

Table 4: Long term ECMs to implement (2035-2050) (continued)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2050	Retention Basin	Carbon offsets	0	-0	-2.8	-0	-0.0	68
2050	Riverdale Pump Station	Carbon offsets	0	-0	-0.9	-0	-0.0	22
2050	Riverside Pool	Carbon offsets	0	-0	-45.0	-0	-0.0	1,104
2050	Riverside Sign	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	Riverside WC	Carbon offsets	0	-0	-0.3	-0	-0.0	7
2050	Riverside WPL	Carbon offsets	0	-0	-25.1	-0	-0.0	616
2050	Robinet Pump Station	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Rockwell Light Pole	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	Roseland Golf Course	Carbon offsets	0	-0	-80.9	-0	-0.0	1,984
2050	Row Lighting 1	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Royal Timber Pump Station	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Sandpoint Beach	Carbon offsets	0	-0	-0.1	-0	-0.0	3
2050	Sandwich Light Pole	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Sandwich Town Fountain	Carbon offsets	0	-0	-0.1	-0	-0.0	4
2050	Seminole WPL	Carbon offsets	0	-0	-12.1	-0	-0.0	296
2050	South Cameron Pump Station	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	South Windsor WPL	Carbon offsets	0	-0	-29.7	-0	-0.0	729
2050	Southwood Lakes Pump Station	Carbon offsets	0	-0	-0.3	-0	-0.0	8
2050	St Paul Pump Station	Carbon offsets	0	-0	-7.4	-0	-0.0	181
2050	Streetlights Matchette / EC Row	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Streetlights Windsor	Carbon offsets	0	-0	-204.2	-0	-0.0	5,009
2050	Tecumseh Sign	Carbon offsets	0	-0	-0.0	-0	-0.0	0
2050	Totten Sport Field	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Traffic Admin And Sign Shop	Carbon offsets	0	-0	-24.9	-0	-0.0	611
2050	Traffic Paint Shop	Carbon offsets	0	-0	-25.6	-0	-0.0	628
2050	Traffic Pole 1	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Traffic Pole 3	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Traffic Pole 5	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Tranby Park And Sport Fields	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	Transit Windsor	Carbon offsets	0	-0	-640.4	-0	-0.0	15,708
2050	Tree Nursery	Carbon offsets	0	-0	-0.1	-0	-0.0	3
2050	Twin Oaks Building	Carbon offsets	0	-0	-110.3	-0	-0.0	2,705
2050	Twin Oaks Pump Station	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Underground Railroad Park	Carbon offsets	0	-0	-0.2	-0	-0.0	4
2050	Veterans Memorial Park	Carbon offsets	0	-0	-0.3	-0	-0.0	8
2050	Walker Farms Pump Station	Carbon offsets	0	-0	-0.7	-0	-0.0	17
2050	Walker Homesite Park	Carbon offsets	0	-0	-1.3	-0	-0.0	32
2050	Walker Underpass Pump Station	Carbon offsets	0	-0	-0.6	-0	-0.0	14
2050	Wellington Underpass Pump Station	Carbon offsets	0	-0	-0.7	-0	-0.0	17
2050	West Bus Terminal	Carbon offsets	0	-0	-0.2	-0	-0.0	4
2050	WFCU Centre	Carbon offsets	0	-0	-2,170.2	-0	-0.0	53,231
2050	Wheulton Pump Station	Carbon offsets	0	-0	-0.1	-0	-0.0	2
2050	WIATC	Carbon offsets	0	-0	-3,216.6	-0	-0.0	78,897
2050	Wigle Park	Carbon offsets	0	-0	-0.2	-0	-0.0	5
2050	Willistead Coach House	Carbon offsets	0	-0	-33.7	-0	-0.0	827
2050	Willistead Gatehouse	Carbon offsets	0	-0	-6.6	-0	-0.0	163
2050	Willistead Manor	Carbon offsets	0	-0	-66.6	-0	-0.0	1,634
2050	Willistead Park	Carbon offsets	0	-0	-0.6	-0	-0.0	16
2050	Windsor Justice Facility	Carbon offsets	0	-0	-735.0	-0	-0.0	18,029
2050	Windsor Sign East	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Windsor Sign North	Carbon offsets	0	-0	-0.0	-0	-0.0	1
2050	Windsor Sign West	Carbon offsets	0	-0	-0.0	-0	-0.0	1

Table 4: Long term ECMs to implement (2035-2050) (*continued*)

Year	Facility	Measure	Project cost	Energy use impact	GHG impact	Electricity impact	Natural gas impact	Utility cost impact
2050	Windsor Traffic Lights	Carbon offsets	0	-0	-15.2	-0	-0.0	374
2050	Windsor Waterworld	Carbon offsets	0	-0	-22.2	-0	-0.0	545
2050	Ypres Pump Station	Carbon offsets	0	-0	-1.3	-0	-0.0	32
Long Term	Total	(Accounts for interactive effects and changes in the electricity grid emissions factor)	305,234,262	35,739,653	13,264.6	-8,605,727	4,200,679.3	194,889



Council Report: C 66/2024

Subject: Response to CQ 24-2024 – Free Public Skating - City Wide

Reference:

Date to Council: June 10, 2024

Author: Cory Elliott

Manager, Arenas & Recreation Facilities

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Recreation & Culture

Recreation and Culture

Report Date: May 28, 2024

Clerk's File #: SR2024

To: Mayor and Members of City Council

Recommendation:

That the report from the Manager of Arenas and Recreation Facilities providing a response to CQ 24-2024 regarding Public Skating **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

At the April 22, 2024 meeting of City Council, Councillor Costante asked CQ 24-2024:

“Asks that Administration prepare a report back to Council confirming the average number of participants that took advantage of the free public skating sessions that were offered during the 2023-24 ice season. The report should also include the operating budget requirements needed to financially annualize free public skating programs at City of Windsor Arenas.”

This report is in response to that question.

Discussion:

In the 2023-24 season, 115 free indoor public skating sessions were offered at four (4) arenas across the City of Windsor from the months of October through March. Those arenas were the WFCU Centre, Capri Pizzeria Recreation Centre (CPRC), Adie Knox Herman Recreation Centre and Forest Glade Arena. The following table shows a breakdown of where those sessions occurred and the attendance numbers for each location.

2023-2024 Free Public Skating Data

Arena	Total Public Skates	Number of skate participants (free)	Avg. Number of participants/skate
WFCU	26	2,442	94
Forest Glade	26	4,255	164
CPRC	52	2,896	56
Adie Knox	11	456	42
TOTAL	115	10,049	89

The last time the City of Windsor charged a fee for public skating was for the 2019 – 2020 season and the cost was \$3.00 per person for youth and seniors, \$3.50 for adults and \$11.75 per family (of 5). The Youth/Senior rate has increased to \$3.25 per the 2023-2024 User Fee Schedule.

Administration reviewed the breakdown of patrons in 2019-20 to determine that approximately 50% of the users fell within the Senior/Youth category, approximately 25% fell within the Adult category and approximately 25% fell within the Family category.

If those user type percentages were applied to the 2023-2024 data of 10,049 total participants, the following approximate revenue would have been realized if user fees had been charged:

Cost to Offer Free Public Skating

Total Participants	50% Youth/Senior Fee (5,025 people @ \$3.25/person)	25% Adult Fee (2512 people @ \$3.50/person)	25% Family Fee (2512 people or 503 families @ \$11.75/family)	Total approx. lost revenue for 2023-24
10,049	\$16,331	\$8,792	\$5,910	\$31,033

Risk Analysis:

Offering free public skating in 2023-24 resulted in an approximately 27% increase in total participation compared to the last time a fee was charged. The last time the City charged participants for a full year of public skating was in 2019-2020. At that time, participation numbers for the year were approximately 7,920. It is estimated that 6% of the overall increase can be attributed to offering public skating sessions at Adie Knox in 2023-24 which had not hosted public skating in over 20 years due to low demand. Some concerns were raised from patrons attending as the public skating sessions included that sessions were much busier which resulted in less space for people to skate. There is a moderate risk that some people may not attend due to increased participation.

There is a moderate financial risk in offering free public skating. If participation numbers stay status quo (or increase), the Recreation Department would realize approximately \$30,000-\$35,000 of lost revenue.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

The free public skating sessions result in an estimated \$30,000-\$35,000 annual revenue loss to the Recreation Department. The salaried staff and maintenance costs for the four (4) arenas offering free skating sessions are already included in the

Recreation department's annual operating budget. If City Council wishes to continue provide free public skating at these four arenas, the City Treasurer should be directed to bring forth a budget issue at the upcoming 2025 operating budget to reduce the User Fees revenue budget associated with skating fees.

Consultations:

Emilie Dunnigan - Manager, Development Revenue & Financial Administration

Conclusion:

The City of Windsor will continue to offer public skating during the 2024-2025 season. If City Council wish to continue with offering free public skating, Administration should be directed to do so.

Planning Act Matters:

N/A

Approvals:

Name	Title
Samantha Magalas	EIC, Community Services
Tracy Ou	FPA, Recreation & Culture
Cory Elliot	Manager, Arenas and Recreation Facilities
Jen Knights	Executive Director, Recreation & Culture
Ray Mensour	Commissioner, Community Services
Tony Ardovini	On Behalf of Commissioner, Finance and City Treasurer
Joe Mancina	Chief Administrative Officer

Notifications:

Appendices:



Council Report: C 68/2024

Subject: Response to CQ 29-2024 - Sandpoint Beach Safety Measures - Ward 7

Reference:

Date to Council: 6/10/2024
Author: Jen Knights
Executive Director, Recreation & Culture
519-253-2300 x2920
jknights@citywindsor.ca

Samantha Magalas
EIC, Community Services
519-253-2300 ext. 2730
smagalas@citywindsor.ca
Recreation & Culture
Recreation and Culture
Report Date: 5/28/2024
Clerk's File #: SR2024

To: Mayor and Members of City Council

Recommendation:

That report C68/2024 providing a response to CQ 29-2024 regarding Safety Measures at Sandpoint Beach **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

At the May 27, 2024 meeting of City Council on Councillor Marignani asked CQ 29-2024:

“Asks that Administration report back to council at the June 10, 2024 Council meeting regarding immediate safety measures and their costs for Sandpoint Beach and related area for City Council to review and consider, in light of the recent tragic incident next to Sandpoint Beach and considering this is a matter we have discussed and budgeted for in the past.”

This report is in response to the Council question.

Sandpoint Beach was acquired in 1976 and established as a beach in 1980. The beach consists of approximately 488 metres (1500 feet) of beach front and 2.6 acres of parkland.

The beach has a designated swimming area which is marked by a double buoy line system installed in early June and removed in September. Lifeguards are on duty 1:00 pm – 7:00 pm daily beginning the 2nd weekend in June and running through Labour Day, weather and water quality permitting.

In 2012, The City of Windsor contracted the Lifesaving Society to complete a comprehensive aquatic safety audit of Sandpoint Beach. The report was received by Council in January of 2013.

The final report from the Lifesaving Society aimed to identify any Priority Concerns or major safety risks that would merit immediate action. The beach itself contained no Priority Concerns however the report identified seventeen (17) Primary Recommendations to align with best practice. The Lifesaving Society indicated that these items should receive focused attention. One of the seventeen Primary Recommendations was in regard to the western edge of the designated supervised beach area. The report recommended that beach and water access at the western edge of the beach be restricted due to the extreme drop off from shallow water to over 3.65 metres or 12 feet in a short distance, as well as strong currents and undertow and a history of incidents in the area.

The report indicated that it would be prudent to move forward with an evaluation and subsequent implementation of an option that would restrict access to this area. One method of restricting access and improving safety would include installing additional fencing to reduce the beach area and access to the western edge of the beach as well as a reduction in the designated swimming area as outlined by double buoyed markers. A size reduction of 50 metres was suggested in addition to installation of signage to supplement the fencing and changes in the buoy line markings. As a result of the audit – all of the recommended safety measures were actioned. In early 2013 chain link fencing was installed parallel to the shoreline and into the water perpendicular to the shoreline. Signage was added to the west edge of the beach indicating STAY OUT – DANGEROUS CURRENTS. This was in place for the 2013 summer season.

Discussion:

Administration reviewed what additional measures could be actioned to further address the very real dangers of the currents and undertow to the west of the beach.

The following measures were identified:

Fencing

For additional safety, the previous 4-foot tall chain link fence that was installed in 2013, parallel to the shoreline and into the water perpendicular to the shoreline, was increased at the end of May 2024 to a taller, 8-foot tall fence. A taller fence should help to further deter anyone attempting to climb the fence onto private property in order to wade, swim or fish in the area. In addition, the existing perpendicular fence that leads to the water was extended further into the water to help keep swimmers out of the dangerous areas.

The cost to improve the existing fence was approximately \$10,000 as noted in the financial section of this report.

If directed by Council, Administration could install additional fencing in the area from Riverside Drive to the current fence near the waterline. This would help further restrict the beach area near the existing 8-foot tall fence running parallel to the water. It should be noted that if directed to move forward with this option, this would result in a decrease of the overall size of the beach from 54,000 sq ft to 46,000 sq ft or a 15% reduction. The fence would be approximately 230 feet in length as seen in the following picture:



Proposed Additional Fencing

Removal of Volleyball Nets

As an added caution, Administration has already removed the beach volleyball net and pole system from the west end of the beach area. While beach volleyball itself is not dangerous, the removal of net system is out of extreme caution and to limit any errant balls from landing in the water.

Signage, Auxiliary Police and Parks By-Law Enforcement

There is currently signage approximately every 4 feet along the existing fence in the area alerting the public to the dangers of swimming outside of the designated swimming

area located at Sandpoint Beach. These signs contain pictographs to ensure all members of our diverse community can understand the dangers.



Based on trends in the area, Administration has identified that more deterrent and stronger language could be utilized on signage. Administration can place additional signage in the area noting that not only is the area outside of the designating swimming area dangerous, but it is also potentially fatal and therefore prohibited to enter the area at all.

An example of the sign can be seen in the following picture:



As per the Parks By-Law 131-2019, Section 5.6 (3-5) identifies rules for swimming:

5.6 Swimming:

All persons swimming in a Park shall comply with the Posted rules. No Person shall in any Park:

(3) In or adjacent to any swimming pool, or other designated swimming area, fail to abide by Posted signs or to obey the instructions of any lifeguard or employee of the Corporation, falsely call for help or assistance, stand, sit or climb on a lifeguard station except in an emergency situation;

(4) Dive into the water except in a Designated Area;

(5) Swim, bathe, or wade in any fountain, pond, lake or stream, except in a Designated Area;

Anyone failing to comply with the City's Parks By-law could potentially face a fine upon successful conviction. Currently offences under this by-law would need to be served upon a person by means of a Part 3 Summons as the City currently does not have approved short form wording for this particular by-law. Therefore, Administration will proceed to obtain approval from the Attorney General of Ontario for short form wording and set fine amounts in order to issue a Provincial Offence Notice (ticket).

Administration will work with Windsor Police to reallocate existing Auxiliary Patrols when available to the area in order to ensure compliance with signage and the Parks By-Law. In addition, the Port Authority is dedicated to assisting the City of Windsor and Windsor Police with this enforcement with the goal of public safety in mind.

Water Safety Awareness Campaign

On an annual basis, Administration conducts water safety awareness campaigns including Downing Prevention Week, World Drowning Prevention Day and Water Smart messaging through all of our Learn to Swim programs. Administration will continue to expand on the Safety Awareness Campaign including providing water safety information in over 20 languages (specifically pertaining to open water safety) to groups such as the University of Windsor, St. Clair College, the Multicultural Centre and Newcomer Groups.

The City will continue to offer the Lifejacket Lending Program at Sandpoint Beach which provides visitors with the opportunity to borrow a lifejacket during their visit as an added layer of safety. Administration is looking to work with the Health Unit to have them include water safety information on their website.

Risk Analysis:

Entering into the water outside of the designated swimming area at Sandpoint Beach comes with extreme and potentially fatal risks to waders, swimmers and those fishing. To mitigate this risk, Administration has installed additional and higher fencing, posted additional signage with stronger language and removed existing amenities all in an attempt to create a clearly defined buffer, to keep the area safe.

Despite these mitigating factors, there is still potential for patrons to either hop or cut through existing fencing, disregard signage and/or continue to enter the area outside of the designated swimming area.

When the members of the public access open water outside of the designated swimming area, it puts them and emergency responders in extreme dangers. For safety reasons, lifeguards are not permitted nor is it safe for them to venture outside of the designated swimming area into the lake or shipping channel to perform a rescue.

To assist with enforcement of the Parks By-law Administration will proceed to obtain approval from the Attorney General of Ontario for short form wording and set fine amounts in order to issue a Provincial Offence Notice (ticket).

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

The cost to increase the height and distance of the existing fence at Sandpoint Beach was approximately \$10,000 plus applicable HST. Administration will continue to add signage as noted in the discussion portion of this report with costs estimated to be approximately \$13,000 plus applicable HST, for a total of \$23,000 plus applicable HST. The addition to the current fencing and the additional signs are funded through the 2024 approved Parks Operating budget (MD05-2024).

Should Council direct that an additional fence be place between Riverside Drive and the existing fence line, the anticipated cost will be approximately \$36,000 plus applicable HST. The approved 2024 Parks Operating budget has sufficient funding to absorb this cost to an upset limit of \$36,000.

Consultations:

Peter Berry – Windsor Harbour Master

Kristen Brunette – Manager, Aquatics (A)

Craig Robertson - Manager of Licensing and Enforcement & Deputy Licence Commissioner

Dave Nicholls – Manager, Parks Operations (A)

Tracy Ou – Financial Planning Administrator, Recreation & Culture

Emilie Dunnigan - Manager, Development Revenue & Financial Administration

Windsor Police Service

Conclusion:

The City of Windsor is committed to ensuring the safety of all residents while they utilize approved City of Windsor amenities and facilities. The measures laid out in this report should further help deter the public from entering non-approved swimming areas near Sandpoint Beach with the goal of avoiding future tragic accidents.

Planning Act Matters:

N/A

Approvals:

Name	Title
Samantha Magalas	EIC, Community Services
Erika Benson	FPA, Parks
Jen Knights	Executive Director, Recreation & Culture
James Chacko	Executive Director, Parks & Facilities
Ray Mensour	Commissioner, Community Services
Wira Vendrasco	City Solicitor
Dana Paladino	Commissioner, Corporate Services
Tony Ardovini	On behalf of Commissioner, Finance and City Treasurer
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

N/A



Committee Matters: SCM 159/2024

Subject: Minutes of the Transit Windsor Working Group of its meeting held March 20, 2024

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1000**

THAT the minutes of the Transit Windsor Working Group meeting held March 20, 2024 **BE RECEIVED.**

Carried.

Report Number: SCM 106/2024

Clerk's Note:

1. Please refer to Item 7.1 from the Environment, Transportation & Public Safety Standing Committee held on May 29, 2024.
2. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240529/-1/10487>



Committee Matters: SCM 106/2024

Subject: Minutes of the Transit Windsor Working Group of its meeting held

March 20, 2024

TRANSIT WINDSOR WORKING GROUP

Meeting held March 20, 2024

A meeting of the Transit Windsor Working Group is held this day commencing at 2:30 o'clock p.m. in Room 140, 350 City Hall Square West, there being present the following members:

Bernard Drouillard
Jay Patel
Trevor Ramieri
Katie Stokes
Iain Sutcliffe

Also present are the following resource personnel:

Tyson Cragg, Executive Director, Transit Windsor
Steve Habrun, Director, Operations and Planning
Jason Scott, Manager Transit Planning
Karen Kadour, Committee Coordinator

1. Call to Order

The Committee Coordinator calls the meeting to order at 3:32 o'clock p.m.

2. Election of Chair

It is generally agreed that Tyson Cragg, Executive Director Transit Windsor be appointed Chair of the Transit Windsor Working Group.

3. Declaration of Conflict

None disclosed.

4. Training for Newly Appointed Committee Members

4.1 Health and Safety and Respectful Workplace Training

Keith Marincsak, Occupational Health and Safety Advisor provides a Presentation entitled "Occupational Health & Safety Orientation".

4.2 Orientation and Governance Training

Anna Ciacelli, Deputy City Clerk provides an overview of the governance structure for the new members of the Working Group. The document entitled “Welcome – New Members of Advisory Committees, Working Group and Expert Panels” is provided to the members.

5. Business Items

Tyson Cragg, Executive Director welcomes the members of the Transit Windsor Working Group and asks the members to introduce themselves.

5.1 Transit 101, How Transit Windsor Works

Tyson Cragg provides a Presentation entitled “Transit 101”, **attached** as Appendix A, and the highlights of the presentation are as follows:

- Formerly the Sandwich, Windsor and Amherstburg Railway, re-named Transit Windsor in 1977.
- Governed by a 5-member Board of Directors, all City Councillors (Environment, Transportation and Public Safety Standing Committee).
- 20 routes (existing and approved), including 3 County , 1 international
- 119 buses, including 29 hybrid buses
- Annual ridership of nearly 9.5 million
- Over 50% of ridership is from the University of Windsor and St. Clair College
- The Transit Master Plan was approved by Council in 2020.
- Movement to grid system consisting of primary, secondary, and local routes.

5.2 Transit Master Plan (TMP) Overview and Progress to date

5.3 Further Initiatives under the TMP, and feedback sought

The “Transit Windsor Existing Routes and the Transit Windsor Routes after Proposed 2023 Service Plan”, are **attached** as Appendix “B”. Steve Habrun, Director Operations and Planning and Jason Scott, Manager, Transit Planning provide the following remarks:

- As Transit Windsor crosses an international border, they fall under Federal Regulations.
- The City of Windsor is the only international transit system in North America that crosses an international border.
- New service since the Masterplan was approved, includes the Route 518X, Route 418X, Route 100, Route 110, Route 200, Route 115, Route 305, Route 325, Route 335, and Route 345.

- North/south routes will have an odd number and the east/west routes will have an even number.
- Public information sessions regarding name changes to a numbered system will be held possibly at the University of Windsor and St. Clair College.
- The 418X is the only route that has been implemented. Targeting the end of June to implement the new routes along with signage.

Tyson Cragg indicates that this is an opportunity to take a cross section of riders and people who are interested in transit to get feedback on what Transit Windsor has done, and what is upcoming.

In response to a question asked by Jay Patel regarding where this information is available, Steve Habrun states that once an official implementation date for the new service has been determined, that two websites will be set up along with media releases and open houses.

Trevor Ramieri remarks that St. Clair College and the University of Windsor are working on a Welcome to Windsor project for incoming international students and, information relating to transit would be very helpful.

6. Date of Next Meeting

The next meeting will be held at the call of the Chair.

7. Adjournment

There being no further business, the meeting is adjourned at 4:33 o'clock p.m.



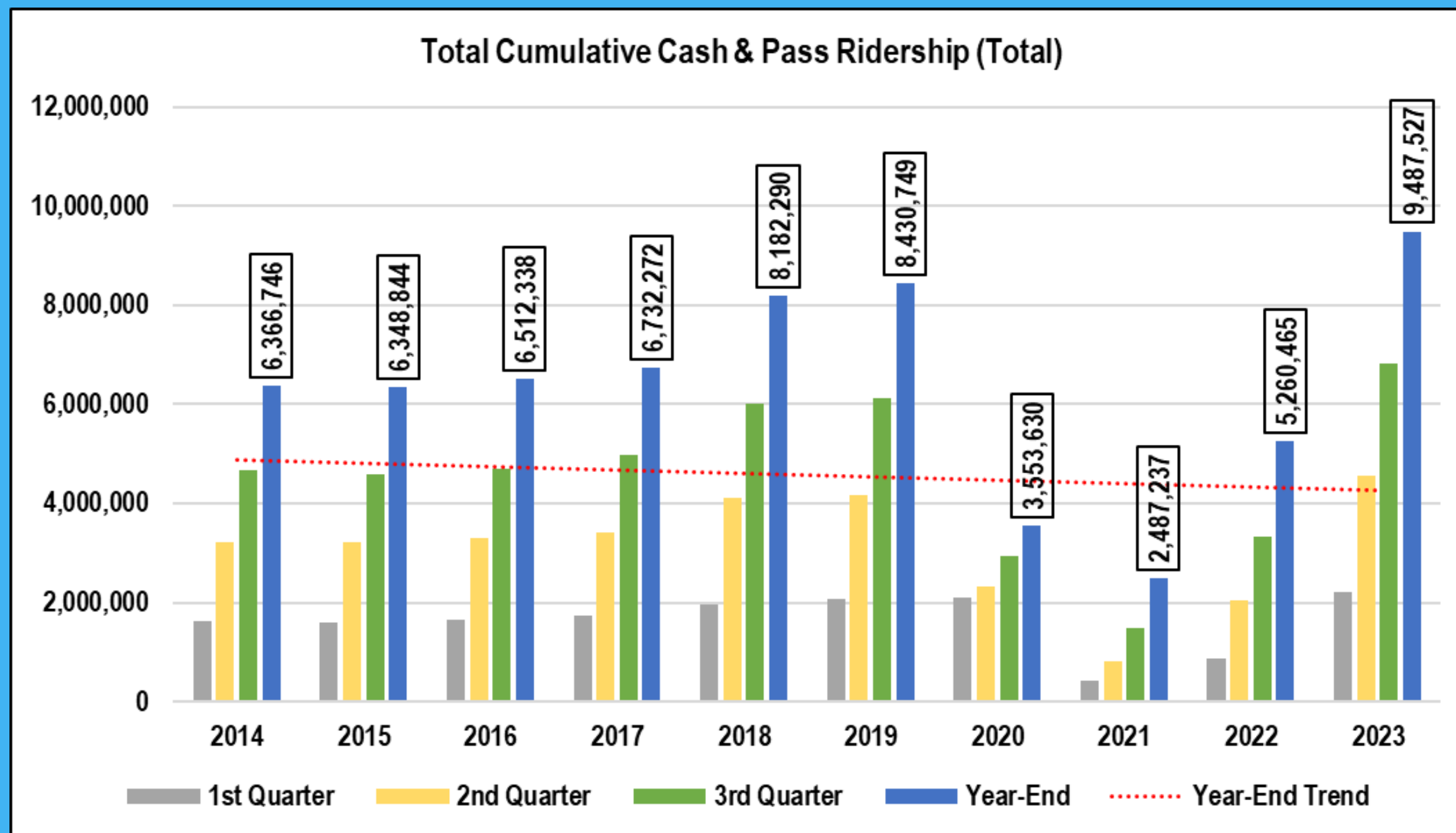
Transit 101



Facts about Transit Windsor

- Formerly the Sandwich, Windsor , and Amherstburg Railway, re-named Transit Windsor in 1977
- Governed by a 5-member Board of Directors, all City Councillors (ETPS)
- 20 routes (existing and approved), including 3 County, 1 International
- 315,000 annual service hours
- 119 buses, including 29 hybrid buses
- Annual ridership of nearly 9.5 million
- Over 50% of ridership is from UofW and St. Clair

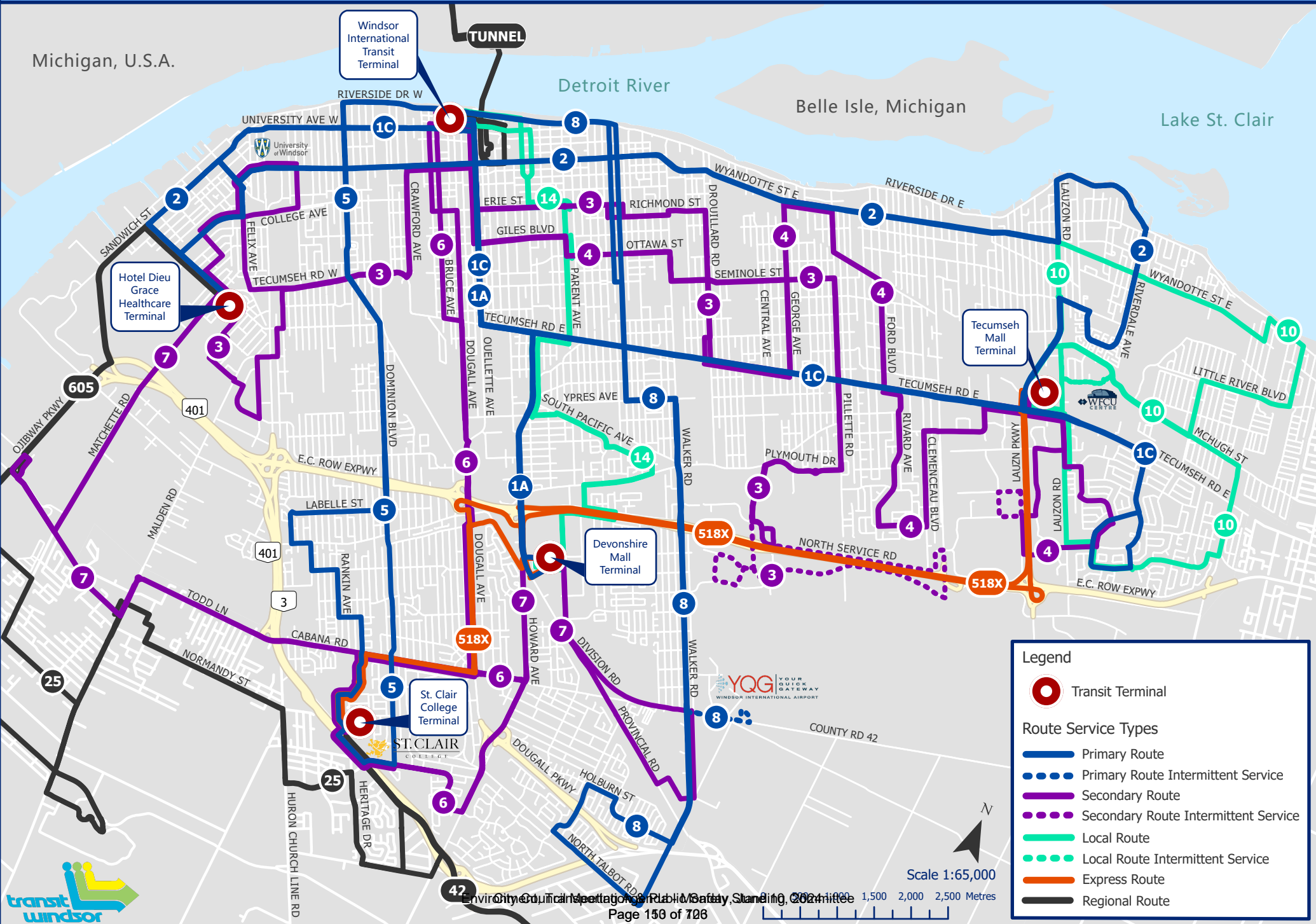
Ridership, 2014-2023




Transit Master Plan

- Approved by Council in 2020
- Improvements in service and stop amenities (shelters, pads, etc.)
- Movement to grid system consisting of primary, secondary, and local routes
- All changes are subject to Board and Council approval, as part of the annual service planning and budget process
- Verbal update on progress to date and future initiatives









Thank-you!
Questions?



Legend

 Transit Terminal

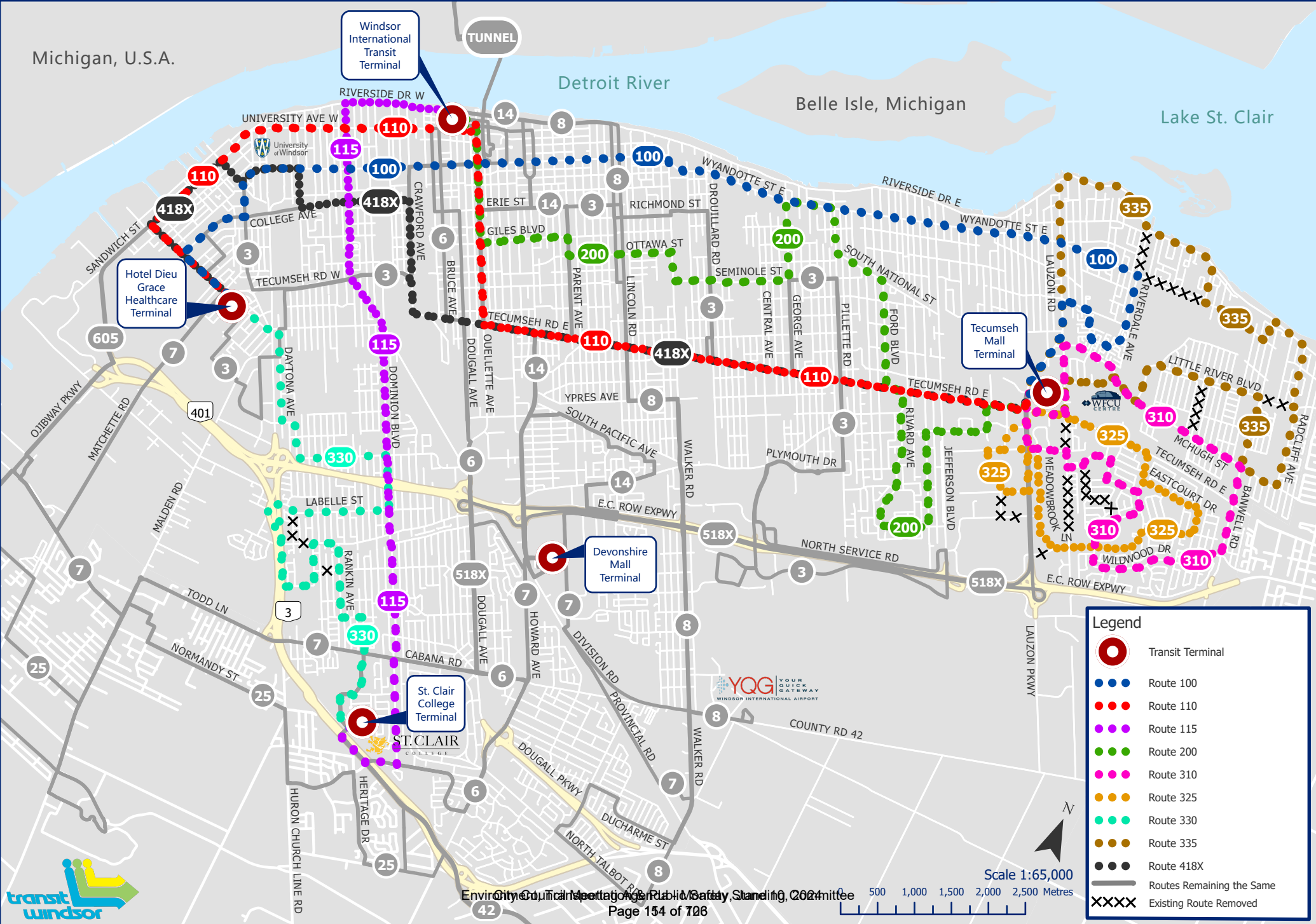
Route Service Types

-  Primary Route
-  Primary Route Intermittent Service
-  Secondary Route
-  Secondary Route Intermittent Service
-  Local Route
-  Local Route Intermittent Service
-  Express Route
-  Regional Route



Transit Windsor Routes After Proposed 2023 Service Plan

Transit Windsor
2023 Service Plan





Committee Matters: SCM 160/2024

Subject: Minutes of the Environment & Climate Change Advisory Committee of its meeting held March 19, 2024

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 1001**

THAT the minutes of the Environment & Climate Change Advisory Committee meeting held March 19, 2024 **BE RECEIVED**.

Carried.

Report Number: SCM 107/2024

Clerk's Note:

1. Please refer to Item 7.2 from the Environment, Transportation & Public Safety Standing Committee held on May 29, 2024.
2. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240529/-1/10487>



Committee Matters: SCM 107/2024

Subject: Minutes of the Environment & Climate Change Advisory Committee of its meeting held March 19, 2024

Environment and Climate Change Advisory Committee

Meeting held March 19, 2024

A meeting of the Environment & Climate Change Advisory Committee is held this day commencing at 5:00 o'clock p.m. in Room 140, 350 City Hall Square West, there being present the following members:

Councillor Kieran McKenzie, and Councillor Angelo Marignani arrive at 5:55 o'clock p.m. (following the Orientation Training)

Glory Aimufua
Frank Butler
Mike Fisher
Masoumeh Mazandarani
Jennifer Nantais
Maria Boada
Kiemia Rezagian

Also present are the following resource personnel:

Karina Richters, Supervisor Environment Sustainability & Climate Change
Barbara Lamoure, Environment & Sustainability Coordinator
Karen Kadour, Committee Coordinator

1. Call to Order

The Committee Coordinator calls the meeting to order at 5:55 o'clock p.m. and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3.1 Training for Newly Appointed Committee Members

Brett Bulmer, Occupational Health & Safety Advisory provides a Presentation entitled "Occupational Health & Safety Orientation".

3.2 Orientation and Governance Training

Anna Ciacelli, Deputy City Clerk provides an overview of the governance structure for the new members of the Environment and Climate Change Advisory Committee. The document entitled “Welcome – New Members of Advisory Committees, Working Groups and Expert Panels” is provided to the Members of the Advisory Committee.

4. Election of Chair

The Committee Coordinator calls for nominations from the floor for the position of Chair. Councillor Angelo Marignani nominates Councillor Kieran Mckenzie, seconded by Maria Boada. The Committee Coordinator asks Councillor Kieran McKenzie if he accepts. Councillor Kieran McKenzie accepts and assumes the Chair.

Moved by Councillor Angelo, seconded by Maria Boada,
That Councillor Kieran McKenzie **BE ELECTED** Chair of the Environment and Climate Change Advisory Committee.
Carried.

5. Business Items

5.1 Round Table Introduction

Barbara Lamoure, Environment and Sustainability Coordinator invites the Members to introduce themselves including their names and the organization they represent. The Presentation entitled “Round Table Introduction” is **attached** as Appendix “A” and the following remarks are provided:

The following question is asked – “***What environmental event or issue most impacted you***” and the following responses are provided:

- Water treatment because water is essential for life.
- Conservation of natural areas
- Biodiversity loss and habitat loss
- Waterfront and Little River Watershed, Peche Island – We are here to be stewards of the environment
- Water issues, public transportation, energy and being at the Council table for decision making
- Passionate about aligning with international and regional agreements to ensure targets are met. Wants to ensure that the City of Windsor helps to bring us to that 1.5 degree goal per the Paris Agreement and the sustainable development goals which is a great framework.
- Is impacted by every environmental issue as the environment allows us to breathe, eat and drink.

- The Environment and Climate Change Advisory Committee Mandate is reviewed along with the Committee's Duties and Responsibilities.
- Examples of previous initiatives under the Windsor Essex County Environment Committee – Climate Change Emergency, Green Speaker Series, Community outreach events – Earth Day at Malden Park.
- Discussion ensues regarding a new Logo for the Environment & Climate Change Committee and various ideas are provided, including a Request for Proposals or to collaborate with schools.
- Proposal to have strategic subcommittees to work on different initiatives.
- Suggestion for members to review the Environment, Transportation and Public Safety Standing Committee Agendas to be aware of pending environmental discussions to be heard at the Standing Committee and City Council meetings.

5.2 & 5.3 Brainstorming Session: and Discussion regarding Earth Day

Councillor Kieran McKenzie proposes that the Committee's 2024 Operating Budget and potential events/projects be discussed at the next meeting. He advises that some of the events undertaken by the previous committee included tree planting, Pat on the Back Awards and the Green Speaker Series.

In terms of Earth Day, Councillor Kieran McKenzie offers to contact staff in the Planning/Engineering Department to request a large map of the City of Windsor so people can identify where they live (using post it notes) and to indicate what is important to them.

Barbara Lamoure, passes out sticky notes and asks the members to answer the question ***"What are your environmental concerns?"*** The following remarks are provided:

What are your environmental concerns?

- Walkability/active transport
 - Promote active transportation
 - Minimizing vehicle use
 - Uptake of active transportation
- Air pollution
- Capacity building of council & staff on environmental issues
- Checklist of how policy actions impact certain SDGs/environmental issues
- Extreme temperatures
- Climate aligned finance/budgets
- Open government – environmental access to information

- Meeting city climate change goals – GHG reduction
- Increase in green energy in the area
- Changing our energy supply – cleaner/more efficient
- Community energy plan
- Other environmental related projects
- Reducing carbon footprint

- Global warming – Windsor's season changing, results of change (drought/forest fires, etc.)

- Climate justice
- Environmental justice – access to cooling centres

- Building capacity to environmental issues & its intersection with other topics
- Plastic pollution reduction
- Environmental education and outreach
- Light pollution
- Green development standards

- Embracing sustainable practices of companies in the area

- Changes in federal and provincial legislation

- Indigenous stewardship
- Indigenous engagement and reconciliation

- Water quality in Little River and the Detroit River shoreline
- Water contamination/pollution
- Stormwater financing

- 4 seasons public outdoor places for disabled people
- Children's playgrounds and their satisfaction, especially during the summer
- Urban heat islands and increasing the amount of greenery
- Sustainable urban development
- Outdoor thermal comfort

- Trees
- Move forward to implementation City Urban Forest Master Plan
- Access to green space
- Use of native plants in future planning
- Land use planning & conserving natural areas
- Habitat protection
- Habitat restoration

- Increase of green spaces & green buffers
- Proper disposal of wastes in garbage & recycling respectively (what percentage of potentially recyclable material ends up in the landfill?)
- Litter
- Biodiversity loss
- Biodiversity protection
- Species at risk
- Bird friendly city initiatives (windows, cats, education)

What can the Committee do to move the needle?

- Climate alliance finance budgets – Senator in Canada – Act to ensure that all budgets and all financial institutions will align with climate commitments. The Committee could request that Council ensure that all budgets are aligned with climate.
- Environmental training for staff and Council.
- When policy motions are put forward, create a checklist that indicates how it aligns to a certain environmental issue.

In response to a question asked by Kiemia Rezagian regarding if the committee can encourage the community to participate in a debate at Council, Councillor Kieran McKenzie responds affirmatively.

Councillor Kieran McKenzie suggests that Old Business, and New Business agenda items be added to future agendas.

Mike Fisher asks if a reading list can be provided to the Committee. Councillor Kieran McKenzie responds there are several Environmental Master Plan documents and adds that the relevant Master Plan documents will be circulated to the Committee.

6. Date of Next Meeting

The next meeting will be held on Tuesday, May 21, 2024 at 5:00 o'clock p.m.

7. Adjournment

There being no further business, the meeting is adjourned at 7:05 o'clock p.m.

Round Table Introduction

2-3 minutes per person

Introduce yourself – name and organization

Answer - what environmental event or issue most impacted you?

Environment and Climate Change Advisory Committee Mandate

The ECC receives referrals from City Administration to address specific environmental and climate change concerns from the City of Windsor. In addition, the ECC is proactive and will advise on environmental and climate change matters identified through its own initiative and will provide community education and outreach on environmental and climate change issues.

ECC will support the development of subcommittees (e.g. Youth Committee, Bird Friendly City, etc), which may include experts external to the ECC, as needed to address specific environmental and climate change initiatives.

The Environment and Climate Change Advisory Committee will report to the Environment Transportation and Public Safety Standing Committee and City Council.

ECC Duties and Responsibilities

The scope of the ECC Advisory Committee will include activities of primary responsibility for which an annual work plan will be developed, such as:

- Identify and provide expertise and input on emerging issues and where appropriate, make recommendations to Council for consideration regarding ongoing environmental/climate change concerns;
- Develop responses related to Federal and Provincial actions in public and private undertakings affecting the ecosystem to be forwarded to City Council for consideration and action;
- Discuss new, relevant, or unexplored environmental or climate change issues and propose new alternatives that may benefit the region on such matters;
- Review and provide input on the environmental and climate change implications of studies, plans, proposals and other documents as may be referred to the Committee;
- Consider long-term environmental/climate change issues and acknowledge social and intergenerational equity implications;
- Identify where studies could assist in increasing awareness of concerns and developing solutions to environmental/climate change problems;
- ECC has a delegation policy and can respond to delegate requests or issues accordingly;
- Collaborate with other organizations, committees, and agencies with similar interest in protecting and preserving the natural environment;
- Identify sponsors and partnership opportunities to support events and educational campaigns to further collaborative environmental/climate change projects;
- Champion and participate in municipal initiatives and community activities to further the City's objectives; and
- Flag municipal best practices and federal/provincial policies that may support the City's environmental/climate change objectives.

Examples of previous initiatives under WECEC

- Climate Change Emergency Declaration (2019) and other Reports to Council
- Green Speaker Series – previous speakers include: Dr. David Suzuki, Elizabeth May, and Charles Montgomery
- Pat on the back awards
- Community outreach events – upcoming Earth Day at Malden Park



Windsor Essex County
ENVIRONMENT COMMITTEE



EARTH DAY 2024

Join us at Malden Park!

Sunday, April 21st, 2024 / 10 am to 3 pm

4200 Malden Road in Windsor

Come celebrate with us!

- Fun and festivities for all ages - FREE event
- Environmental exhibits / food vendors (food for purchase)
- Scensational Snakes - our special guests
- Interactive games, free play, and a theatre presentation
- Prizes and giveaways - win a cool sustainability kit or a free bike
- Join us for some learning, laughing and maybe a little bit of treehugging
- Onsite Hydration Station: Bring Your Own Water Bottle



The Earth Day 2024 event is brought to you by



For more information visit: <https://bit.ly/3mr7qAz>

Earth Day 2024

Looking for volunteers to run the Environment and Climate Change Advisory Committee booth

10:00 am – 3:00 pm

The theme this year is sustainable mobility

For Future Consideration



New logo: ? Suggestions for next meeting

Brainstorming session

What are your environmental concerns ?

This information will be used to bring forward a list of 2024 priorities for consideration at the next meeting.

Brainstorming session

What can this committee do to move the needle?

This information will be used to bring forward a list of 2024 priorities for consideration at the next meeting.

Thank you for attending!

Bring any questions or suggestions to:

Barbara Lamoure – Environmental Sustainability Coordinator

Economic Development and Climate Change

350 City Hall Square, Suite 410 – D, N9A 6S1

519-255-6100 ext. 6108

blamoure@citywindsor.ca



Committee Matters: SCM 161/2024

Subject: Essex-Windsor Solid Waste Authority Regular Board Meeting Minutes from its meeting held April 10, 2024

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 1002**

THAT the minutes of the Essex-Windsor Solid Waste Authority Regular Board meeting held April 10, 2024 **BE RECEIVED**.

Carried.

Report Number: SCM 139/2024

Clerk's Note:

1. Please refer to Item 7.3 from the Environment, Transportation & Public Safety Standing Committee held on May 29, 2024.
2. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240529/-1/10487>



Committee Matters: SCM 139/2024

**Subject: Essex-Windsor Solid Waste Authority Regular Board Meeting Minutes
from its meeting held April 10, 2024**



Essex-Windsor Solid Waste Authority Regular Board Meeting MINUTES

Meeting Date: Wednesday, April 10, 2024

Time: 3:00 PM

Location: Essex County Civic Centre
Council Chambers, 2nd Floor
360 Fairview Avenue West
Essex, Ontario N8M 1Y6

Attendance

Board Members:

Gary Kaschak –Chair	City of Windsor
Kieran McKenzie	City of Windsor
Jim Morrison	City of Windsor
Mark McKenzie	City of Windsor
Fred Francis	City of Windsor
Gary McNamara – Vice Chair	County of Essex
Hilda MacDonald	County of Essex
Michael Akpata	County of Essex
Rob Shepley	County of Essex

EWSWA Staff:

Michelle Bishop	General Manager
Steffan Brisebois	Manager of Finance & Administration
Cathy Copot-Nepszy	Manager of Waste Diversion
Tom Marentette	Manager of Waste Disposal
Madison Mantha	Project Lead
Teresa Policella	Executive Assistant

City of Windsor Staff:

Anne-Marie Albidone	Manager of Environmental Services
Shawna Boakes	Executive Director of Operations
Jim Leether	Manager of Environmental Services
Mark Spizzirri	Manager of Performance Management and Business Case Development

County of Essex Staff:

Melissa Ryan	Director of Financial Services/Treasurer
David Sundin	Solicitor/Interim Director, Legislative and Community Services
Sandra Zwiers	Chief Administrative Officer

Absent:

Drew Dilkens
Tony Ardovini

City of Windsor (Ex-Officio)
Deputy Treasurer Financial Planning

1. Call to Order

The Chair called the meeting to order at 3:02PM.

2. Motion to Move In-Camera

Moved by Fred Francis
Seconded by Gary McNamara

THAT the Board moved into a closed meeting pursuant to Section 239 (2) (k) of the Municipal Act, 2001, as amended for the following reason:

- (k) A position, plan, procedure, criteria, or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipally or local board.

**18-2024
Carried**

Moved by Fred Francis
Seconded by Hilda MacDonald

THAT the EWSWA Board rise from the Closed Meeting at 3:18PM.

**21-2024
Carried**

3. Declaration of Pecuniary Interest

The Chair called for any declarations of pecuniary interest and none were noted. He further expressed that should a conflict of a pecuniary nature or other arise at any time during the course of the meeting that it would be noted at that time.

4. Approval of the Minutes

Moved by Rob Shepley
Seconded by Fred Francis

THAT the minutes from the Essex-Windsor Solid Waste Authority Regular Meeting, dated February 6, 2024, be approved and adopted.

**22-2024
Carried**

5. Business Arising from the Minutes

No items were raised for discussion.

6. Waste Diversion

A. Results of Request for Proposal for Curbside Collection of Source Separated Organics for the Green Bin Program in the County of Essex

The Manager of Waste Diversion provided a summary of the report and highlighted the process that Administration followed to evaluate the Request for Proposal (RFP) submissions.

Two (2) submissions were received, Environmental 360 Solutions and Miller Waste Systems Inc. Both proposals achieved the minimum Technical Score and proceeded to the Financial Evaluation. Miller Waste Systems Inc. achieved the highest overall score and was identified as the Preferred Proponent.

Miller Waste Systems Inc. holds 31 municipal contracts in Ontario and 18 of these contracts are for source separated organics (SSO) similar to this contract.

Proponents were required to submit pricing for collection in urban settlement areas only, rural settlement areas only and provisional services which included the collection of multi-residential facilities and primary and secondary schools in both the urban and rural settlement areas in the County municipalities.

Miller Waste Systems Inc. submitted a price of \$2.02 per week, per stop for urban settlement areas only which results in an estimated total cost of \$5.99 million in Year 1 of the contract. Their price for rural settlement areas only was \$3.30 per week, per stop. The Authority requested the provisional pricing so these services could be brought on during the contract or if there are legislative changes.

Miller Waste Systems Inc. also noted in their proposal that a discount would be provided if the collection for both urban settlement areas and rural settlement areas could commence at the same time.

There is no direct or immediate impact on the 2024 Budget. Any financial implications will be presented for approval as part of the annual budget process in the appropriate year.

The Chair asked if there were any questions.

Kieran McKenzie requested clarification on the contract extension price.

The General Manager explained that any extension beyond 5 years would be under the same terms and conditions with the exception of the price per stop, which would be negotiated.

Kieran McKenzie asked where the County would land on the decision to include rural households.

The General Manager stated that we now have a fulsome cost and will provide County Council with all the information and best practices that EXP brought forward. The direction from the County was urban settlement areas, at a minimum. This is an enhanced service.

Kieran McKenzie asked questions regarding how the collection contract aligned with the processing of the material.

The General Manager stated that the short-term processing contract is a five-year contract with a number of extensions. The processing contract will be aligned with the collection contract. The contract extensions with Seaclyff Energy are at the Authority's discretion.

Kieran McKenzie asked why the evaluation committee thought that Miller's start-up plan is strong. He noted that we are absorbing a lot of the costs for public communication. He asked to what extent is Miller going to participate in the public communication.

The Manager of Waste Diversion noted that it is not a requirement of the collector to provide public education but they do have to comply with the Authority's campaigns. Both proponents had strong start-up plans but Miller had more systems in place in regards to quality control and an extensive recruitment process. They also have 18 SSO collection contracts in Ontario in the last 10 years and some of these contracts have been extended. She noted that in their submission, Miller explained typical collection issues encountered at curbside and how they deal with these issues.

Kieran McKenzie asked if Miller is operating in Southwestern Ontario.

The Manager of Waste Diversion confirmed that Miller has collection contracts in London, the Region of Waterloo and many others. She noted they have a lot of capacity and would be able to support this region.

The Chair asked if there were any other questions. There were no further questions.

The General Manager noted that the word "organics" was inadvertently omitted after the word "separated" in Recommendation number 2.

Moved by Fred Francis

Seconded by Kieran McKenzie

1. **THAT** the Authority Board award the Request for Proposals RFP 2024-02-07 for the curbside collection of source separated organics for the Green Bin Program in the County of Essex to the preferred proponent Miller Waste Systems Inc.
2. **THAT** the Authority Board authorize the Chair and General Manager to execute the Contract with Miller Waste Systems Inc. for the curbside collection of source separated organics in urban settlement areas for a

seven (7) year period with the anticipated commencement date of fall 2025. Where, the Authority reserves the right to extend the contract for two additional one-year extensions or portions of a year subject to the following process: any such extension shall be under the same terms and conditions excluding price which will be mutually agreed upon.

3. **THAT** the Authority Board authorize the General Manager to attend Essex County Council to request that the County provide a resolution by May 31, 2024 regarding the collection of processing of organic waste for households in rural settlement areas in all County Municipalities, AND
4. **THAT** the General Manager report back to the Authority Board on the Essex County Council's resolution to expand the collection and processing of organic waste to include households in rural settlement areas.

**23-2024
Carried**

B. Windsor Source Separated Organics Transfer Station Preferred Option

The General Manager referred to the presentation on the screen and described the layout and operations of the Windsor site and deferred to the Manager of Waste Diversion to review the Stantec report.

The Manager of Waste Diversion provided a summary of the report and stated that Stantec first had to confirm the capacity required at the Windsor site. Stantec did a scan of 14 municipal Green Bin programs in Ontario and noted that the longer the program, the more SSO was received or captured. Stantec used this information to establish the capacity for the Windsor Transfer Station over a 20-year period. At start up, the Authority should reach 6,200 tonnes per year and up to 17,000 tonnes per year over the long range.

Stantec reviewed the four options for the Fibre Material Recovery Facility (MRF) included in the Stantec report including the benefits and constraints of each option.

In Option 1 and Option 2, Stantec noted that these scenarios would not be feasible due to capacity.

It was noted by the consultant that Options 3 and 4 were both feasible but Option 4 was recommended. This option has several benefits and would also support the Authority's long-term needs for the site.

The Manager of Waste Diversion further noted that by occupying the Fibre MRF the Authority would not have a stranded asset in the middle of the site. As a result of this exercise, it was determined that Option 4 is the preferred option.

The Manager of Waste Diversion also noted that depending on the outcome of the Board on this decision, Administration would also be looking to issue an RFP to decommission the Fibre MRF equipment.

The cost for Option 4 is estimated at \$4.2 million. After reviewing the estimate, Administration requested Stantec to do a review of the estimate provided by EXP. to repurpose the Container MRF and provide an opinion of probable cost review Technical Memo.

Administration also requested Stantec to look at a phased-in approach. Stantec determined that while staging was feasible from a cost standpoint it would not be the preferred option as we would reach our capacity within seven (7) years as well as potentially be exposed to higher construction costs and the inconvenience of reconstruction.

The General Manager stated that Authority Administration had met with the MECP on three occasions. The MECP has been clear that the Authority would not require a new Environmental Compliance Approval (ECA) but would require an amendment to the existing ECA. An amendment could take approximately one year. The MECP noted that they could expedite the process if the Authority submits the application as soon as possible. Since it is critical to have a transfer location in place prior to the program start up, in consultation with County Procurement, the Authority identified using Stantec for the next phase. This aligns with the Authority's procurement policy and the Canadian Free Trade Agreement (CFTA) and the urgency to get this work completed. The Authority would be meeting with Stantec to identify the staff that would be working on this project and have Stantec provide a cost.

The General Manager presented the financial implications of the project and the proposed funding.

The General Manager asked if there were any questions.

The Chair noted the report was well explained and thought out.

Mr. Morrison asked what is the comprehensive plan for leachate.

The Manager of Waste Diversion stated that the Authority is looking to handle the leachate inside the transfer station and pre-treat the leachate. She referred to the Manager of Waste Disposal.

The Manager of Waste Disposal stated that currently it is collected in an oil/grit separator, pre-treated and dumped into the municipal sanitary sewer.

Ms. Albidone noted that not a lot of leachate would be coming from this material. The intent is to clear out the material every day. The organics would not be sitting for 2-3 days and producing leachate. There won't be a lot of leachate being collected.

Kieran McKenzie asked if residents in close proximity will notice odours.

The Manager of Waste Diversion stated that odours should not be a problem. The material will be delivered daily to Seacliff Energy. The floors will be washed down. This Transfer Station will be unique in that the doors will be required to be closed when material is being dumped and the wheels of the trucks will be washed. Equipment will not be allowed to leave the area unless it is cleaned. The building will be cleaned regularly. She noted that the current Transfer Station is wide open all day and all night and is closer to residents than the new site.

Moved by Kieran McKenzie
Seconded by Jim Morrison

THAT the Board APPROVE Administration's recommendation to proceed with utilizing the Fibre MRF for the purpose of a TS-SSO for the new Green Bin Program in fall 2025.

Further, **THAT** the Board APPROVE Administration's recommendation to engage Stantec Consulting Ltd. For engineering services for detailed design and approvals to construct a TS-SSO at the Authority's Windsor site.

**24-2024
Carried**

C. Promotion and Education (P&E) Plan – Blue Box Transition to Producers

The Manager of Waste Diversion provided an update on the promotion and education (P&E) plan that was developed to prepare for Essex-Windsor's transition to Producers on August 28, 2024. She noted that Circular Materials indicated that P&E was not necessary for the Authority to do prior to them taking over the blue box program. Administration believes that P&E efforts should be undertaken to prepare residents for changes to their collection.

The Manager of Waste Diversion displayed the various tactics and outlined and explained each of the tactics. She noted the Authority is hosting monthly meetings with the Municipal Working Group with representatives from each of the seven County municipalities and the City of Windsor to keep them informed and provide updates on the program. The P&E plan will be promoted on the EWSWA website, social media and in the Envirotips newsletter.

The Manager of Waste Diversion stated that the tactics described had been included in the 2024 budget.

The Chair asked if there were any questions.

Mr. Francis asked if the reports could be just open to questions from the Board instead of a presentation of every report due to the reports being very thorough.

The Chair stated that he will consult with Administration regarding Mr. Francis' request about the reports.

Mr. McNamara noted that there was a news article circulating regarding a pushback by the Producers and reducing their responsibility. With the start date of transition getting closer, should be concerned about this.

The General Manager stated that the article was published by CBC. She noted that she would forward the article to the Board. She stated that they have been hearing at the various subcommittees that she and Ms. Albidone attend that the Producers are unhappy. She stated that the Producers are strongly lobbying the Province regarding the cost of the program. She provided a summary of what led to the transition of the program and how it is being conducted under the new Producer model. She does not think that our transition is in jeopardy. A significant concern is that the targets will not be reached. Circular Materials is lobbying to be the only organization that will manage the common collection system. The Authority is monitoring this and it is something that we are involved with our working groups.

Kieran McKenzie commented he is not surprised that the Producers are complaining about costs.

Moved by Fred Francis

Seconded by Gary McNamara

THAT the Board receive the report as information.

**25-2024
Carried**

7. Waste Disposal

- A. Contract with Triple M LP. to Supply Auto Shredder Residue for Daily Cover at the Essex-Windsor Regional Landfill June 1, 2024 to May 31, 2029

Moved by Kieran McKenzie

Seconded by Fred Francis

THAT the Board approve an agreement between the EWSWA and Triple M Metal LP. (TMM) for the provision of Auto Shredder Residue for a five (5) year period commencing June 1, 2024 to May 31, 2029, at a price of \$10.00 per metric tonne for a minimum of 50,000 tonnes per year to a maximum of 90,000 tonnes per year. Further, the Chair and General Manager be authorized to sign said agreement.

**26-2024
Carried**

8. New Business

The Board met in closed session pursuant to Section 239 (2) (k) of the Municipal Act, 2001, as amended for the following reason:

- (k) A position, plan, procedure, criteria, or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipally or local board.

Discussion took place in closed session regarding the collection of blue box materials from non-eligible sources during transition of the blue box program to Producers. As a result, the following resolution was brought forward in regards to the collection of blue box materials from non-eligible sources beginning August 28, 2024 through December 31, 2025.

Moved by Fred Francis
Seconded by Hilda MacDonald

THAT the Board **APPROVE** Administration to accept the bi-weekly price of \$14.43 per stop per month price from Green for Life Environmental Inc. and enter into discussions to finalize the number of stops and agreement for curbside collection of blue box materials from bi-weekly non-eligible sources beginning August 28, 2024 through December 31, 2025.

THAT the Board **APPROVE** Administration to enter into discussions with the Corporation of the City of Windsor to finalize the number of stops and agreement for curbside collection of blue box materials from weekly and night-collected non-eligible sources beginning August 28, 2024 through December 31, 2025.

27-2024
Carried

9. Other Items

The Chair commented that the new EWSWA website looks great.

10. By-Laws

A. By-Law 3-2024

Moved by Fred Francis
Seconded by Rob Shepley

THAT By-Law 3-2024, being a By-Law to Authorize the Execution of an Agreement with Miller Waste Systems Inc. for the Curbside Collection of Source Separated Organics for the Green Bin Program in the County of Essex in Urban Settlement Areas for a seven (7) year period with the anticipated commencement date of fall 2025, with the option to extend the Contract for two (2) additional, one-year extensions or portions of a year, any such

extension shall be under the same terms and conditions excluding price which will be mutually agreed upon.

**28-2024
Carried**

B. By-Law 4-2024

Moved by Gary McNamara

Seconded by Mark McKenzie

THAT By-Law 4-2024, being a By-Law to Authorize the Execution of an Agreement between the Essex-Windsor Solid Waste Authority and Triple M Metal LP for the Disposal of Auto Shredder Residue at the Essex-Windsor Regional Landfill.

**29-2024
Carried**

C. By-Law 5-2024

Moved by Rob Shepley

Seconded by Michael Akpata

THAT By-Law 5-2024, being a By-law to Confirm the Proceedings of the Board of the Essex-Windsor Solid Waste Authority be given three readings and be adopted this 10th day of April, 2024.

**30-2024
Carried**

11. Next Meeting Dates

Tuesday, May 7, 2024

Tuesday, June 4, 2024

Wednesday, July 10, 2024

Wednesday August 14, 2024 – Note: This meeting will start at 3:00PM

Wednesday, September 11, 2024

Wednesday, October 9, 2024

Tuesday, November 5, 2024

Tuesday, December 3, 2024

12. Adjournment

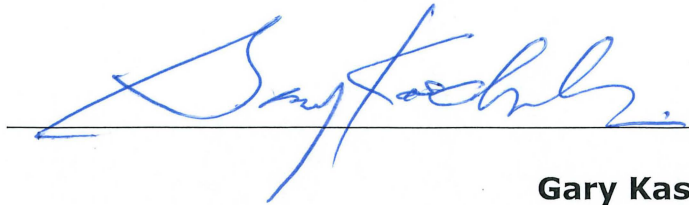
Moved by Rob Shepley

Seconded by Fred Francis

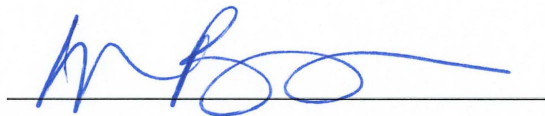
THAT the Board stand adjourned at 4:39PM.

**31-2024
Carried**

All of which is respectfully submitted.

A handwritten signature in blue ink, appearing to read "Gary Kaschak", written over a horizontal line.

Gary Kaschak
Chair

A handwritten signature in blue ink, appearing to read "Michelle Bishop", written over a horizontal line.

Michelle Bishop
General Manager



Committee Matters: SCM 162/2024

Subject: Minutes of the Windsor Licensing Commission of its meeting held April 23, 2024

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 1003**

THAT the minutes of the Windsor Licensing Commission meeting held April 23, 2024 **BE RECEIVED.**

Carried.

Report Number: SCM 152/2024

Clerk's Note:

1. Please refer to Item 7.4 from the Environment, Transportation & Public Safety Standing Committee held on May 29, 2024.
2. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240529/-1/10487>



Committee Matters: SCM 152/2024

Subject: Minutes of the Windsor Licensing Commission of its meeting held April 23, 2024

Windsor Licensing Commission

Meeting held April 23, 2024

A meeting of the Windsor Licensing Commission is held this day commencing at 9:30 o'clock a.m. in Room 522b, 350 City Hall Square West, there being present the following members:

Councillor Ed Sleiman, Chair
Councillor Renaldo Agostino
Councillor Angelo Marignani
Harbinder Gill

Regrets received from:

Jayme Lesperance

Delegations in attendance:

Trivousa Shalaby and Reham Shah regarding ***Item 6 (a)***
Nikeshkumar Vinubhai Narola regarding ***Item 7 (a)***

Also present are the following resource personnel:

Steve Vlachodimos, City Clerk and Licence Commissioner
Craig Robertson, Manager, Licensing & Enforcement, Deputy Licence Commissioner
Rory Sturdy, Supervisor of By-law Enforcement
Jeff Goldthorpe, Fire Prevention Officer
John Smith, Fire Prevention Officer
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 9:34 o'clock a.m. and the Windsor Licensing Commission considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Disclosure of Interest

None disclosed.

3. Adoption of the Minutes

Moved by Councillor Angelo Marignani, seconded by Councillor Renaldo Agostino,
That the minutes of the Windsor Licensing Commission of its meeting held
December 7, 2023 **BE ADOPTED** as presented.
Carried.

4. Requests for Deferrals, Referrals or Withdrawals

None.

5. Communications

No communications at this time.

6. Licence Transfers

Trivousa Shalaby, Transferor and Rehan Shah, Transferee appear before the
Windsor Licensing Commission regarding the transfer of Taxicab Plate #034.

Craig Robertson provides the following remarks regarding the licence request:

- On January 10, 2024, transfer application and fee for taxicab plate #034 was submitted by Trivousa Shalaby
- On January 12, 2024, transferee application and proof of full-time status as a taxicab driver for Rehan Shah was submitted.
- On January 18, 2024, Trivousa Shalaby submitted a letter requesting that Plate #034 be transferred prior to the allowable terms that are provided in the Public Vehicle Licensing By-law.
- As a plate holder one is not permitted to transfer the plate within the first five years unless one has permission from the Licensing Commission.
- Administration has reviewed the applications and is prepared to recommend the transfer takes place.

Moved by Councillor Angelo Marignani, seconded by Councillor Angelo Agostino,
WLC 1/2024 That the transfer of Taxicab Plate #034 from Trivousa Shalaby to
Rehan Shah **BE APPROVED** with the following conditions:

- i. Rehan Shah be given thirty (30) days from the date of the approval to submit a vehicle for inspection that complies with Schedule 5 to By-law 150-2018, including a valid safety standards certification.
- ii. Rehan Shah be given thirty (30) days from the date of the approval to submit a Taxicab Plate Holder application and pay the associated fee.

- iii. Rehan Shan be given thirty (30) days from the date of the approval to provide verification that full compensation has been made to Trivoousa Shalaby in consideration of the transfer of Taxicab plate #034.
- iv. Rehan Shah shall not lease Taxicab plate #034 for a one year period as stated I Schedule 5, Section 21.3 of Licensing By-law 150-2018.
Carried.

7. Applications/Hearings

Nikeshkumar Vinubhai Narola, Manager, 2494119 Ontario Inc. operating as Subway Sandwiches, 1115 Ouellete Avenue appears before the Windsor Licensing Commission on behalf of the licensee Harjinder Singh Grewal regarding the Hospitality Food Service Licence #23 018660.

Craig Robertson advises that the hearing being held today is to refuse a hospitality food service based on fire deficiencies that have not been corrected. Fire Prevention Officer Jeff Goldthorpe received verification from the responsible body that monitors fire extinguishers that would indicate that the owner has complied at this time with the fire deficiencies. So, at this point the Fire Department and Licensing Administration is prepared to allow renewal of the license, however, they will be subject to a penalty for noncompliance as they did not acquire their licence on time. Administration will allow the renewal of the licence subject to licence penalties under the By-law.

Fire Prevention Officer Jeff Goldthorpe advises that the reinspection fee is \$169.50 to reinspect and ensure that the work has been done. He notes he will also reinspect the emergency lights and the fire extinguisher and a concern regarding an exit sign that had been removed.

Sandy Hansen adds that the administrative cost to process the application is \$95.00.

Nikeshkumar Vinubhai Narcia indicates that the applicant is currently in India (returning on May 3, 2024) and adds that the deficiencies have been corrected.

Moved by Councillor Angelo Marignani, seconded by Councillor Renaldo Agostini, **WLC 2/2024** That the renewal of Hospitality Food Service Licence #23 018660 submitted by Harjinder Singh Grewal on behalf of 2494119 Ontario Inc. o/a Subway Sandwiches located at 115 Ouellette, Windsor, ON, N9A 4K1 **BE APPROVED** subject to fire inspection approval and associated fees and payment of late renewal fees to process the late application for this year within two weeks from the date of this decision.

Carried.

8. Reports and Administrative Matters

(a) Expired Application(s) for Business Licence

Moved by Councillor Angelo Marignani, seconded by Councillor Renaldo Agostino,
That the report of the Deputy Licence Commissioner dated March 21, 2024 entitled
“Expired Application(s) for Business Licence” **BE RECEIVED.**
Carried.

9. In Camera

No In Camera session is held.

10. Date of Next Meeting

The next meeting will be held at the call of the Chair.

11. Adjournment

There being no further business, the meeting is adjourned at 9:50 o'clock a.m.



Committee Matters: SCM 163/2024

Subject: Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1005**

THAT the report of the Active Transportation Coordinator dated April 3, 2024 entitled “Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6” **BE RECEIVED** for information.

Carried.

Councillor Fabio Costante voting nay.

Report Number: S 146/2023

Clerk’s File: MB/5331

Clerk’s Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are the same.
2. Please refer to Item 8.2 from the Environment, Transportation & Public Safety Standing Committee held on May 29, 2024.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240529/-1/10487>

Subject: Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6**Reference:**

Date to Council: May 29, 2024
Author: Kathy Quenneville
Active Transportation Coordinator
519-255-6100 ext. 6287
kquenneville@citywindsor.ca

Public Works - Operations
Report Date: April 3, 2024
Clerk's File #: MB/5331

To: Mayor and Members of City Council

Recommendation:

THAT report S 146/2023, "Wyandotte Street East Bikeway Reconfiguration" **BE RECEIVED** for information.

Executive Summary:

The most recent Council Directive to review the Wyandotte Street East Corridor to satisfy the Active Transportation Master Plan (ATMP) by providing cycling infrastructure along the corridor from Devonshire Road to Watson Avenue was born through multiple previous Council Reports beginning in 2016. Throughout these reports, Administration identified that the level of service for vehicular traffic on Wyandotte Street East would be negatively affected and that potential alternate routes be considered. The bike lanes that were installed on Wyandotte Street East from Glengarry to Devonshire between 2013 and 2014, did not include a road diet, nor was parking removed. These bike lanes no longer meet the recommendations in the revised Ontario Traffic Manual Book 18 (2021). The only facility that meets the recommendations for an arterial road servicing the volume of traffic currently being realized, is fully protected and/or off road facilities. In this report, the option considered was on street protected bike lanes however they are not possible in many locations throughout the corridor without significant reconstruction and/or removal of parking. While adjusting lane assignments would not require an Environmental Assessment, reconstruction (curb line changes, removal of center medians, etc.) may. And, removal of parking was not supported by the BIA.

The directive requested that Administration satisfy the ATMP. The ATMP notes that multi-modal corridors on major streets require further review to consider how they will accommodate active transportation given other competing priorities. Additionally, the ATMP notes that once studies have been completed on these major roads, it can be

determined whether bicycle facilities can be accommodated on the corridor or adjacent streets. In this case, Administration made previous recommendations that the corridor be accommodated on adjacent streets which does satisfy the recommendations in the ATMP. After further studies and review, Administration feels the previous recommendations still stand.

The previous directive did not include budget allocations. As noted in the Financial section of this report, the publically preferred option of on street protected bike lanes has both a significant initial capital cost and on-going yearly operating budget requirement. Consideration needs to be given to both if proceeding with a project of this nature.

Based on the above, Administration does not recommend the road diet and cycling facilities on Wyandotte Street East. Administration recommends the Riverside Drive corridor be the primary active transportation corridor for East/West movements with potentially some residential street facilities throughout for connections into neighbourhoods.

Background:

At the December 16, 2020 meeting of the Environment, Transportation and Public Safety (ETPS) Standing Committee, report S 155/2020 “Wyandotte Street East Corridor Review – Wards 4, 5 & 6” was brought forward with Administration recommending that it be received for information. The report concluded that reducing the number of through lanes on Wyandotte Street East, was not recommended, as an initial traffic analysis of the corridor indicated that it would cause poor levels of service.

The ETPS Standing Committee moved the Administration recommendation be received for information and it was brought to Council on January 18th, 2021, at which time Council adopted the following recommendation:

Decision Number: CR40/2021 ETPS 802

THAT Report S 155/2020 “Wyandotte Street East Corridor Review – Wards 4, 5 & 6” BE REFERRED back to Administration to narrow the focus as soon as possible, and to satisfy the Active Transportation Master Plan by providing cycling infrastructure along Wyandotte Street East; and,

That in-person public meetings BE HELD once permitted, as part of a consultation process that would include residents and businesses in the subject area.

This report provides a preliminary concept design for the preferred cycling infrastructure along Wyandotte Street East, from Devonshire Road to Watson Avenue, informed by in-person and online public consultation.

Previous Reports

Report S 55/2017, “CQ56-2016 Wyandotte Street East Windsor Loop Connection,” was brought before Council at its June 17, 2017 meeting. This report recommended that a functional design study be carried out for Wyandotte Street East cycling infrastructure.

Council directed that this recommendation be referred to Administration to await the completion of the Active Transportation Master Plan.

Report S 44/2018, “Bicycle Road Safety Audits - Top Cycling Collision Locations,” was brought before Council at its June 4, 2018 meeting. This report provided recommendations for the four City intersections with the highest number of cyclist collisions, including one intersection in the area identified in resolution CR563/2019, Wyandotte Street East at Drouillard Road. The report identified short-term safety improvements to be implemented immediately and long-term improvements to be referred to the Active Transportation Master Plan, which was under development at the time, for consideration.

Report C 87/2020, “Lane Closures for Physical Distancing - Wyandotte BIAs” was brought before Council at its May 25, 2020 meeting. This report reviewed the potential for lane closures – either for bicycle facilities or other uses – in the Pillette Village and Olde Riverside BIAs. This report resulted in resolution CR264/2020, which was addressed with report S 95/2020, and CR265/2020, addressed with report S 155/2020.

Report S 95/2020, “Wyandotte Street East Road Narrowing - Environmental Assessment Requirements” was brought before Council at its September 14, 2020. This report responded to CR264/2020 by providing details on the environmental assessment requirements that could apply to a roadway narrowing on Wyandotte Street East. The report was received for information.

Report S 155/2020 “Wyandotte Street East Corridor Review – Wards 4, 5 & 6”, was brought before the Environment, Transportation and Public Safety Standing Committee at its December 16, 2020 meeting. This report responded to CR 563/2019 and CR 265/2020 by reporting on the feasibility of a lane reduction along Wyandotte Street East to accommodate cycling facilities per the Active Transportation Master Plan recommendations and a report on other projects. Decision CR40/2021 directed Administration to narrow the focus, to satisfy the Active Transportation Master Plan by providing cycling infrastructure along Wyandotte Street East and to inform the preferred design through in-person public consultation. A copy of the report can be found in Appendix 1.

Active Transportation Master Plan - Wyandotte Street East as a Multi-Modal Corridor

The Active Transportation Master Plan (ATMP), *Walk Wheel Windsor*, was approved by Council on July 22, 2019 (CR378/2019). *Walk Wheel Windsor* identifies the entire length of Wyandotte Street as a multi-modal corridor, which includes the segment of focus in this report, between Devonshire Road and Watson Avenue. The segment from Devonshire Road to Albert Road is identified as a high to medium priority cycling facility and the remaining segment East to Watson Avenue, as a mainly low to medium priority corridor, as illustrated in Figure 1 below. Cycling facility prioritization is based on the following criteria: destination density, cycling potential, equity, commercial areas, community facilities, transit, cycling network classification, level of protection and network need.

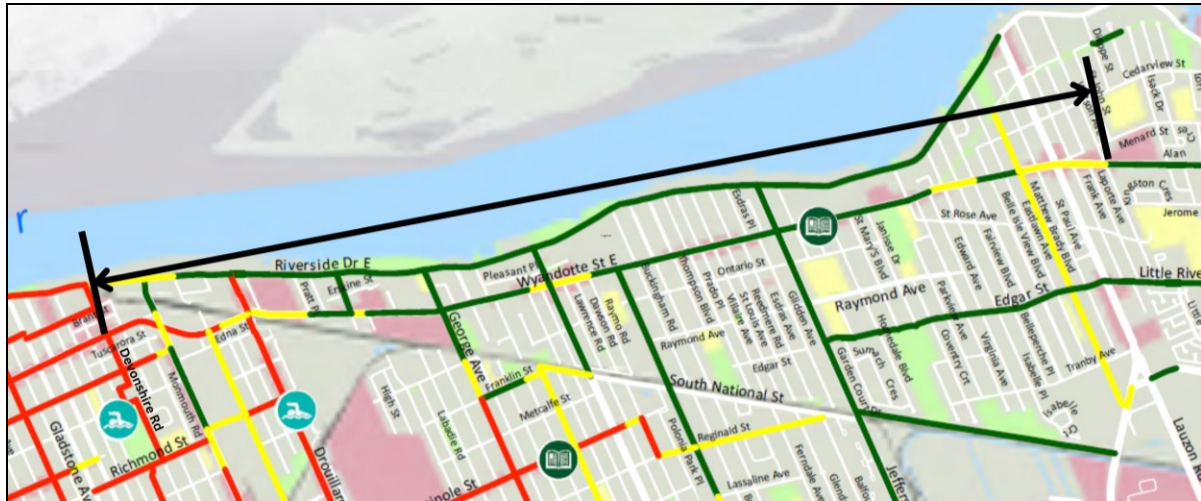


Fig. 1 – ATMP Bicycle Priority Network Map Highlighting Wyandotte St. E Multi-Modal Cycling Corridor (red – high priority, yellow – medium priority & green – low priority)

The ATMP describes multi-modal corridors as “*major streets that need further review to consider how they will accommodate active transportation given other competing priorities... Along these corridors there is a need to have an established process to consider the mobility of all modes and competing needs when implementing bicycle facilities... These multi-modal corridors will require more in-depth analysis through specific corridor studies or Environmental Assessments. Recognizing that these corridors serve desire lines within the bicycle network, these studies can determine whether bicycle facilities can be accommodated on the corridors or adjacent streets*”.

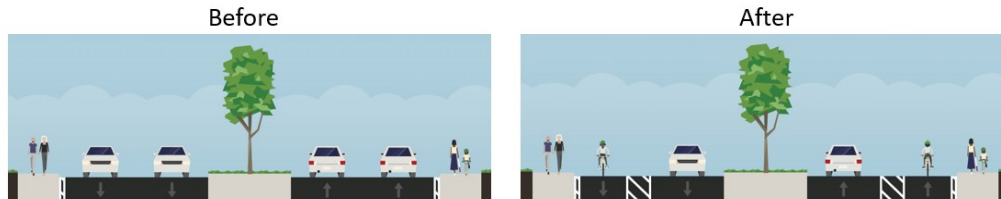
Discussion:

In proceeding with the direction of Decision CR40/2021, Administration prepared two design concepts to present for public consultation that would provide a bikeway along the Wyandotte Street East corridor.

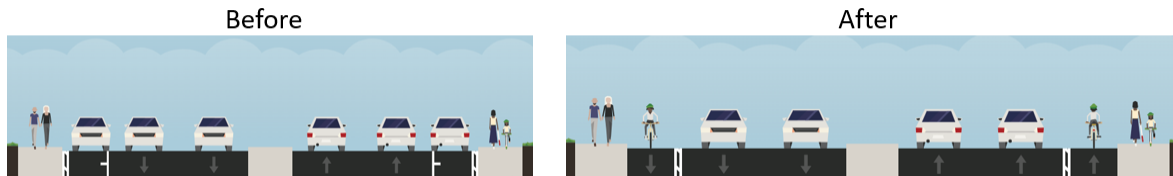
Public Consultation

At the time that Council directed Administration to proceed with public consultation to gather feedback regarding a road diet and cycling facilities along Wyandotte, Covid-19 public gathering restrictions were in place. Therefore, following the lifting of restrictions, in-person Public Information Centres (PIC) were held on May 11th and May 18th, 2022, as well as a pop-up event at Tecumseh Mall on June 4th and 5th, 2022. At these events, background information relating to the following three cycling infrastructure design concepts for street segments along the Wyandotte Street East corridor were presented:

1. **Alternative 1:** Bikeway with Road Diet – Number of driving lanes reduced from four lanes to two, to include cycling infrastructure while maintaining on-street parking.



2. **Alternative 2:** Bikeway without Road Diet – Provision of cycling infrastructure without a reduction of through lanes. Space for the bikeway would require the removal of on-street parking.



3. **“Do Nothing”:** Leave the Wyandotte East Corridor “as is”. If this approach is taken, there would still be opportunity to review the corridor to provide an alternative bikeway.

PIC attendees were asked to complete a survey either in person or online, to help inform a preferred design. Presentation materials were also available online. A total of 78 survey responses were returned through this PIC consultation.

42% (30/78) of respondents reported they do not travel by bike through the corridor, and of these respondents:

- 60% support a reduction in the number of driving lanes
- 50% support protected bike lanes
- 30% would like to keep parking available
- 23% would like to see middle turn lanes

Several open-ended comments indicated a preference for cyclists to be comfortable on Riverside Drive rather than on Wyandotte Street, that there would be less stops and therefore a more continuous cycling experience.

Administration also employed the services of a third party, Zencity, to obtain additional feedback through an online survey. The survey was made available between August and September 2022. The following are highlights of the 710 surveys returned:

- 88% of respondents travel the corridor by car, 38% of them commute to work or school through the corridor, and 55% of respondents travel through the corridor at least a few times a week.
- Alternative 1 was supported by 63% of respondents and was also chosen as the preferred option by 39% of respondents, making it the top pick out of the three

options. It is also the option respondents would want to see the most of if a mixture of alternatives was chosen.

- 52% of respondents would like bike lanes to be fully protected and not just buffered or painted bike lanes.
- Over half of respondents thought travel time during rush hour was important.
- When asked what other aspects of the corridor were important and what should be prioritized when redesigning the corridor, respondents said they'd like to see an emphasis on safety.

A copy of the PIC presentation, PIC and online survey questions, as well as the Zencity survey report may be found in Appendices 2, 3 and 4, respectively.

Preliminary Design for Preferred Roadway

Based on feedback received from public consultation, a preliminary concept design was completed reflecting preferred Alternative 1, a Road Diet that would accommodate buffered bike lanes, and which would maintain on-street parking spaces. Road Diet lane reallocation would be achieved through the removal of existing lane pavement markings and the addition of new pavement markings to reorganize driving lanes to parking lanes, bicycle lanes or continuous left turn lanes. No physical construction has been considered, however may be recommended in a final design for the roadway for safety improvements. Pedestrian facilities reflect their current condition.

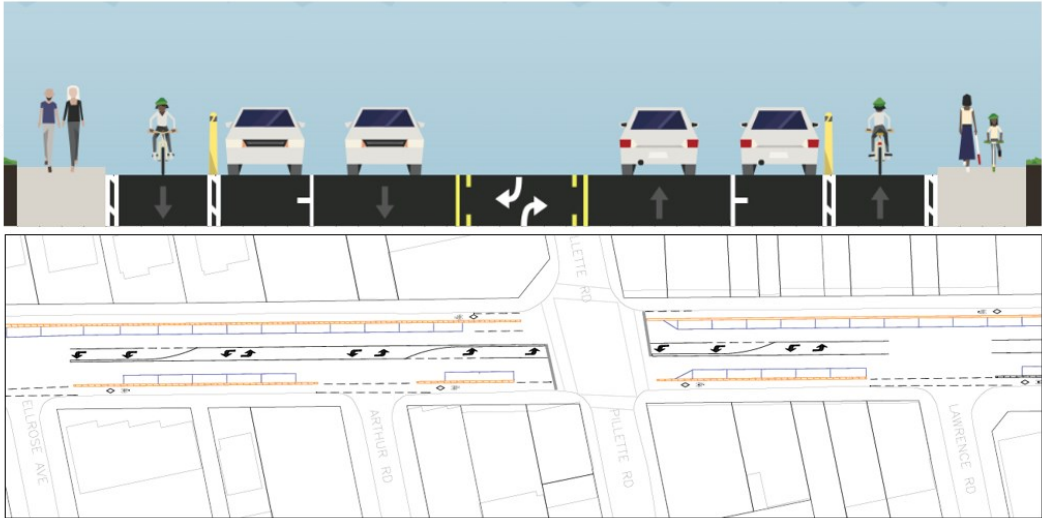
The concept design changes the geometry of the existing road width by reducing the number of vehicle through lanes and including painted buffered bike lanes. To provide protected bike lanes, physical barriers such as flexible bollards, concrete curbs and planters, may be applied wherever possible in the buffer zone located between the vehicle through lanes and bike lanes to increase cyclist comfort and safety. However, the presence of driveways, transit stops, and special parking needs prevent the use of physical barriers in those locations.

The following road segment example in Figure 2 below illustrates the existing road condition, as well as the Alternative 1 Road Diet design. The complete preliminary design of the bikeway is provided in Appendix 4.

- Existing Condition:**
- 2 driving lanes in each direction
 - On-street parking



- Alternative 1
Lane Reconfiguration:**
- 1 driving lane in each direction
 - Continuous centre left turn lane
 - Parking lane
 - Buffered/protected bike lane at curb



LEGEND	
DESCRIPTION	SYMBOL
BIKE LANE	
BUFFER ZONE	
PARKING	

Fig. 2 - Example of Wyandotte Street Lane Reconfiguration – Elrose Ave. to Lawrence Rd.

The annual daily traffic volumes measured along the roadway between 2015 and 2020 ranged between 19,000 and 21,700 vehicles. At these volumes, and with the existing speed limit of 50 km/h, the recommended Ontario Traffic Manual (OTM) Book 18 bikeway along this corridor should include physically protected barriers between cyclists and vehicles, or an off-road bike facility in the boulevard. However, due to the existing width of the road and right-of-way, the only option would be on-road bike facilities for a quick build project.

By placing the bike lane at the curb and installing physical barriers between cyclists and traffic or parked cars, a dedicated space is created for the exclusive use of cyclists which provides them with a greater sense of safety. However, it would not be possible to provide protected bike lanes through the use of physical barriers along a significant length of the roadway, due to the presence of a large number of driveways and cross-streets.

Where barriers may be applied, consideration must also be made for the associated on-going operation and maintenance costs, which would be significantly higher than standard painted buffered bike lanes. Damaged barriers would need to be purchased and replaced, and personnel and specialized equipment would be required for year-round maintenance of the bike lane, including winter control and sweeping.

The U.S. Department of Transportation Federal Highway Administration (FHWA) Road Diet Informational Guide, suggests that *“while Road Diets can improve safety and accommodate motorized and non-motorized transportation modes along a corridor, they may not be appropriate or feasible in all locations.”* The guide states that in order to determine if a Road Diet is appropriate, a feasibility study should be completed, with consideration for a number of factors including roadway function, traffic flow (level of service), traffic volume (daily and peak), driveway density and access control, transit routes, number and design of intersections, parallel roadways, turning volumes, among a number of others. Although Wyandotte Street East has been identified in the Active Transportation Master Plan as a multi-modal corridor in the City’s cycling network, the following factors, at a minimum, require careful consideration before deciding to implement a Road Diet to include a bikeway along the busy arterial road.

- **Vehicle Level of Service**

Level of Service (LOS) defines how well vehicle traffic flows along a street or road, and not only considers travel time and peak hour traffic, but also turning movements and queues at intersections. A high LOS means traffic flows easily and low LOS indicates there is congestion.

A preliminary traffic study completed for the Wyandotte Street East corridor was included in the report S 155/2020 and was presented at the Environmental, Transportation & Public Safety Standing Committee (found in Appendix 1 of this report). The study looked at traffic flow and turning counts at signalized intersections for existing conditions and those anticipated with a Road Diet. Results indicated that a Road Diet would decrease peak AM and PM hour LOS for vehicles travelling along a number of segments of the roadway, in both east and westbound directions. This decreased LOS was also anticipated in segments of the road where there was already an existing poor LOS.

Based on the results of the 2020 corridor review, the report concluded that a road diet was not recommended.

- **Traffic Volume – Average Daily and Peak Hour Traffic**

The US DOT FHWA Road Diet Informational Guide recommends that roadways with the following criteria may be good candidates for a Road Diet:

- Average Daily Traffic (ADT) of 20,000 or less vehicles per day (vpd)
- 750 vehicles per hour (vph) or less, per lane, per direction at peak travel times

These threshold values serve as guidance for decision-makers to assess whether a Road Diet is a viable option for a roadway and which have been adopted by the City of Mississauga, as well as in a number of U.S. jurisdictions.

If the ADT exceeds 20,000 vpd, it is recommended that a detailed feasibility study be completed to determine if the roadway is a good candidate for a Road

Diet. Also, if peak hour volumes exceed 875 vph, Road Diet feasibility is less likely and a reduction in arterial LOS would be expected during the peak period.

The City of Windsor's most recently measured ADT volumes for the roadway between Walker Road and St. Rose Avenue from 2015 to 2020 fell between 19,000 and 21,700 vpd. Also, analysis of 2022 weekday traffic volume for the road segment between Ellrose Avenue and Dawson Road, surrounding the Pillette Road intersection, resulted in an ADT of over 23,000 vpd and the peak hour traffic at over 890 vph per lane in each direction. These findings suggest that the Wyandotte Street East corridor is likely not a suitable candidate for a Road Diet, as both the daily and peak volumes exceed the industry recognized threshold values.

Furthermore, the corridor is expected to experience even more significant traffic volumes as a result of the residents moving into multiple multi-unit developments slated for construction in the near future.

- **Parallel Roadways**

Road Diets can cause the diversion of traffic to parallel routes and also shift travel to local streets as “cut-through” traffic. The closest arterial road to Wyandotte Street is Riverside Drive. Riverside Drive and the local streets surrounding Wyandotte Street will most likely receive traffic diverted from a reduced lane Wyandotte Street, since the next east-west arterial road is Tecumseh Road East, which lies more than 2 km to the south.

The Riverside Drive Vista project is being completed in the same northeastern area of the City, and includes on-road buffered bike lanes. As noted in the Vista Project Environmental Assessment (EA), its intention is to reduce vehicle speed, reduce traffic volume and divert traffic from Riverside Drive to other parallel routes, improve safety and make Riverside Drive into a Scenic Drive. The EA states that the “...*most important element of traffic diversion is to provide Wyandotte Street East with the capacity and operational characteristics to attract and accommodate through traffic diverted from Riverside at an acceptable level-of-service.*” A decrease in the number of driving lanes along Wyandotte, will create a challenge in meeting this EA objective as there is currently a significant volume of traffic along both Riverside Drive and Wyandotte Street along the segments intended for the Wyandotte Street bikeway, as shown in Table 1 below.

Table 1: Annual Average Daily Traffic (AADT) measurements (2015-2020)

Walker Rd. to St. Rose Ave. Segment	AADT Range (vehicles/day)
Riverside Drive	15,000 – 17,000

Wyandotte Street	19,000 – 21,700
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With an anticipated decrease in LOS along the length of Wyandotte Street associated with a Road Diet, traffic would likely be diverted to side streets and to the closest east-west arterial, which is Riverside Drive, rather than further south to Tecumseh Road. This would be in conflict with the intentions of the Riverside Drive Vista Project.

Construction to complete Phase 2A of the Riverside Drive Vista project began in September 2023. Associated road closures will occur intermittently between Ford Boulevard and St. Rose Avenue through 2024, 2025 and 2026.

Construction on the next phase of the project, between Ford Boulevard and Strabane Avenue, is anticipated, based on the 2024 10-year capital budget, to begin as early as 2030 with an additional three (3) to four (4) years of construction. Therefore, there will be a significant amount of time where additional construction-related traffic volume will be diverted to Wyandotte Street from Riverside Drive.

- **Transit**

The Transit Windsor “Crosstown 2” route, which runs along this segment of Wyandotte Street East, has a 10 - 15 minute stop frequency at peak time and experiences high ridership at the majority of its 51 transit stops along this corridor. Buses would be required to encroach the cycling lane at transit stops, and the shared cycling/bus lane of the preferred bikeway would essentially act as a bus bay, where additional time would be required to exit the shared lane into traffic in the only vehicle through lane, and this could increase route time. This would be similar to transit stops along Wyandotte Street in the downtown area, as shown in Figure 3 below. Additionally, buses parked to load and unload may sit for several minutes, depending on riders needs (e.g. wheelchair and bicycle loading/unloading), which could force cyclists into the roadway, creating a safety risk.



Fig. 3 – Transit bus encroaching bike lane on Wyandotte St. & Aylmer Ave.

The transit industry recommends the use of vehicle through lanes for transit stops, due to the above noted difficulties with ingress and egress into and out of a shared bus/bike lane. This could be addressed by the addition of special “pop-

up” ramps, or more permanent transit islands, as illustrated in Figure 4 below. However, these transit accommodations would significantly increase the cost of the bikeway. The installation of permanent transit islands could also present road drainage issues, requiring the addition or relocation of catch basins, significantly increasing the scope and cost of this project. Traffic flow would also be impacted as buses would be continuously stopping in the only vehicle through lane.

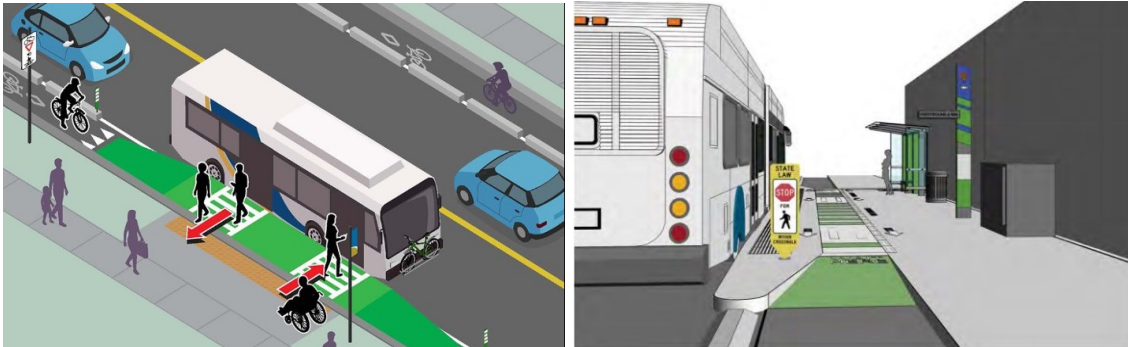


Fig. 4 – Illustration of protected bike lane transit stop “pop-up” ramp (left) and transit island (right)

- **Emergency Response Vehicles**

As reported by Windsor Fire and Rescue Services (WFRS), the current call volume along Wyandotte Street East and surrounding neighbourhoods is significant and the only other nearby east-west arterial is Riverside Drive. With a single through lane in each direction, there is concern that an anticipated increase in traffic density along the corridor, combined with protective barriers in place, will leave limited space for motorists to yield the right of way to fire response vehicles. Consequently WFRS response times may be increased. This challenge would also extend to other emergency response vehicles.

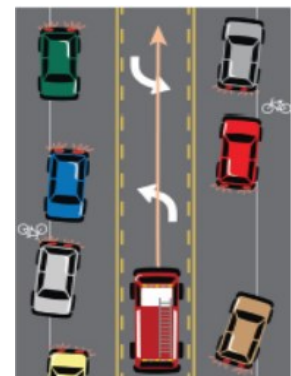


Fig. 5 – Emergency vehicles using bi-directional left turnlane

A U.S. Department of Transportation publication “Road Diet Mythbusters – Road Diets and Emergency Response: Friends, Not Foes” provides case studies where road diets actually improved emergency response time. This improvement was attributed to the presence of a two-way turn centre lane that “provides a predictable path for emergency vehicles” to travel, as illustrated in Figure 5. However, on Wyandotte Street East, there are a number of centre medians present along much of the length of the road, and the length of available centre left turn lanes would be limited. Protective barriers could not be placed along segments with centre medians, as they would pose challenges for other vehicles to yield to emergency response vehicles, since the bike lane is the only available space for them to maneuver into.

- **Number of Driveways**

Volumes and patterns of turning vehicles should also be assessed when considering the feasibility of a Road Diet. There are approximately 201 driveways and business accesses along the 6.2 km length of roadway, averaging 32 driveways per kilometer. Additionally, the corridor features 13 signalized and 33 un-signalized intersections. Although the 2020 traffic study determined anticipated turning counts at signalized intersections, the presence of driveways and un-signalized intersections will introduce additional turning movements, further impacting the roadway Level of Service (LOS). Moreover, these turns may cause issues if motorists attempt to use two-way left turn lanes to access driveways that are opposite each other.

Turns into and out of driveways, business accesses, and side streets also represent a high density of conflict points for cyclists along the bikeway, and protective barriers cannot be placed within these areas.

- **Pedestrian Facilities**

This report specifically focuses on the inclusion of cycling facilities within the existing Wyandotte Street East roadway. A review of existing pedestrian facilities for potential improvements, particularly at intersections, may also be considered in a detailed design. However, implementation of these improvements could significantly increase the required budget for the project and will only be considered when funding is available.

Other considerations in the implementation of a bikeway on Wyandotte Street East:

Other Active Transportation Projects in the Queue

Designs have been completed for two projects which have been identified by the ATMP as priority bikeways, and which are key connections to facilities being built within the next two years. These projects, as well as connections to bikeways that are existing and in-progress are shown in Figure 6.

1. Shepherd Avenue local street bikeway (high priority)
 - Between Janette Avenue and Kildare Road
 - Connects with:
 - i. In-progress Victoria Street local street bikeway - University Ave. to Shepherd St. (high priority);
 - ii. Existing bike lanes along Gladstone Ave. and Lincoln Rd.; and
 - iii. In-progress Kildare Rd. local street bikeway -Ottawa St. to Tecumseh Rd. E. (high-medium priority)
 - Estimated cost: \$1,000,000

- The construction of this project was dependent on funding received from the National Active Transportation Fund, and the City was notified in early 2023 that their bid to obtain a grant was denied. Therefore, the project has been put on hold.
2. Walker Road, Munsee Street, Turner Road and Seneca Street multi-use trail (medium-low priority)
- Connects with:
 - i. In-progress Kildare Rd. local street bikeway (high priority)
 - ii. Existing bike lanes on Seminole St.
 - Estimated cost: > \$550,000

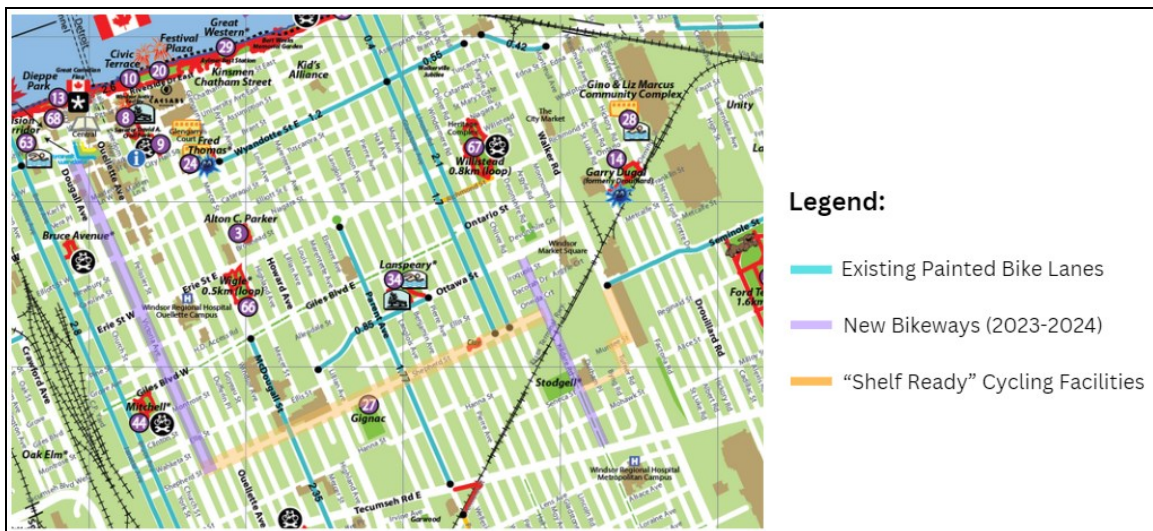


Fig. 6 – Bikeways approved and ready for tender and construction

Additionally, a third project addresses a gap in the existing pathway that runs along Grand Marais Road East, between Walker Road and Central Avenue:

3. Grand Marais Multi-Use Pathway (MUP)
- 100 m in length
 - Estimated cost: \$100,000

These projects are shelf ready for tender and construction. Since the City is unable to offset costs of the bikeways through the National Active Transportation Fund program, and there is currently no grant program funding available to leverage additional funding, Administration would be required to pull funds forward from the Bikeways Development budget in future years in order to complete them. More detail regarding anticipated project costs and funding may be found in the Financial Matters section below.

In addition to larger projects noted above, Administration is working on preliminary plans for a number of other ATMP identified high priority network connections, and which would also require funding. Below are a just a few examples of existing bikeways that would be connected:

- Riverfront Trail/University Ave. bike lanes to Sandwich Town bike lanes and multi-use trail leading to the Gordie Howe International Bridge.
- Ottawa St. bike lanes to future Shepherd St. local street bikeway
- Multi-use trail on Matchett Rd. to bike lanes on Prince Rd.
- Bike lanes on Rose St. to Hawthorne Dr. cycle tracks

Operational Impacts

There are several operational impacts associated with the installation of protective barriers within bike lane buffer zones. The roughly 2 m wide protected bike lanes would require specialized equipment made specifically for maintaining narrow lanes. Currently, the City of Windsor does not have the equipment needed for street sweeping and snow clearing on these protected bike lanes. Therefore, operational funding will be required for the maintenance of the protected bike lanes. Whether this work is performed by additional City staff with equipment that is yet to be purchased, or by contractors, additional ongoing funding will be required.

There will also be ongoing maintenance costs to annually replace damaged barriers, and for planting, watering, and repair of damaged planters, if decorative planters are used as physical barriers.

Additional resources would be required for annual repainting of new bike lane markings and painted lines on the roadway along the corridor placed to delineate the bike lane, buffer zones, conflict areas and lane demarcation through intersections. The coloured thermoplastic coating applied in conflict areas, such as intersections, major driveways and transit stops would need reapplication every 5 years. New bikeway signage would also be installed, per OTM Book 18 guidelines, and these signs would need to be inspected and replaced as required.

The addition of bike lanes and physical barriers along the corridor could also affect the level of service of curbside waste and recycling collection. Additional time would be required by collectors to walk through the parking and bike lanes, and if in place, some barriers such as concrete curbs may pose a potential trip hazard for collectors.

Also, Transit Windsor noted they would require an increase in operational funding to maintain the route's current LOS, if their LOS decreases due to increased route travel time resulting from a shared bus/bike lane at transit stops.

Maintenance Costs

Ongoing maintenance associated with the project, such as the replacement of signs, pavement markings, purchase and replacement of damaged protective separators, and for street sweeping and snow clearing, will incur new ongoing costs not reflected in the current operating budget. With a final design, a more detailed cost estimate for annual maintenance will be required, along with the identification of a source of funds.

Road Diet Alternatives

If the provision of a bikeway through a Road Diet is not feasible along the length of the Wyandotte Street East corridor, there are a number of options that could address public concerns regarding speeding, safety and to add a key east-west route to the cycling network in the area.

1. Focus on Pedestrian Safety and Traffic Calming on Wyandotte

The top concern of survey respondents was the need for safety along Wyandotte Street, with perceived issues of speeding vehicles. However, a review of daily speed data measured from April 30, 2021, to April 30, 2022, along the corridor between Drouillard Road and Lauzon Road revealed the following:

Average speed: 45 km/h
 Average 85th percentile speed: 59 km/h

This data, as well as the resulting average weekday speeds, shown in Figure 7, provide insights into the actual speed behavior of vehicles along the corridor. It appears that the majority of speeding along the corridor occurs during the late evening and early morning hours, specifically between 7:00 p.m. and 6:00 a.m., additionally, the average speed throughout all hours remains below 50 km/h. Given this information, solutions to address speeding concerns should be tailored to target these non-peak hours, particularly during the early morning and late evening.

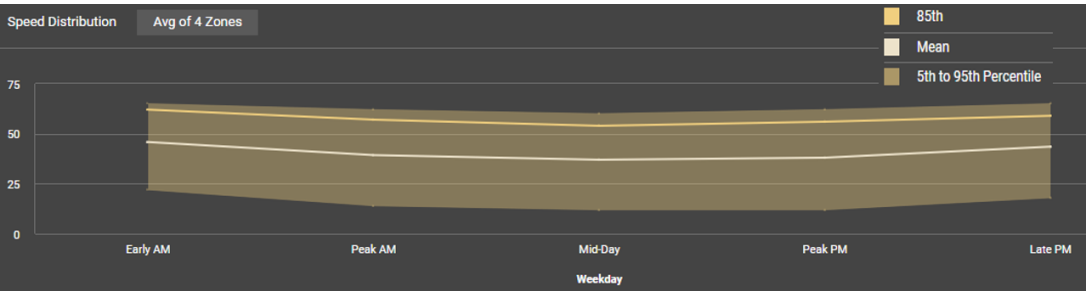


Fig. 7 – Weekday speed distribution measured along Wyandotte

Collision data was also reviewed for two areas along Wyandotte Street East: from Glengarry Avenue to Devonshire Road, where there are currently painted bike lanes adjacent to on-street parking, and the segment that is the subject of this report, between Walker Road and Lauzon Road. Table 2 compares the vehicle collisions and those collisions involving cyclists of both segments.

Table 2: Collision data collected along Wyandotte Street East from 2020 to 2023

	Glengarry Ave. to Devonshire Rd.			Walker Rd. to Lauzon Rd.	
Total length of roadway (km)	1.7			5.5	
4-Year total number of collisions	374			574	
Number of collisions per km	227			105	

	2020	2021	2022	2023	Total
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Glengarry to Devonshire	Total Collisions	71	98	89	116	374
	Collisions Involving Cyclists	2	9	4	3	18
	Cyclist Collisions per km	1.2	5.5	2.4	1.8	
	% of Collisions Involving Cyclists	3%	9%	4%	3%	5%
Walker to Lauzon	Total Collisions	106	117	165	186	574
	Collisions Involving Cyclists	4	5	5	3	17
	Cyclist Collisions per km	0.7	0.9	0.9	0.5	
	% of Collisions Involving Cyclists	4%	4%	3%	2%	3%

The four-year data reveals that the presence of painted bike lanes without protection or buffer zones between Glengarry Avenue and Devonshire Road fails to enhance cyclist safety. This section records a higher number of collisions compared to the segment between Walker Road and Lauzon Road. This underscores the notion that improperly implemented bike lanes may exacerbate safety concerns rather than mitigate them. It's important to note in our analysis that the upcoming proposed stretch will lack full protection. The installation of on-road, unprotected bike lanes has not yielded the anticipated safety benefits for cyclists. Given the constrained opportunity to integrate protected bike lanes east of Walker Road, there's a possibility of a decline in cyclist safety.

While traffic calming measures aim to improve safety for all road users, it's important to note that arterial roads like Wyandotte Street require a different approach compared to local streets. Arterial roads are designed to accommodate large volumes of traffic, and while safety is a priority, there's a delicate balance between implementing traffic calming measures and maintaining the flow of traffic. Some of the traffic calming and safety options the City is considering:

- Reducing lane width through line painting (center and lane dividers)
- Automated Speed Enforcement in Community Safety Zones (Council has approved the BIA areas as Community Safety Zones)
- Speed radar feedback signs
- Coordination with Windsor Police for targeted enforcement
- Administration is investigating other technology available and working with Windsor Police of a few options

2. Bike Facility on Riverside

Until the next phase of the Riverside Vista project can be completed, which could begin in 2030, a multi-use pathway could be constructed in the existing right of way along Riverside Drive to provide a bikeway that would bridge the gap between the existing painted bike lanes ending at Strabane Avenue and the buffered bike lanes that will end at Ford Boulevard upon completion of the Riverside Vista Phase 2A currently under construction. Bridging this gap would provide a continuous east-west bikeway along the City's waterfront, from the Ganatchio Trail at the City's eastern border, along Riverside Drive, to the

Riverfront Trail, through Sandwich Towne, to the Gordie Howe International Bridge and to the Windsor-LaSalle border west of the bridge. The addition of this pathway would also enhance two tourist routes, the Trans Canada Trail and the Waterfront Trail.

A pathway along Riverside would address some of the challenges noted in this report associated with placing bike lanes along Wyandotte Street. Notably, with few driveways, there are significantly less conflict points between vehicles and cyclists, as well as fewer signals, vehicle turning movements, and lower traffic volume. Furthermore, being off-road, it would provide an AAA (All Ages and Abilities) bikeway that is comfortable to cyclists of all levels.

This pathway could be constructed within the same timeframe as the completion of the Vista Phase 2A bike lanes. However, it is estimated that this interim solution would come at a cost of approximately \$1.2 million.

3. Revisit Wyandotte Street as a Multi-Modal Corridor

The ATMP emphasized that when addressing the provision of a bikeway in multi-modal corridors, in-depth studies are necessary to determine if *“bicycle facilities can be accommodated on the corridors or adjacent streets”*.

In Report S 155/2020 “Wyandotte Street East Corridor Review – Wards 4, 5 & 6, Administration provided a number of options that addressed the complexity of the corridor and the unlikelihood of a full corridor Road Diet to accommodate a bikeway. Depending on the characteristic of the roadway along various segments, a combination of “Quick Win” and long-term options were provided in the form of:

- On-road bike lanes with removal of travel lanes (Road Diet)
- On-road bike lanes with removal of on-street parking
- Road reconstruction (one small segment)
- Nearby alternate routes

Where it was not likely that cycling facilities could be placed along Wyandotte Street, the report noted that “as an alternative to providing bicycle lanes on Wyandotte Street East itself, an alternate route could be provided on a local street bikeway between Westminster Boulevard and Riverdale Avenue using Ontario Street, St. Rose Avenue, Watson Avenue, and Jerome Street.” These Local Street Bikeways are calmer, have significantly less traffic than a busy arterial and they are considered AAA bikeways, meaning they are more comfortable for cyclists of all ages and abilities.

The report noted that this route was a good candidate for acceleration, as well as other bikeway projects on some north-south roads that intersect Wyandotte Street in the section identified for review.

Risk Analysis:

The introduction of a bikeway along Wyandotte Street East through the implementation of a Road Diet, may create a number of financial, operational and community risks. The introduction of a bikeway along Wyandotte Street East through the implementation of a Road Diet, may create a number of financial, operational and community risks, such as:

- The provision of a roadway that operates over capacity.
- Using future year Bikeways Development funds to complete this project could prevent Administration from completing other bikeway projects that are currently “shelf ready” for tender and construction, or others that have been identified as having a higher priority by Walk Wheel Windsor.
- The provision of a bikeway that may not be supported by some in the community who oppose the changes necessary to build active transportation facilities.
- The provision of a bikeway that may not be fully utilized if it is not considered comfortable for users of all ages.
- The provision of a bikeway that is not fully utilized or sustainable, if funding and resources are not provided for its operation and maintenance needs.

The risks of not implementing a bikeway along the corridor:

- Falling short of mode share targets set in the Active Transportation Master Plan and Community Energy Plan; the key principles of which were approved by City Council.
- The provision of an active transportation network that is underutilized due to a lack of connectivity, rider comfort and/or lack of suitability.
- The provision of an active transportation network that falls short of providing accessibility to affordable transportation options for those experiencing high equity needs.

The magnitude of these risks as well as the appropriate mitigation strategies would depend on the specifics of a comprehensive multi-modal traffic and feasibility study that should be completed prior to a final detailed design.

Climate Change Risks

Climate Change Mitigation:

In Council Report S 155/2020, carbon dioxide emissions for the preferred Road Diet design were calculated based on estimated fuel consumption provided by Synchro 10 traffic analysis software. It was estimated that with the addition of cycling infrastructure and a reduction in the number of driving lanes, there would be an initial increase in congestion and associated carbon dioxide emissions, 5% greater than the “Do Nothing” scenario by 2030.

Providing safe cycling routes encourages the use of bicycles as a zero emission alternative to vehicles. The Walk Wheel Windsor plan identified the priority routes for cycling infrastructure. The prioritization was based on an objective, systematic, GIS-based methodology which include 10 criteria for the cycling network. This report

highlights a number of shelf ready projects that have higher priority rankings within the Walk Wheel Windsor Plan, providing more cycling facilities faster will allow more riders to cycle safer and reduce transportation emission faster.

Climate Change Adaptation:

As climate change presents more global and local threats, some forms of active transportation may provide an alternative mode of travel, where other methods of travel may not be available or accessible. Warmer winter temperatures may also encourage year-round cycling.

Financial Matters:

Administration has provided costs associated with the public preferred Road Diet design, Alternative 1, which includes protected bike lanes and on-street parking. The total estimated capital cost, as well as the estimated ongoing annual maintenance costs are summarized in tables 3 and 4 below.

INSTALLATION CAPITAL COSTS:

Table 3:

CAPITAL COST SUMMARY:	Road Diet with Protected Bike Lanes	Funding Source
INITIAL INSTALLATION:		
Engineering - Design	\$ 147,233	Bikeway Development Project OPS-014-07
Signals	\$ 49,200	Bikeway Development Project OPS-014-07
Painting	\$ 306,593	Bikeway Development Project OPS-014-07
Protected Lane Treatments	\$ 387,175	Bikeway Development Project OPS-014-07
Signage	\$ 113,730	Bikeway Development Project OPS-014-07
Non-Refundable HST Costs	\$ 2,591	Bikeway Development Project OPS-014-07
Contingency	\$ 171,340	Bikeway Development Project OPS-014-07
Total Capital Installation Cost	\$ 1,177,861	
EQUIPMENT:		
Sweeper Unit	\$ 309,368	Fleet Additions Project OPS-022-07
Trailer	\$ 10,000	Fleet Additions Project OPS-022-07
Non-Refundable HST Costs	\$ 5,621	Fleet Additions Project OPS-022-07
Total Equipment Capital Cost	\$ 324,989	

Included in the table 3 cost estimates: physical separators, road line painting and markings, coloured thermoplastic conflict zone and bus bay markings, thermoplastic bike symbols and bus stop markings, and signal realignment.

The initial installation of the bike lanes in the option above would require capital funding from the Bikeway Development Program budget, OPS-014-07. There is approximately \$1.3M in available funding in the Bikeway Development Project at the time of writing this

report. The 2024 approved 10-year capital plan for Bikeway Development includes the following budget allocations:

2024	2025	2026	2027 to 2030	2031	2032	2033
\$ 400,000	\$ 400,000	\$ 400,000	\$ 100,000/yr	\$ 600,000	\$281,000	\$670,000

Currently, there would be \$1.0M in future funding available for pre-commitment, as pre-commitment of funding is limited to 5-years inclusive of the current year (2025 through 2028).

The estimated cost of other “shelf-ready” bikeway development projects include:

Shepherd Ave. Local Street Bikeway (Janette to Kildare)	\$ 1,000,000
Walker/Munsee/Turner/Seneca MUT	> \$ 550,000
Grand Marais Trail Connection	\$100,000

Funding Summary:

Available funding in Bikeway Development Program	\$1,300,000
Funding available for pre-commitment of future funds	\$1,000,000

Less: Potential bikeway project estimates:

Wyandotte Street East	(\$1,177,861)
Shepherd Ave. Local Street Bikeway	(\$1,000,000)
Walker / Munsee / Turner / Seneca MUT	>(\$ 550,000)
Grand Marias Trail Connection	(\$ 100,000)

Funding Shortage **> \$ (527,861)**

In order to complete the entire length of the Wyandotte Street East bikeway as presented in this report, available funding would not cover the other shelf ready projects. Currently, there are no known active transportation grant programs available to leverage funds to offset project costs. Administration would have to rely on leveraging bikeways projects where applicable through approved road reconstruction and resurfacing projects, as well as defer to the budget approval process to request additional funding for other bikeway or ATMP work required.

Bikeways Development funds are also to be utilized for other aspects of ATMP implementation, including the provision of end of trip facilities, education, engagement and promotion. Therefore, there would be no funding available for these non-project related aspects of the ATMP for the next five years.

In addition to the capital cost of installation of the bike lanes, there would also be capital cost requirements for the purchase of a specialty sweeper and trailer. The cost of the sweeper and trailer is approximately \$325,000 including non-refundable HST costs. This is not included in the \$1,177,861 estimate listed in the above therefore would require to be funded from a different source.

ONGOING ANNUAL MAINTENANCE COSTS:

As outlined in Table 4 below, annual maintenance cost estimates include winter control and sweeping of protected bike lanes, re-painting of lines and pavement markings, replacement of damaged separators, maintenance of decorative planters used as attractive separators in locations such as BIAs, rental of specialized equipment, and additional operational staff.

In order to maintain bollards and other protective measures in place year-round, specialized equipment will be needed for debris and snow removal. For debris removal, the city would be required to purchase a new sweeper and trailer that would be added to the corporate fleet as a dedicated unit, with an annual rental of the units charged to Environmental Services. Environmental Services would also require an additional operator to perform required sweeping services related to the new protected bike lanes, as there is currently no capacity to perform enhanced services with existing staff. As for winter control, the city will need to engage contracted services since it currently lacks the appropriate equipment for snow removal.

Table 4:

ONGOING ANNUAL MAINTENANCE COSTS:	Road Diet with Protected Bike Lanes
Enhanced Winter Control Services (contracted service)	\$ 265,000
Replacement of damaged flex bollards	\$ 36,347
Sweeping (internal forces)	\$ 77,174
Line painting & pavement markings (internal forces)	\$ 59,119
Planter Maintenance (internal forces)	\$ 6,178
Non-refundable HST Costs	\$ 4,664
Street Sweeper and Trailer	\$ 117,495
Street Sweeper Operator	\$ 89,000
Total Ongoing Annual Maintenance Costs	\$ 654,977
Removal and installation of flex bollards annually (winter season)	\$ 78,000

ADDITIONAL CAPITAL REQUIREMENT:

Should Council support proceeding with the project, application of thermoplastic conflict zones, bus bay markings, bus stop markings, and bike symbols will be required on a 5-year application cycle. Application of thermoplastic would be funded from an existing capital program for pavement markings, OPS-007-16. A funding increase would be required in 2029 and every 5-years thereafter. The present value cost estimate related to the Wyandotte East thermoplastic installations is \$199,240. Administration would develop the required capital budget using an inflationary factor of approximately 3%, which equates to a 2029 budget requirement of \$231,000. Funds from the overall Traffic

Operations capital works budget can be redirected to fund the thermoplastic application going forward.

Consultations:

Stacey McGuire – Executive Director of Engineering
Adam Mourad – Engineer II, Engineering
Jim Leether – Administrator, Waste Collection Contracts & Operations
Phong Nguy – Manager of Contracts, FS Maintenance
Roberta Harrison – Coordinator, Maintenance Operations
Ian Day – (A) Senior Manager, Traffic Operations & Parking Services
Bill Kralovensky – Coordinator, Parking Services
Karina Richters – Supervisor, Environmental Sustainability & Climate Change
James Chacko – Executive Director, Parks & Facilities
Jason Scott – Manager of Transit Planning, Transit Windsor
Barry Horrobin – Director of Planning & Physical Resources, Windsor Police Service
Stephen Laforet – Fire Chief, Windsor Fire and Rescue Service
Mike Dennis – Manager, Strategic Capital Budget Development & Control

Conclusion:

The Wyandotte Street East bikeway option preferred through public consultation, which includes a Road Diet where the number of driving through lanes would be reduced to accommodate buffered bike lanes and protective barriers added wherever possible, while also maintaining on-street parking, would enhance the City's cycling network by providing a key east-west connection.

Despite the desirability to have a protected bikeway along the entire roadway, initial assessments suggest it may not be achievable through a Road Diet. A 2020 traffic study indicated that a Road Diet would negatively impact the level of service (LOS) in a number of segments, with implementation not being recommended. Recent measurements of daily and peak road volumes also indicate that a Road Diet is likely not feasible, based on recognized threshold values. Increased traffic on Wyandotte would force vehicles onto Riverside Drive, potentially undermining the goals of the Vista project.

There are alternative viable options that can be explored to provide a key east-west bikeway within the corridor, catering to the needs of users by offering cycling facilities that are safer and more comfortable than those on a busy arterial road. However, Administration is not recommending that these options be prioritized over other higher-priority projects that are ready for construction. The Active Transportation Expert Panel can provide input regarding the prioritization of future projects, including bikeways in this corridor, as well as others identified in the Active Transportation Master Plan. In the interim, Council has recently approved funding for the application of traffic calming measures to immediately address safety and speeding concerns along the roadway.

Planning Act Matters:

N/A

Approvals:

Name	Title
Cindy Becker	Financial Planning Administrator
Shawna Boakes	Executive Director of Operations
Mark Winterton	(A) Commissioner of Infrastructure Services
Janice Guthrie	Commissioner of Finance and City Treasurer
Janice Guthrie for Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email
Councillor Gignac		
Councillor Sleiman		
Councillor M. McKenzie		
Brian Brown	University of Windsor	
Lori Newton	Bike Windsor Essex	

Appendices:

- 1 Report S 155/2020 "Wyandotte Street East Corridor Review – Wards 4, 5 & 6",
- 2 Wyandotte St E Corridor Review-PIC Boards
- 3 Wyandotte St E PIC Comment Form and Online Survey
- 4 Windsor Road Diet Survey September 2022
- 5 Wyandotte St E Bikeway Preferred Design

Subject: Wyandotte Street East Corridor Review - Wards 4, 5 & 6

Reference:

Date to Council: December 16, 2020
Author: Jeff Hagan
Transportation Planning Senior Engineer
519-255-6267 ext 6003
jhagan@citywindsor.ca
Planning & Building Services
Report Date: November 17, 2020
Clerk's File #: Z2021

To: Mayor and Members of City Council

Recommendation:

THAT report S 155/2020, "Wyandotte Street East Corridor Review," **BE RECEIVED** for information.

Executive Summary:

As directed by Council (CR563/2019 & CR265/2020), this report provides information on:

- The feasibility of a lane reduction on Wyandotte Street East between St. Luke Road and Lauzon Road, and
- Projects in the planning stages that can be accelerated to reduce active transportation pressures along Wyandotte Street East.

To determine the feasibility of a lane reduction for the identified section of Wyandotte Street East, a corridor review was carried out. The conclusions of the review are as follows:

- Reducing the number of lanes for through traffic on Wyandotte Street East is not recommended as it would cause poor levels of service and high amounts of delay and congestion.
- Maintaining status quo (not reducing lanes but also not providing cycling facilities along the corridor) will perpetuate poor and marginal levels of service already present at certain points along the corridor. With moderate traffic growth, operations will worsen.

- Turning lanes at certain points – particularly the westbound right turn lane on Wyandotte Street East at Devonshire – can be removed without worsening traffic operations.

The following projects were identified as potential candidates for acceleration:

Route	ATMP Priority	Status	Good Candidate for Acceleration?	Notes
Ontario / St. Rose / Jerome Local Street Bikeway	Medium / Low (varies by segment)	Initial Planning	Yes	Priority is based on the Wyandotte Street East multi-modal corridor.
St. Luke Road	Medium	Initial Planning	Yes	A bikeway connection at Wyandotte & St. Luke will help to facilitate bike travel into and out of Ford City, but will be of limited benefit for east-west travel along the corridor.
Westminster Avenue	Medium / Low (varies by segment)	Initial Planning	Potentially - See notes	<p>Between Wyandotte Street and Ontario Street or Raymond Street could be accelerated to provide a neighbourhood connection.</p> <p>Providing a new pedestrian and cyclist crossing on the VIA line (as envisioned by the ATMP) to connect further south will require negotiations with the railway and is likely not viable as a short-term project.</p>

Route	ATMP Priority	Status	Good Candidate for Acceleration?	Notes
Jefferson Boulevard	Low (in the vicinity of Wyandotte Street East)	Initial Planning	Potentially - See notes	<p>The ATMP identifies Jefferson Boulevard as a future AAA (“all ages and abilities”) cycling route.</p> <p>As an interim measure, painted bicycle lanes (non-AAA) could be provided on Jefferson by removing on-street parking.</p> <p>Providing a AAA cycling facility on Jefferson is likely a longer-term project.</p>
Matthew Brady Boulevard	Medium	Initial Planning	Yes	Currently a signed cycling route (non-AAA). Can be upgraded to a local street bikeway (AAA).
Riverdale Avenue	Low	Initial Planning	Potentially - See notes	<p>Currently a signed cycling route (non-AAA). The ATMP identifies Riverdale for a future AAA cycling route.</p> <p>A preliminary review indicates that a multi-use trail can be accommodated on the east side of Riverdale.</p>

Background:

At its November 18, 2019 meeting, Council passed the following resolution:

CR563/2019 DHSC 103

That Report No. 20 of the Windsor BIA Advisory Committee - Lane reduction on Wyandotte indicating:

That Administration BE REQUESTED to report back on the feasibility of lane reduction on Wyandotte Street East from St.

Luke to Lauzon Road in light of the passing of the Active Transportation Master Plan by City Council.

At its May 25, 2020 meeting, Council passed the following resolution:

CR265/2020

That administration BE DIRECTED to report back on other projects in the queue or in the planning stages, that could be accelerated along with any implications, to help alleviate some of the active transportation pressures that the subject neighbourhood is enduring in the area of Wyandotte Street East, including the possibility of lane reductions from 4 lanes to 3.

This report provides the information requested in both resolutions.

The portion of Wyandotte Street East referred to in resolution CR563/2019 goes through the Riverside and Pillette Village BIAs (as well as the Ford City BIA, not referred to in the May 4, 2020 resolution). A map of the area referred to in this resolution is provided as Figure 1.

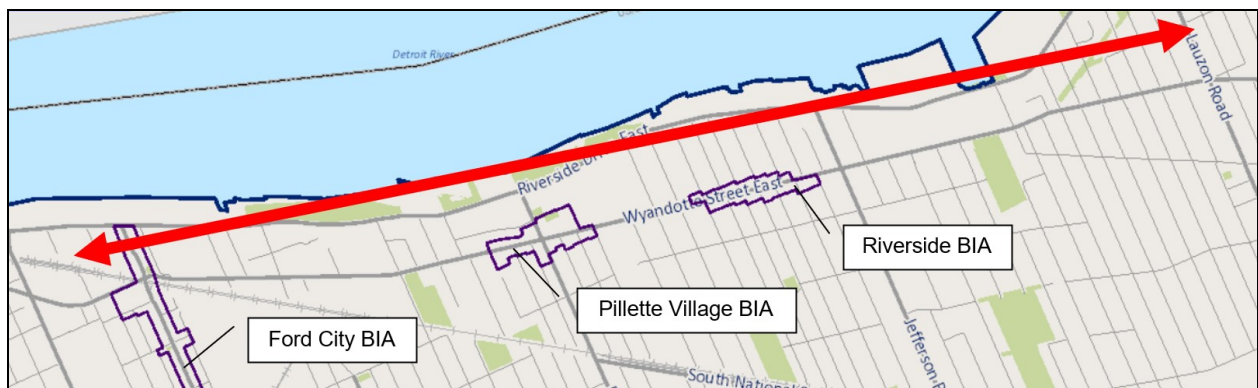


Figure 1: Wyandotte Street East (St. Luke Ave. To Lauzon Rd.)

Previous Reports

Report S 55/2017, "CQ56-2016 Wyandotte Street East Windsor Loop Connection," was brought before Council at its June 17, 2017 meeting. This report recommended that a functional design study be carried out for Wyandotte Street East cycling infrastructure. Council directed that this recommendation be referred to Administration to await the completion of the Active Transportation Master Plan.

Report S 44/2018, "Bicycle Road Safety Audits - Top Cycling Collision Locations," was brought before Council at its June 4, 2018 meeting. This report provided recommendations for the four City intersections with the highest number of cyclist collisions, including one intersection in the area identified in resolution CR563/2019 (Wyandotte Street East at Drouillard Road). The report identified short-term safety improvements to be implemented immediately and long-term improvements to be referred to the Active Transportation Master Plan (under development at the time) for consideration.

Report C 87/2020, “Lane Closures for Physical Distancing - Wyandotte BIAs” was brought before Council at its May 25, 2020 meeting. This report reviewed the potential for lane closures – either for bicycle facilities or other uses – in the Pillette Village and Olde Riverside BIAs. This report resulted in resolution CR264/2020, which was addressed with report S 95/2020 (discussed below), and CR265/2020 (provided above), which is addressed with this report.

Report S 95/2020, “Wyandotte Street East Road Narrowing - Environmental Assessment Requirements” was brought before Council at its September 14, 2020. This report responded to CR264/2020 by providing details on the environmental assessment requirements that could apply to a roadway narrowing on Wyandotte Street East. The report was received for information.

Report S 145/2020, “Windsor Municipal Heritage Register Update,” was brought before the Development and Heritage Standing Committee at its November 16, 2020 meeting. Report S 145/2020 recommended a number of updates to the Windsor Municipal Heritage Register, including adding the Wyandotte Street/Drouillard Road rail overpass structure to the Register. Should Council adopt this recommendation, Council approval would be required before demolition of the structure. As of the date of this report, report S 145/2020 has not yet come before Council.

Walk Wheel Windsor (Active Transportation Master Plan)

The Active Transportation Master Plan, *Walk Wheel Windsor*, identifies Wyandotte Street East as a Regional Spine in the cycling network. Except for a short section at St. Luke Road, Wyandotte Street East between St. Luke Road and Lauzon Road is identified as low to medium priority for cycling infrastructure, as shown in Figure 2.

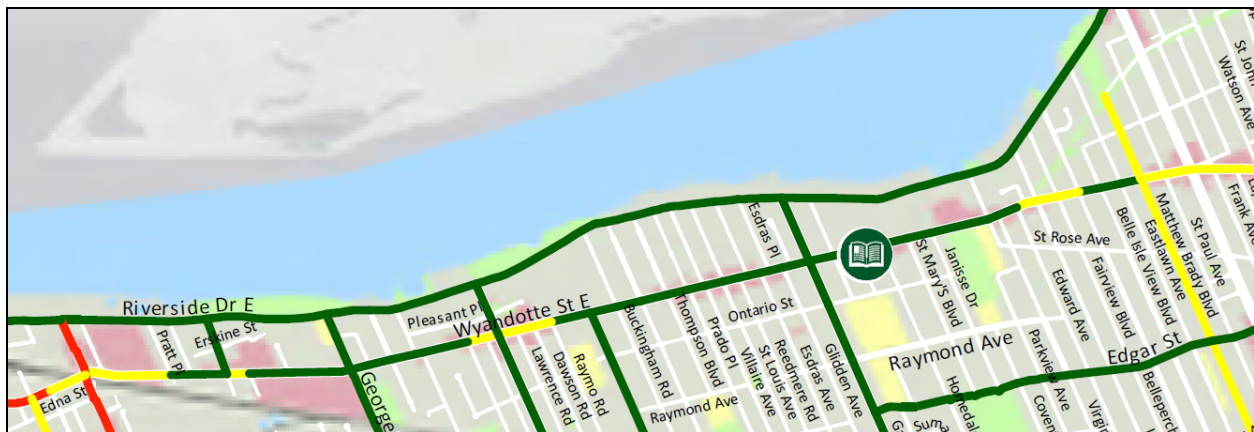


Figure 2: Bicycle Priority Network Map Excerpt (Red: High Priority, Yellow: Medium Priority, Green: Low Priority)

As shown in Figure 3, bicycle lanes are provided along certain segments of Wyandotte Street East in the area of interest, but not through the Ford City BIA, Pillette Village BIA, or the Olde Riverside BIA.

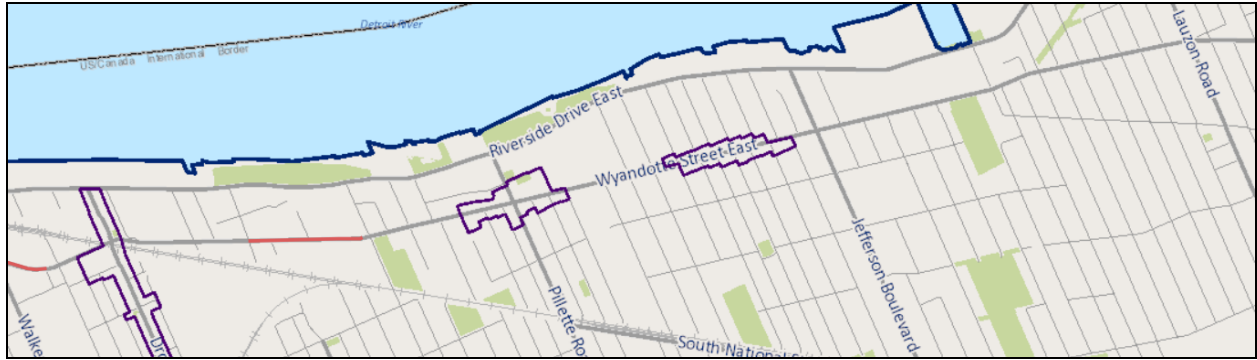


Figure 3: Existing Bicycle Lanes – Wyandotte Street East (Red)

The ATMP identifies Wyandotte Street East as a multi-modal corridor. The ATMP provides the following description:

Multi-Modal Corridors

The proposed bicycle network includes several multi-modal corridors, which are major streets that need further review to consider how they will accommodate active transportation given other competing priorities. [...] Along these corridors there is a need to have an established process to consider the mobility of all modes and competing needs when implementing bicycle facilities. These streets are some of Windsor's main travel corridors, serving a variety of vehicle types and modes while playing an important role in the City's transportation system.

These multi-modal corridors will require more in-depth analysis through specific corridor studies or Environmental Assessments. Recognizing that these corridors serve desire lines within the bicycle network, these studies can determine whether bicycle facilities can be accommodated on the corridors or adjacent streets. As growth occurs within Windsor, additional corridors, or segments of identified corridors, may be designated as multi-modal corridors requiring additional study.

It is important to note that as part of a complete and connected bicycle network that meets the needs of all users, there is still a place for complementary, non-AAA facilities such as painted bicycle lanes.

Discussion:

Lane Reductions on Wyandotte Street East

To determine the feasibility of lane reductions on Wyandotte Street East, a corridor review was carried out.

Details of this review are provided in Appendix 1. The key points from the review are summarized below:

- Under existing conditions, traffic operations are already poor or marginal at some locations along the corridor.
- Reducing the number of through lanes on Wyandotte Street East in the study area will have a significant effect on traffic operations along the corridor, causing poor operations of the corridor as a whole.
- Even with the existing number of through lanes, traffic operations along the corridor are expected to significantly worsen with even moderate growth in traffic volumes.
- The westbound right turn lane on Wyandotte Street East at Devonshire Road can be eliminated without significant impacts to traffic operations. The elimination of this turning lane would allow a new segment of bicycle lane on Wyandotte Street, which would close a gap in the cycling network, as shown in Figure 4.
- The eastbound left turn lane on Wyandotte Street East at George Street is not required for intersection capacity; however, actually eliminating this turning lane is likely not possible without reconstructing Wyandotte Street East at the intersection and along the eastbound and westbound approaches.
- Windsor Fire & Rescue Service & Windsor Police Service both indicated that a reduction in the number of lanes on Wyandotte Street East may negatively affect emergency response and may increase response times.

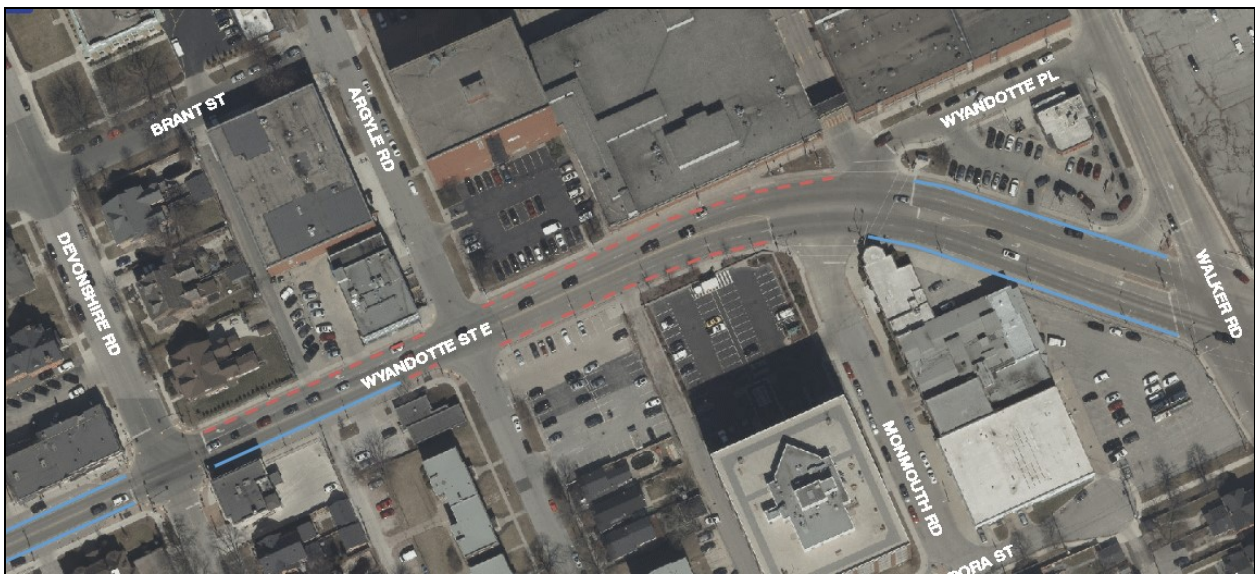


Figure 4: Potential New Bicycle Lanes, Devonshire to Monmouth (solid blue: existing bicycle lanes, dashed red: proposed bicycle lanes)

Next Steps – Wyandotte Street East Corridor

While removing travel lanes is likely unfeasible along most of the Wyandotte Street East corridor, other options are available for most of the corridor to accommodate east-west cyclist travel. Figure 5 provides a summary of the high-level options that appear most promising for each segment of the corridor.

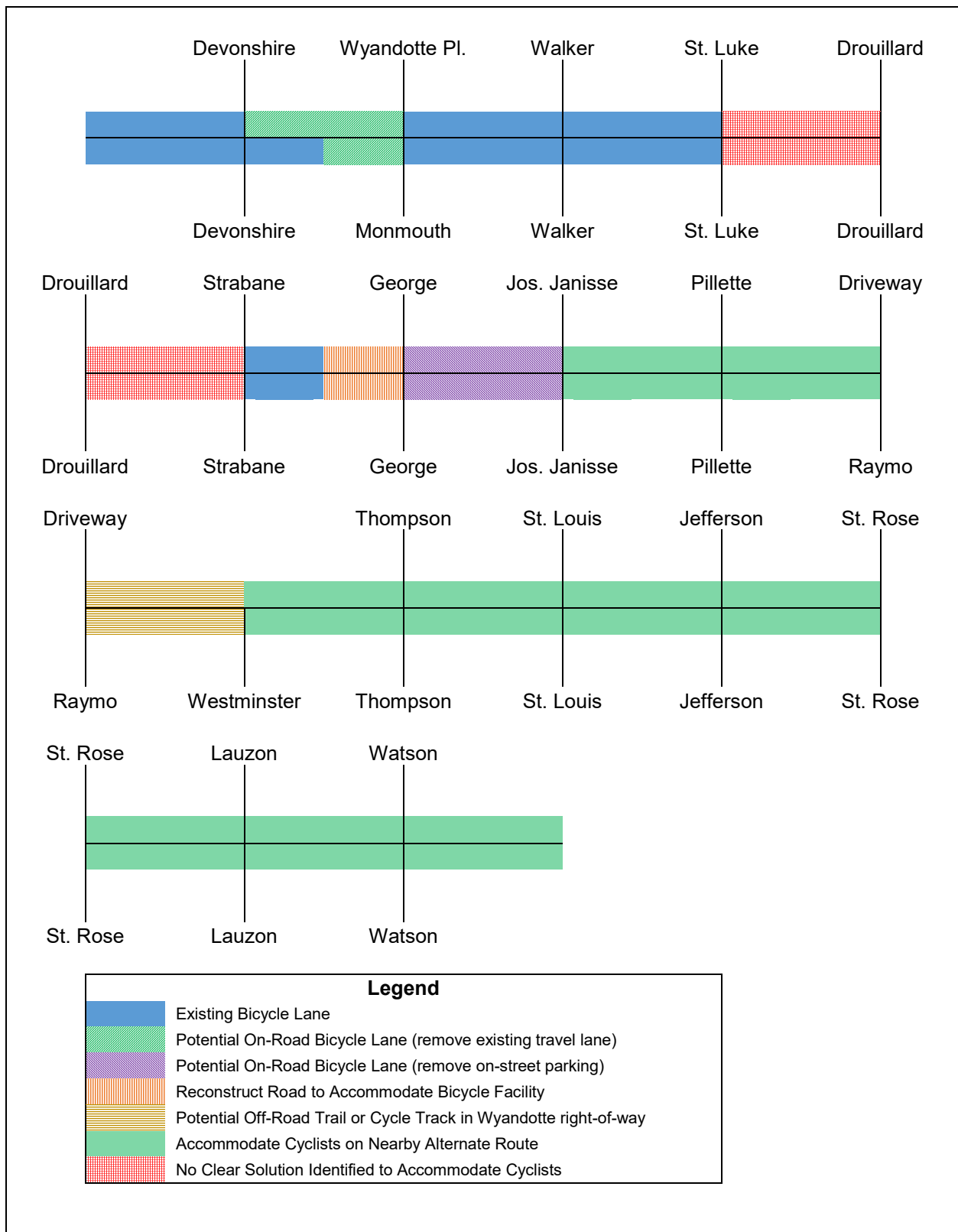


Figure 5: Summary of Preliminary Review - Potential Cycling Infrastructure Along Wyandotte St. E. Corridor

These options can be divided into several broad categories:

- **Potential “Quick Wins”**

- These are segments where there are no significant obstacles to constructing the cycling infrastructure. Design and implementation can proceed right away, subject to funding and prioritization against other projects.

- **Longer-term Projects**

- These are segments where a preliminary preferred solution is apparent, but it requires road reconstruction, property acquisition, or there are other factors that would make implementation of the solution in the short term difficult.

- **Major Barriers**

- These are segments where no preferred solution is apparent, and cycling facilities will likely not be possible until significant barriers are addressed.

Potential “Quick Wins” – Wyandotte Corridor

The following projects are potential “quick wins:”

- **Devonshire to Monmouth:** bicycle lanes can be constructed along this segment to eliminate a gap in the cycling network, as shown in Figure 4. This can be accomplished by removing the westbound right turn lane on Wyandotte Street at Devonshire Road and realigning the remaining lanes.
- **Westminster to East of Watson:** the road network in this area allows a convenient alternate route, generally following Ontario Street, St. Rose Avenue, and Jerome Street, as shown in Figure 6.
 - This route would connect directly to a park (Riverside Baseball Park) and five schools (F.J. Brennan CHS, Corpus Christi Catholic Middle School, Dr. David Suzuki PS, St. Rose CES & Riverside SS) and likely be of benefit for students of two additional nearby schools (Princess Elizabeth PS & École élémentaire catholique Georges-P.-Vanier).
 - A preliminary review suggests that a local street bikeway (also called a bicycle priority street or bicycle boulevard) would be suitable for the route, except for the portion of the route through Riverside Baseball Park, which would be a multi-use trail. A summary of the key features of a local street bikeway is provided in Appendix 2.
 - This route would connect to future cycling routes already proposed in the Active Transportation Master Plan, including:
 - Westminster Boulevard
 - Jefferson Boulevard

- Matthew Brady Boulevard
- Riverdale Avenue
- An additional future connection to the Ganatchio Trail via Isabelle, not currently envisioned in the ATMP, would also be beneficial for ensuring continuous cycling routes in the area.



Figure 6: Potential Ontario/St. Rose/Jerome Local Street Bikeway (Red) and Connecting Cycling Routes (Blue)

Longer-Term Projects – Wyandotte Corridor

The following projects are locations where a preferred alternative is apparent, but road reconstruction or property acquisition are needed to allow the cycling facility to be constructed:

- **George to Jos. Janisse:** Currently, bicycle lanes on Wyandotte Street East end just west of George Street. With the existing right-of-way width, there is no available space in the boulevard to accommodate cycling infrastructure, as shown in Figure 7.
 - Road reconstruction, and likely property acquisition, would be needed to accommodate cycling infrastructure along Wyandotte Street through the George Avenue intersection.
 - East of George Avenue to Jos. Janisse Avenue, bicycle lanes can be accommodated by eliminating on-street parking; however, bicycle lanes on this segment would likely be of limited value without connections to the cycling network east and west of this segment.
- **Jos. Janisse to Westminster:** in most of the Pillette Village BIA, providing cycling facilities in the Wyandotte Street East right-of-way would likely be impossible without removing on-street parking, which would cause significant impacts to local businesses. Options to provide a nearby cycling route along Pleasant Place should be evaluated in further detail; all options for this alternate route would require property acquisition.



Figure 7: Wyandotte Street East at George Avenue

Major Barriers – Wyandotte Corridor

One segment of the corridor has been identified as a major barrier:

- **St. Luke to Strabane:** this portion of Wyandotte includes the VIA Rail underpass at Drouillard Road.
 - The rail bridge, as well as the retaining walls on the approaches to the Wyandotte/Drouillard intersection, represent a significant barrier to providing cycling infrastructure along the Wyandotte Street right-of-way. Addressing the bridge, abutments, and retaining walls will be needed to accommodate cycling facilities along this segment of Wyandotte Street.
 - A 2018 bicycle road safety audit previously presented to Council (report S 44/2018 “Bicycle Road Safety Audits – Top Cyclist Collision Intersections”) recommended an alternate route around the Wyandotte/Drouillard intersection (shown in Figure 8) as an interim solution until the rail underpass and associated retaining walls can be replaced.
 - Other than Riverside Drive, the road network layout in this area does not allow for any other alternate east-west routes without significant out-of-way travel.
 - Administration is currently planning to develop design alternatives to address this intersection in 2021, with a target of construction in 5 to 7 years.

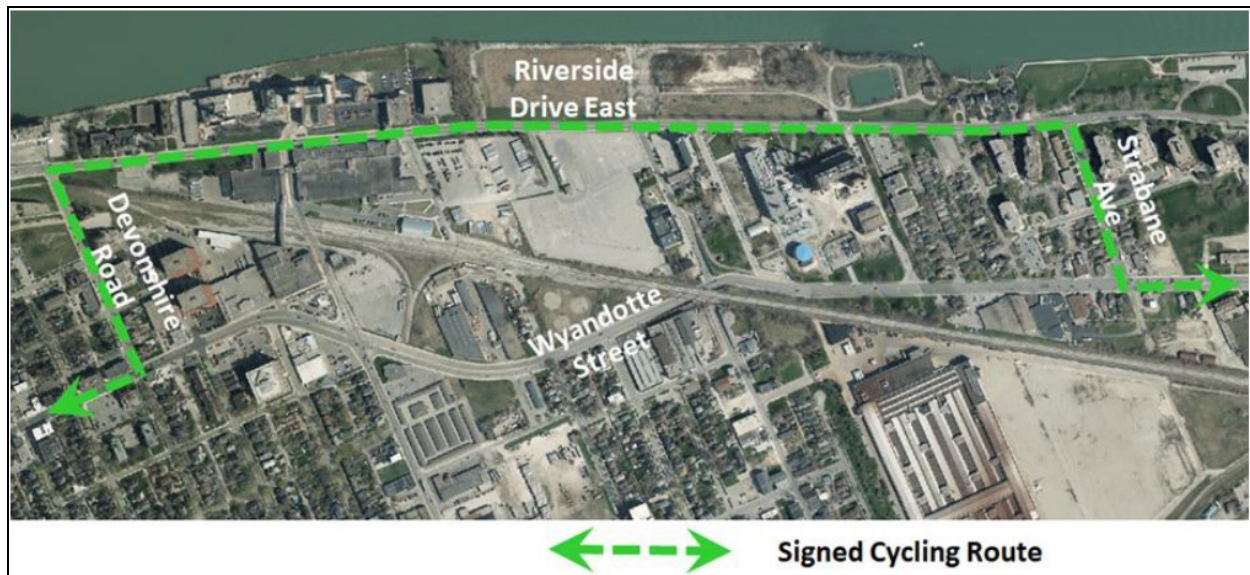


Figure 8: Alternate Route around Wyandotte/Drouillard Intersection (Report S 44/2018)

Other Active Transportation Projects

The Active Transportation Master Plan identifies a number of other future cycling routes in this area. The cycling network prioritization map from the ATMP is attached as Appendix 3. Routes crossing or near the Wyandotte Street East corridor are summarized in Table 1.

Route	ATMP Priority	Status	Good Candidate for Acceleration?	Notes
Riverside Drive Bicycle Lanes	Low	Varies by section	No	Bicycle lanes are being built out as per the Riverside Drive Vista EA. Construction generally requires utility relocation and road reconstruction; accelerating the project quicker than the current schedule is likely not feasible.
Ontario / St. Rose / Jerome Local Street Bikeway	Medium / Low (varies by segment)	Initial Planning	Yes	Priority is based on the Wyandotte Street East multi-modal corridor.

Route	ATMP Priority	Status	Good Candidate for Acceleration?	Notes
Walker Road Multi-modal Corridor	High / Medium / Low (varies by segment)	Initial Planning	No	Walker Road is also identified as a multi-modal corridor with a number of issues to be resolved before a bikeway can be designed and constructed.
St. Luke Road	Medium	Initial Planning	Yes	A bikeway connection at Wyandotte & St. Luke will help to facilitate bike travel into and out of Ford City, but will be of limited benefit for east-west travel along the corridor.
Drouillard Road	High	Initial Planning	No	The rail bridge and retaining walls at the Wyandotte/Drouillard intersection present a major barrier to connecting a bikeway to Wyandotte Street along Drouillard Road in the short term.
George Avenue	High / Medium / Low (varies by segment)	Initial Planning	No	Connecting this segment to a bikeway on Wyandotte Street is likely a longer-term project (see discussion under “ <i>Longer Term Projects – Wyandotte Street East</i> ” above)
Pillette Road	Low	Initial Planning	No	Extending existing bicycle lanes on Pillette Road will require upgrades to the VIA Rail grade crossing.

Route	ATMP Priority	Status	Good Candidate for Acceleration?	Notes
Westminster Avenue	Medium / Low (varies by segment)	Initial Planning	Potentially - See notes	<p>Between Wyandotte Street and Ontario Street or Raymond Street could be accelerated to provide a neighbourhood connection.</p> <p>Providing a new pedestrian and cyclist crossing on the VIA line (as envisioned by the ATMP) to connect further south will require negotiations with the railway and is likely not viable as a short-term project.</p>
Jefferson Boulevard	Low (in the vicinity of Wyandotte Street East)	Initial Planning	Potentially - See notes	<p>The ATMP identifies Jefferson Boulevard as a future AAA (“all ages and abilities”) cycling route.</p> <p>As an interim measure, painted bicycle lanes (non-AAA) could be provided on Jefferson by removing on-street parking.</p> <p>Providing a AAA cycling facility on Jefferson is likely a longer-term project.</p>
Matthew Brady Boulevard	Medium	Initial Planning	Yes	Currently a signed cycling route (non-AAA). Can be upgraded to a local street bikeway (AAA).

Route	ATMP Priority	Status	Good Candidate for Acceleration?	Notes
Riverdale Avenue	Low	Initial Planning	Potentially - See notes	Currently a signed cycling route (non-AAA). The ATMP identifies Riverdale for a future AAA cycling route. A preliminary review indicates that a multi-use trail can be accommodated on the east side of Riverdale.

Risk Analysis:

There are moderate resource risks associated with accelerating any of the identified projects, since this will have the effect of “de-prioritizing” other projects identified as high priority in the Active Transportation Master Plan.

Climate Change Risks

Climate Change Mitigation:

Carbon dioxide emissions for each scenario were forecasted based on estimates of fuel consumption provided by *Synchro 10* traffic analysis software. For the Wyandotte Street East corridor, carbon dioxide emissions are mainly a function of two factors:

- **Vehicle volume:** the Active Transportation Master Plan provides targets for non-auto mode share.
 - It is unlikely that the Active Transportation Master Plan’s non-auto mode share targets will be achieved without providing the Regional Spine cycling route through this area.
- **Congestion:** traffic congestion tends to increase emissions, due to increased acceleration and braking in congested conditions.
 - Reducing the number of through lanes on Wyandotte Street East tends to increase congestion along the corridor significantly.

The net effect of these two factors can be seen in Table 2 and Table 3. Important limitations on the estimates should be noted:

- The analysis only considers emissions during the weekday AM and PM peak hours (“rush hour”). However, these tend to be the most significant periods for overall emissions, since vehicle volumes and emissions per vehicle both tend to be highest during “rush hour” conditions.

- The analysis only considers emissions along the Wyandotte Street East corridor between Devonshire and Watson. Most vehicles travelling the corridor will be on trips that begin and end outside the analysis area; these emissions outside the analysis area are not considered in the estimates.
- The analysis assumes no change to average vehicle efficiency over time.

Table 1: Carbon Dioxide Emission Estimates

Year	Carbon Dioxide Emissions During Weekday AM and PM Peak Hours (tonnes of CO ₂ per year)		
	Do Nothing	Provide Bicycle Infrastructure on Wyandotte Street by Removing Through Lanes	Provide Bicycle Infrastructure Without Removing Through Lanes (e.g. alternate routes, in-boulevard cycling facilities)
	4-lane Wyandotte St., Status Quo Mode Share	2-lane Wyandotte St., ATMP Target Mode Share	4-lane Wyandotte St., ATMP Target Mode Share
2020	2,374	3,218	2,374
2030	2,528	2,635	2,085
2040	2,763	2,613	2,065

Table 2: Percent Change in Carbon Dioxide Emissions

Year	Change in Carbon Dioxide Emissions Relative to 2020 “Do Nothing” Conditions		
	Do Nothing	Provide Bicycle Infrastructure on Wyandotte Street by Removing Through Lanes	Provide Bicycle Infrastructure Without Removing Through Lanes (e.g. alternate routes, in-boulevard cycling facilities)
	4-lane Wyandotte St., Status Quo Mode Share	2-lane Wyandotte St., ATMP Target Mode Share	4-lane Wyandotte St., ATMP Target Mode Share
2020	0%	36%	0%
2030	6%	11%	-12%
2040	16%	10%	-13%

The “do nothing” alternative is associated with steady growth in carbon dioxide emissions over time as moderate background growth in traffic causes increases in congestion along the corridor.

Converting existing through lanes to cycling infrastructure is associated with a sharp increase in emissions initially due to increased congestion. Over time, emissions will decrease as the ATMP non-auto mode share targets are achieved and the volume of motor vehicles decreases; however, even by 2040, emissions will still remain above 2020 “do nothing” levels.

Providing a convenient, comfortable east-west regional spine cycling using alternate routes or in-boulevard cycling facilities (as appropriate for each segment) will allow the increase in non-auto mode share envisioned in the ATMP without the increased

emissions associated with the increased congestion caused by reducing the number of lanes. The net effect is a moderate decrease in emissions over time.

The Community Energy Plan 2017 supports the implementation of the Active Transportation Master Plan (Strategy 10); this strategy was reaffirmed as a priority 1 mitigation action in the Acceleration of Climate Change Actions in response to the Climate Change Emergency Declaration (report S 18/2020).

Climate Change Adaptation:

An increase in the number of summer days with temperatures above 30° Celsius has the potential to decrease the attractiveness of cycling as a transportation mode.

Typically, using local streets and park trails for cycling routes provides opportunities for urban greening. This urban greening can provide shade and mitigate urban heat island effects in ways that are often not available for cycling facilities along arterial roads and in “main street” areas.

Warmer winter temperatures may also encourage more year-round cycling activities.

Financial Matters:

No expenditures are associated with the report recommendations.

A number of bikeway projects were identified as candidates for potential acceleration. Should Council direct that any of these projects proceed as high priority projects, Administration will develop detailed cost estimates as part of the design process.

Construction of these projects will be subject to approval as per Purchasing By-law 93-2012, as amended.

Consultations:

Dwayne Dawson, Operations

Shawna Boakes, Traffic Operations

Fahd Mikhael & Anna Godo, Engineering

Heidi Baillargeon, Parks

Karina Richters, Environmental Sustainability and Climate Change

Chris Carpenter, Legal

Michael Cooke & Kristina Tang, Planning

John Lee & Andrea DeJong, Windsor Fire & Rescue Services

Barry Horrobin, Insp. Andrew Randall, Sgt. Craig Judson & Sgt. Morgan Evans,
Windsor Police Service

Conclusion:

Based on the results of the corridor review, reducing the number of through lanes on Wyandotte Street East between St. Luke Road and Lauzon Road is not recommended.

Other options to provide an east-west regional spine cycling route through this area will be pursued in keeping with the Active Transportation Master Plan, previously endorsed by Council.

As an alternative to providing bicycle lanes on Wyandotte Street East itself, an alternate route could be provided on a local street bikeway between Westminster Boulevard and Riverdale Avenue using Ontario Street, St. Rose Avenue, Watson Avenue, and Jerome Street. This project is a good candidate for acceleration, should Council so choose, as are bikeway projects on certain north-south roads that cross Wyandotte Street in the section identified for review.

Planning Act Matters:

N/A

Approvals:

Name	Title
John Revell	Chief Building Official
Mark Winterton	City Engineer
Shelby Askin Hager	City Solicitor
Onorio Colucci	Chief Administrative Officer

Notifications:

Name	Address	Email
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Councillor Sleiman		
Councillor Gignac		
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Windsor Bicycling Committee		
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Luigi Baggio Principal F.J. Brennan Catholic High School	910 Raymo Rd Windsor ON N8Y 4A6	
Dean Favero Principal Corpus Christi Catholic Middle School	910 Raymo Rd Windsor ON N8Y 4A6	
Kerry Green-Duren Principal Dr. David Suzuki Public School	6320 Raymond Ave Windsor ON N8S 1Z9	
Ian Drago Principal St. Rose Catholic Elementary School	871 St. Rose Ave Windsor ON N8S 1X4	
Tony Omar Principal Riverside Secondary School	8465 Jerome St Windsor ON N8S 1W8	
Residents with recent related service requests (<i>list provided to Clerks</i>)		

Appendices:

- 1 Traffic Analysis - Wyandotte St E Corridor
- 2 Bicycle Priority Streets (Ontario Traffic Manual Excerpt)
- 3 Cycling Network Prioritization (*Walk Wheel Windsor* Excerpt)

TO: Mayor and Members of Council
FROM: Jeff Hagan, Transportation Planning Senior Engineer
DATE: November 17, 2020
SUBJECT: Results of Traffic Analysis
Wyandotte Street East Corridor Review

Introduction

Wyandotte Street East has been identified as a candidate for reduction of through lanes to accommodate bicycle lanes along Wyandotte Street. To determine whether this lane reduction is feasible, a corridor review was carried out using *Synchro 10* traffic analysis software.

Existing Lane Configurations are shown in Figure 1 (following the body of the memo). Lane configurations with lane reductions are shown in Figure 2.

Traffic Volumes

Existing traffic volumes used for analysis were obtained from recent traffic counts at intersections along the corridor, adjusted to reflect a common 2020 horizon year.

Traffic growth forecasts for future conditions were based on the following assumptions:

- **Diversion from Riverside Drive:** as a result of traffic calming measures included in the Riverside Drive Vista Improvement Project, 20% of traffic travelling Riverside Drive between Walker Road and Lauzon Road was assumed to divert to Wyandotte Street.
- **Background Growth:** an annual traffic growth rate of 0.5% per year was assumed. This rate is in line with recent historical trends, and reflects a moderate degree of intensification in the area as well as a moderate amount of build-out of the undeveloped lands along Wyandotte Street East to the east of the study area.
- **Mode Share:** non-auto (cyclist, transit, pedestrian) mode share was assumed as follows:
 - **2020 Existing:** 8.3% non-auto mode share (as per the Active Transportation Master Plan – mature neighbourhoods)
 - **2040 Ultimate:** 22% non-auto mode share (as per the Active Transportation Master Plan – mature neighbourhoods)
 - **2030 Interim:** 17.4% non-auto mode share
 - **Scenarios where an east-west Regional Spine cycling facility is not provided:** 8.3% non-auto mode share (i.e. existing status quo)

Analysis Results

Analysis was carried out using the *Highway Capacity Manual* methodology for evaluating urban streets as implemented in the *Synchro 10* software package.

Using this methodology, Wyandotte Street East is a Class III Arterial based on the characteristics of the street. Level of Service ranges for a Class III Arterial are summarized in Table 1.

Table 1: Level of Service Descriptions (Source: Highway Capacity Manual)

Level of Service	Average Travel Speed	Description
A	> 50 km/h	Free flow, traffic stream is unrestricted
B	> 39 – 50 km/h	Reasonably free flow, traffic stream slightly restricted
C	> 28 – 39 km/h	Stable flow, freedom to maneuver is noticeably restricted
D	> 22 – 28 km/h	Approaching unstable flow, freedom to maneuver is more limited
E	> 17 – 22 km/h	Unstable flow, operating at capacity
F	≤ 17 km/h	Forced or breakdown flow

2020 Arterial Operations

2020 arterial operations are summarized in Table 2 and Table 3. In all results tables, colour coding is based on speed:

- green: free flow (50 km/h)
- red: stopped (0 km/h)

In the weekday AM peak hour under existing conditions, the arterial performance of Wyandotte Street East in the peak direction (westbound) was satisfactory overall, though with marginal conditions at isolated points (approaching Lauzon Road, approaching Pillette Road, and from approaching Walker Road into Walkerville, i.e. through Devonshire Rd.).

In the weekday PM peak hour under existing conditions, the arterial performance of Wyandotte Street East in the peak direction (eastbound) was satisfactory - though approaching marginal conditions - overall. Poor operations were noted through Walkerville (i.e. Devonshire Rd. through Walker Rd.), and marginal operations were noted approaching the lane drop at Watson Ave.

With the addition of traffic diverted from Riverside Drive (and no changes to signal timings), the overall travel time along the corridor increases, but the overall level of service does not change from existing conditions (weekday AM: LOS C; weekday PM: LOS D). In the weekday AM peak hour, approaching Pillette Road, operations degrade from marginal (LOS E) to poor (LOS) and from satisfactory (LOS D) to marginal (LOS E) approaching Watson Road. In the weekday PM peak hour, the level of service for individual approaches did not change.

Optimizing intersection splits at intersections with critical movements will address some, but not all, of the issues noted in existing conditions or that are exacerbated with the diversion of traffic from Riverside Drive. In the weekday AM peak hour, these signal timing adjustments improved operations to the point that the total travel time along the corridor was equal to that of existing operations. In the weekday PM peak period splits improve total travel time somewhat, but overall travel time through the corridor is still somewhat higher than for existing conditions.

With the reduction of lanes to allow for cycling facilities along the corridor (and re-optimization of intersection splits), arterial operations for motor vehicles are worsened. In the weekday AM peak hour, overall operations are marginal (LOS E) with marginal or poor (LOS E/F) operations for certain segments. In the weekday PM peak hour, overall operations are poor (LOS F) with marginal or poor (LOS E/F) operations for most segments.

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Table 2: 2020 Weekday AM Peak Hour Arterial Level of Service - Wyandotte Street East Peak Direction (Westbound)

Scenario	2020 Existing				2020 with Diversion				2020 with Diversion & Lane Reductions			
Description	Volumes: existing Lane Configurations: existing Signal Timings: existing				Volumes: existing plus diversion from Riverside Drive, existing mode split Lane Configurations: existing Signal Timings: splits optimized at intersections with critical movements				Volumes: existing plus diversion from Riverside Drive, existing mode split Lane Configurations: lanes reduced to accommodate bike facility Signal Timings: splits optimized at intersections with critical movements			
Cross Street	Travel Time (s)	Dist (km)	Arterial Speed (km/h)	Arterial Level of Service	Travel Time (s)	Dist (km)	Arterial Speed (km/h)	Arterial Level of Service	Travel Time (s)	Dist (km)	Arterial Speed (km/h)	Arterial Level of Service
Watson Ave	23.7	0.17	25.2	D	25.7	0.17	23.3	D	25.8	0.17	23.2	D
Lauzon Rd	51.6	0.29	20.6	E	53.9	0.29	19.7	E	68.4	0.29	15.5	F
St. Rose Ave	78.8	0.92	41.9	B	81.0	0.92	40.8	B	103.7	0.92	31.8	C
Jefferson Blvd	66.8	0.80	43.1	B	66.8	0.80	43.1	B	78.1	0.80	36.9	C
St. Louis Ave	34.4	0.38	40.0	B	34.6	0.38	39.8	B	70.1	0.38	19.6	E
Thompson Blvd	24.8	0.25	36.1	C	25.4	0.25	35.2	C	117.9	0.25	7.6	F
Raymo Rd	49.1	0.52	37.9	C	49.7	0.52	37.4	C	102.5	0.52	18.1	E
Pillette Rd	44.0	0.24	19.7	E	43.6	0.24	19.9	E	202.8	0.24	4.3	F
George Ave	55.8	0.66	42.3	B	57.8	0.66	40.8	B	61.7	0.66	38.2	C
Strabane Ave	49.2	0.54	39.8	B	51.1	0.54	38.3	C	49.8	0.54	39.3	B
Drouillard Rd	60.1	0.62	37.1	C	60.3	0.62	36.9	C	127.1	0.62	17.5	E
Walker Rd	94.4	0.55	20.8	E	71.6	0.55	27.5	D	72.0	0.55	27.3	D
Monmouth Rd	18.4	0.12	23.9	D	21.7	0.12	20.3	E	22.4	0.12	19.7	E
Devonshire Rd	34.3	0.22	23.1	D	41.6	0.22	19.0	E	50.9	0.22	15.6	F
Total	685.4	6.27	33.0	C	684.8	6.27	33.0	C	1153.2	6.27	19.6	E

Table 3: 2020 Weekday PM Peak Hour Arterial Level of Service - Wyandotte Street East Peak Direction (Eastbound)

Scenario	2020 Existing				2020 with Diversion				2020 with Diversion & Lane Reductions			
Description	Volumes: existing Lane Configurations: existing Signal Timings: existing				Volumes: existing plus diversion from Riverside Drive, existing mode split Lane Configurations: existing Signal Timings: splits optimized at intersections with critical movements				Volumes: existing plus diversion from Riverside Drive, existing mode split Lane Configurations: lanes reduced to accommodate bike facility Signal Timings: splits optimized at intersections with critical movements			
Cross Street	Travel Time (s)	Dist (km)	Arterial Speed (km/h)	Arterial Level of Service	Travel Time (s)	Dist (km)	Arterial Speed (km/h)	Arterial Level of Service	Travel Time (s)	Dist (km)	Arterial Speed (km/h)	Arterial Level of Service
Devonshire Rd	172.7	0.19	3.9	F	281.8	0.19	2.4	F	239.2	0.19	2.8	F
Monmouth Rd	38.1	0.22	20.8	E	37.3	0.22	21.2	E	37.3	0.22	21.2	E
Walker Rd	41.2	0.12	10.7	F	36.1	0.12	12.2	F	35.8	0.12	12.3	F
Drouillard Rd	55.5	0.55	35.4	C	56.6	0.55	34.8	C	109.6	0.55	17.9	E
Strabane Ave	51.0	0.62	43.7	B	51.3	0.62	43.4	B	99.0	0.62	22.5	D
George Ave	47.4	0.54	41.3	B	47.3	0.54	41.4	B	87.8	0.54	22.3	E
Pillette Rd	70.3	0.66	33.6	C	74.7	0.66	31.6	C	309.3	0.66	7.6	F
Raymo Rd	25.9	0.24	33.4	C	26.1	0.24	33.2	C	37.1	0.24	23.3	D
Thompson Blvd	44.7	0.52	41.6	B	44.9	0.52	41.4	B	161.5	0.52	11.5	F
St. Louis Ave	24.2	0.25	37.0	C	24.4	0.25	36.7	C	54.9	0.25	16.3	E
Jefferson Blvd	32.6	0.38	42.2	B	32.9	0.38	41.9	B	49.5	0.38	27.8	D
St. Rose Ave	68.8	0.80	41.9	B	68.9	0.80	41.8	B	189.3	0.80	15.2	F
Lauzon Rd	95.0	0.92	34.8	C	105.7	0.92	31.2	C	195.9	0.92	16.9	E
Watson Ave	48.3	0.29	22.0	E	55.1	0.29	19.2	E	49.0	0.29	21.6	E
Total	815.7	6.30	27.8	D	943.1	6.30	24.0	D	1655.2	6.30	13.7	F

2030 Arterial Operations

2030 arterial operations are summarized in Table 4 and Table 5.

With existing lane configurations, by 2030, overall weekday AM peak hour operations remain satisfactory (LOS C) with marginal (LOS E) operations on certain segments. In the weekday PM peak hour, overall operations will degrade from satisfactory in 2020 (LOS D) to marginal in 2030 (LOS E) with several segments experiencing marginal or poor operations (LOS E/F).

Operations with reduced lane widths are improved in 2030 compared to 2020, since the increased non-auto mode split outweighs the effect of background growth in motor vehicle volumes. However, certain segments along the corridor remain operating marginally (LOS E) or poorly (LOS F) in both the weekday AM and PM peak hours.

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Table 4: 2030 Weekday AM Peak Hour Arterial Level of Service - Wyandotte Street East Peak Direction (Westbound)

Scenario	2030 with Diversion				2030 with Diversion & Lane Reductions			
Description	Volumes: background plus diversion from Riverside Drive, existing mode split Lane Configurations: existing Signal Timings: splits optimized at intersections with critical movements				Volumes: existing plus diversion from Riverside Drive, existing mode split Lane Configurations: lanes reduced to accommodate bike facility Signal Timings: splits optimized at intersections with critical movements			
Cross Street	Travel Time (s)	Dist (km)	Arterial Speed (km/h)	Arterial Level of Service	Travel Time (s)	Dist (km)	Arterial Speed (km/h)	Arterial Level of Service
Watson Ave	25.8	0.17	23.2	D	24.0	0.17	24.9	D
Lauzon Rd	54.5	0.29	19.5	E	55.9	0.29	19.0	E
St. Rose Ave	80.9	0.92	40.8	B	94.3	0.92	35.0	C
Jefferson Blvd	66.8	0.80	43.1	B	74.9	0.80	38.5	B
St. Louis Ave	34.7	0.38	39.7	B	53.4	0.38	25.8	D
Thompson Blvd	25.5	0.25	35.1	C	73.1	0.25	12.2	F
Raymo Rd	49.8	0.52	37.3	C	57.5	0.52	32.3	C
Pillette Rd	43.4	0.24	19.9	E	127.3	0.24	6.8	F
George Ave	57.8	0.66	40.8	B	61.4	0.66	38.4	B
Strabane Ave	51.4	0.54	38.1	C	49.4	0.54	39.6	B
Drouillard Rd	60.3	0.62	36.9	C	96.8	0.62	23.0	D
Walker Rd	73.3	0.55	26.8	D	71.7	0.55	27.4	D
Monmouth Rd	20.2	0.12	21.8	E	20.6	0.12	21.4	E
Devonshire Rd	42.9	0.22	18.5	E	39.9	0.22	19.8	E
Total	687.3	6.27	32.9	C	900.2	6.27	25.1	D

Table 5: 2030 Weekday PM Peak Hour Arterial Level of Service - Wyandotte Street East Peak Direction (Eastbound)

Scenario	2030 with Diversion				2030 with Diversion & Lane Reductions			
Description	Volumes: 2030 background plus diversion from Riverside Drive, existing mode split Lane Configurations: existing Signal Timings: splits optimized at intersections with critical movements				Volumes: 2030 background plus diversion from Riverside Drive, ATMP target mode split Lane Configurations: lanes reduced to accommodate bike facility Signal Timings: splits optimized at intersections with critical movements			
Cross Street	Travel Time (s)	Dist (km)	Arterial Speed (km/h)	Arterial Level of Service	Travel Time (s)	Dist (km)	Arterial Speed (km/h)	Arterial Level of Service
Devonshire Rd	349.6	0.19	1.9	F	210.4	0.19	3.2	F
Monmouth Rd	40.8	0.22	19.4	E	32.5	0.22	24.4	D
Walker Rd	80.9	0.12	5.4	F	32.1	0.12	13.7	F
Drouillard Rd	57.3	0.55	34.3	C	88.3	0.55	22.3	E
Strabane Ave	51.5	0.62	43.3	B	71.1	0.62	31.3	C
George Ave	47.3	0.54	41.4	B	59.0	0.54	33.2	C
Pillette Rd	76.7	0.66	30.8	C	269.9	0.66	8.7	F
Raymo Rd	26.3	0.24	32.9	C	34.4	0.24	25.2	D
Thompson Blvd	45.4	0.52	41.0	B	127.6	0.52	14.6	F
St. Louis Ave	24.7	0.25	36.2	C	33.6	0.25	26.6	D
Jefferson Blvd	33.8	0.38	40.7	B	48.2	0.38	28.6	D
St. Rose Ave	69.3	0.80	41.6	B	151.3	0.80	19.0	E
Lauzon Rd	105.5	0.92	31.3	C	163.5	0.92	20.2	E
Watson Ave	57.6	0.29	18.4	E	45.6	0.29	23.3	D
Total	1066.7	6.30	21.2	E	1367.5	6.30	16.6	E

2040 Arterial Level of Service

2040 arterial level of service operations are summarized in Table 6 and Table 7.

With existing lane configurations, 2040 overall operations are satisfactory (LOS C) in the weekday AM peak hour and marginal (LOS E) in the weekday PM peak hour. Certain individual segments in both peak hours experience marginal (LOS E) or poor (LOS F) operations, with operations in these segments generally worse than in 2030.

With reduced motor vehicle lanes to accommodate bicycle facilities, operations in 2040 have degraded significantly compared to 2030. Overall level of service for the corridor in 2040 is satisfactory (LOS D) in the weekday PM peak hour and marginal (LOS E) in the weekday PM peak hour. Certain segments in both peak hours operate marginally (LOS E) or poorly (LOS F).

Table 6: 2040 Weekday AM Peak Hour Arterial Level of Service - Wyandotte Street East Peak Direction (Westbound)

Scenario	2040 with Diversion				2040 with Diversion & Lane Reductions			
Description	Volumes: 2040 background plus diversion from Riverside Drive, existing mode split Lane Configurations: existing Signal Timings: splits optimized at intersections with critical movements				Volumes: 2040 background plus diversion from Riverside Drive, ATMP target mode split Lane Configurations: lanes reduced to accommodate bike facility Signal Timings: splits optimized at intersections with critical movements			
Cross Street	Travel Time (s)	Dist (km)	Arterial Speed [km/h]	Arterial Level of Service	Travel Time (s)	Dist (km)	Arterial Speed [km/h]	Arterial Level of Service
Watson Ave	26.4	0.17	22.6	D	23.7	0.17	25.2	D
Lauzon Rd	55.7	0.29	19.0	E	55.6	0.29	19.1	E
St. Rose Ave	81.1	0.92	40.7	B	93.4	0.92	35.4	C
Jefferson Blvd	67.0	0.80	43.0	B	74.7	0.80	38.6	B
St. Louis Ave	35.0	0.38	39.3	B	52.3	0.38	26.3	D
Thompson Blvd	26.1	0.25	34.3	C	68.8	0.25	13.0	F
Raymo Rd	50.2	0.52	37.0	C	57.1	0.52	32.6	C
Pillette Rd	54.9	0.24	15.8	F	122.8	0.24	7.1	F
George Ave	57.9	0.66	40.8	B	61.6	0.66	38.3	C
Strabane Ave	51.9	0.54	37.7	C	49.4	0.54	39.6	B
Drouillard Rd	60.8	0.62	36.6	C	94.7	0.62	23.5	D
Walker Rd	76.7	0.55	25.6	D	71.7	0.55	27.4	D
Monmouth Rd	20.7	0.12	21.3	E	20.0	0.12	22.0	E
Devonshire Rd	49.1	0.22	16.1	E	39.3	0.22	20.2	E
Total	713.5	6.27	31.7	C	885.1	6.27	25.5	D

Table 7: 2040 Weekday PM Peak Hour Arterial Level of Service - Wyandotte Street East Peak Direction (Eastbound)

Scenario	2040 with Diversion				2040 with Diversion & Lane Reductions			
Description	Volumes: existing plus diversion from Riverside Drive, existing mode split Lane Configurations: existing Signal Timings: splits optimized at intersections with critical movements				Volumes: 2040 background plus diversion from Riverside Drive, ATMP target mode split Lane Configurations: lanes reduced to accommodate bike facility Signal Timings: splits optimized at intersections with critical movements			
Cross Street	Travel Time (s)	Dist (km)	Arterial Speed (km/h)	Arterial Level of Service	Travel Time (s)	Dist (km)	Arterial Speed (km/h)	Arterial Level of Service
Devonshire Rd	379.1	0.19	1.8	F	210.4	0.19	3.2	F
Monmouth Rd	37.3	0.22	21.2	E	32.5	0.22	24.4	D
Walker Rd	68.9	0.12	6.4	F	32.1	0.12	13.7	F
Drouillard Rd	58.1	0.55	33.9	C	88.3	0.55	22.3	E
Strabane Ave	51.8	0.62	43.0	B	71.1	0.62	31.3	C
George Ave	47.3	0.54	41.4	B	59.0	0.54	33.2	C
Pillette Rd	84.8	0.66	27.8	D	269.9	0.66	8.7	F
Raymo Rd	26.6	0.24	32.5	C	34.4	0.24	25.2	D
Thompson Blvd	46.1	0.52	40.3	B	127.6	0.52	14.6	F
St. Louis Ave	25.1	0.25	35.7	C	33.6	0.25	26.6	D
Jefferson Blvd	34.6	0.38	39.8	B	48.2	0.38	28.6	D
St. Rose Ave	69.8	0.80	41.3	B	151.3	0.80	19.0	E
Lauzon Rd	107.8	0.92	30.6	C	163.5	0.92	20.2	E
Watson Ave	59.2	0.29	17.9	E	45.6	0.29	23.3	D
Total	1096.5	6.30	20.7	E	1367.5	6.30	16.6	E

Conclusions

Overall, lane reductions to accommodate bike facilities will increase travel times in the weekday AM and PM peak hours for the Wyandotte Street East corridor, causing some segments to operate poorly.

Even with existing lane configurations, operations are already marginal or poor for certain segments, especially in the weekday PM peak hour. Vehicle travel times are expected to increase in these segments over time, due to traffic diversion from Riverside Drive as well as general background traffic growth.

Figure 1: Existing Lane Configuration

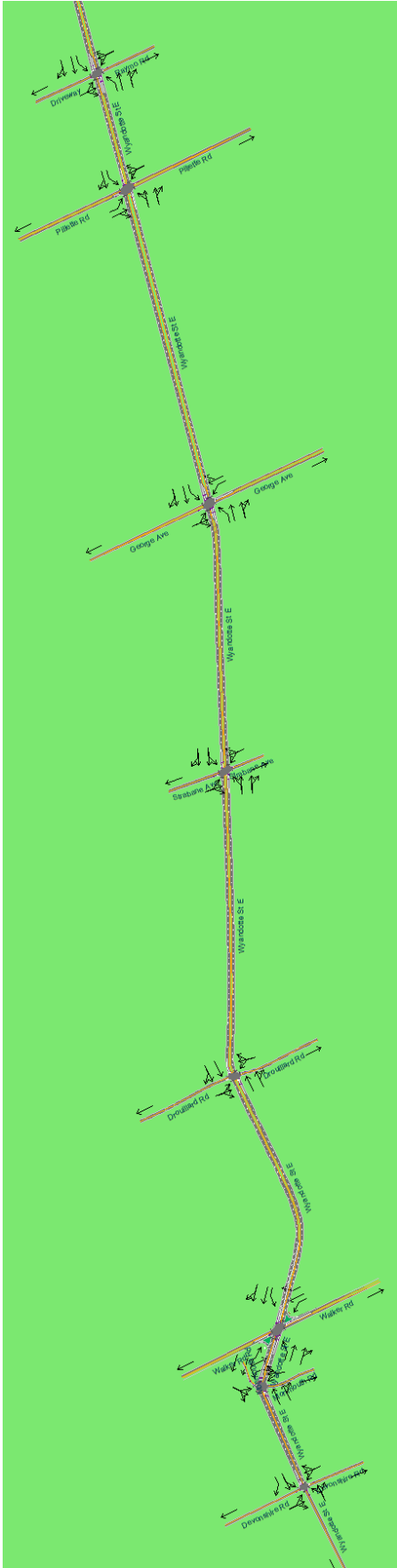
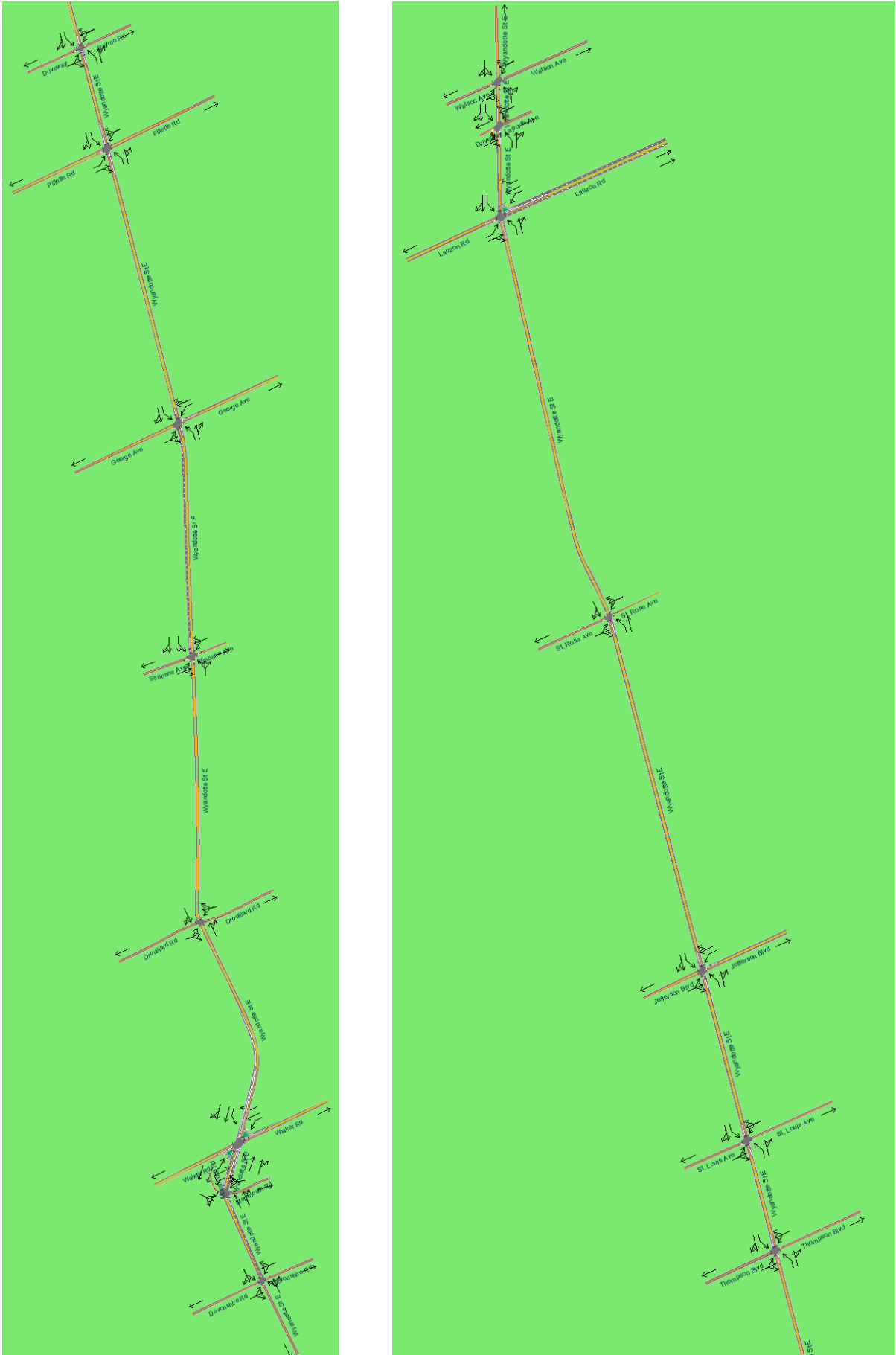


Figure 2: Lane Configuration with Reduced Through Lanes for Bicycle Facility



5.1 Bicycle Priority Streets

In some areas, particularly residential neighbourhoods, design treatments can be used to create 'Bicycle Priority Streets', which are often referred to as 'Bicycle Boulevards' or 'Local Bicycle Streets'.

Bicycle Priority Streets are typically low-volume, low-speed streets that have been optimized for bicycle travel through treatments such as traffic calming, traffic reduction, signage, pavement markings and intersection crossing treatments. These treatments allow through movements for cyclists while discouraging similar through trips by non-local motorized traffic.

Figure 5.1 illustrates a variety of design elements which may be considered by practitioners when designing a bicycle boulevard. Some of the design elements, such as signage and pavement markings are already an integral part of on-road bicycle facilities such as signed bicycle routes and bicycle lanes. Practitioners should refer to the appropriate subsection within **Section 4** for design guidance. The other design elements discussed below are context sensitive and should be considered based on the unique set of site characteristics of the corridor.

Traffic Reduction on bicycle boulevards may be achieved through the implementation of culs-de-sac to restrict through motorized traffic while still providing through access for non-motorized traffic.

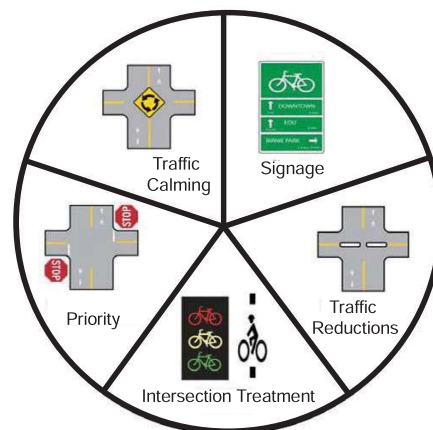
Intersection Treatments such as bike boxes, advanced stop bars, bicycle actuated signals, cross-rides and refuge islands can improve a cyclist's ability to cross a major roadway more comfortably and safely.

Priority given to travel on Bicycle Boulevard through the use of pavement markings as well as stop and yield signs on intersecting roadways.

Traffic Calming measures such as roundabouts, speed tables, road diets and reduced speed limits aim to reduce the speed and volume of motor vehicle traffic on a particular roadway. However, consideration must be given to ensure traffic calming designs do not adversely affect cyclists (refer to **Section 5.1.1** for design guidance).

Figure 5.2 illustrates the implementation of these design elements within a typical Bicycle Priority Street.

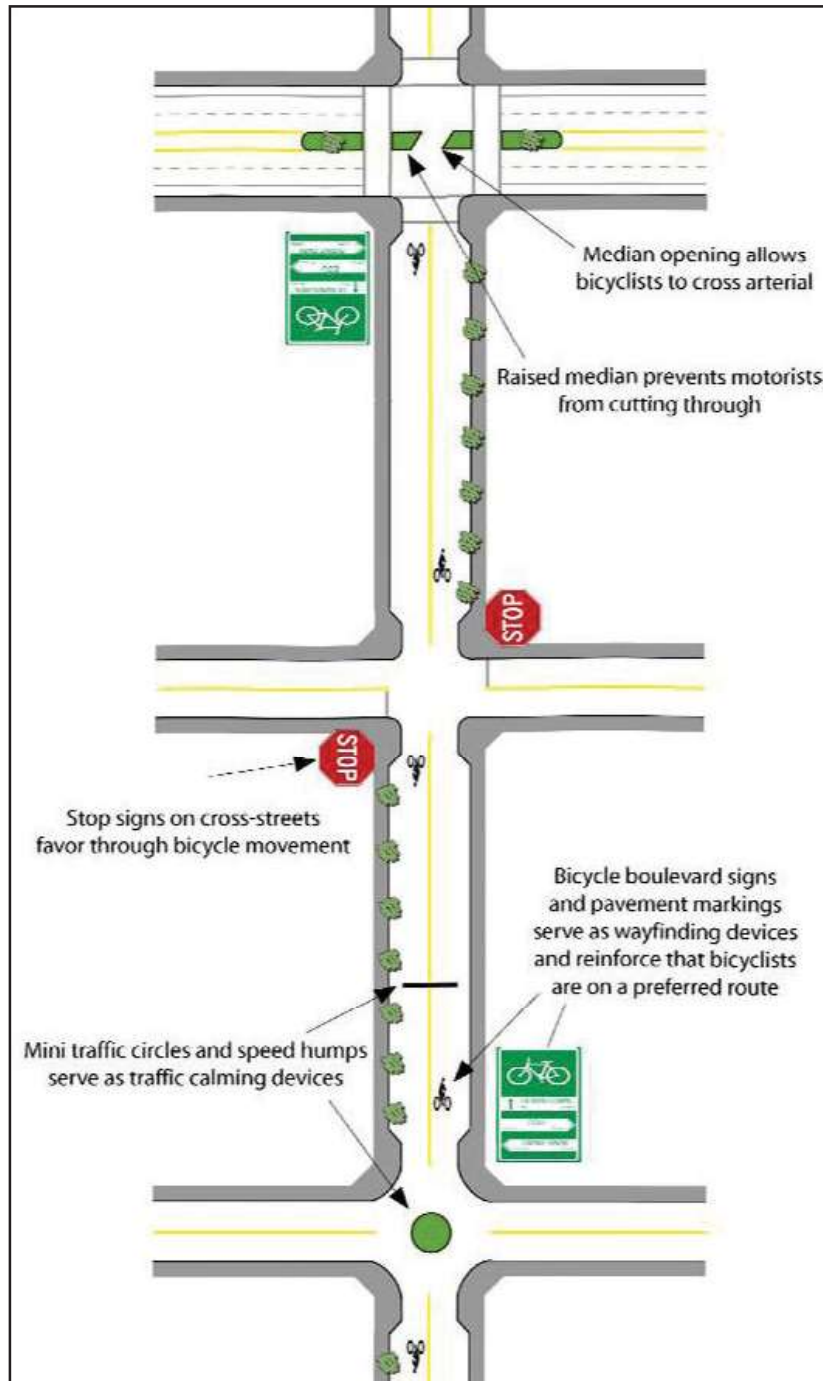
Figure 5.1 – Bicycle Priority Street Design Elements



Source: IBPI Fundamentals of Bicycle Boulevard Planning & Design, 2009

Figure 5.2 – Design Elements on a Typical Bicycle Priority Street

(Signs not directly related to the bicycle facility, including some stop signs, have been omitted for clarity)



Source: IBPI Fundamentals of Bicycle Boulevard Planning & Design, 2009

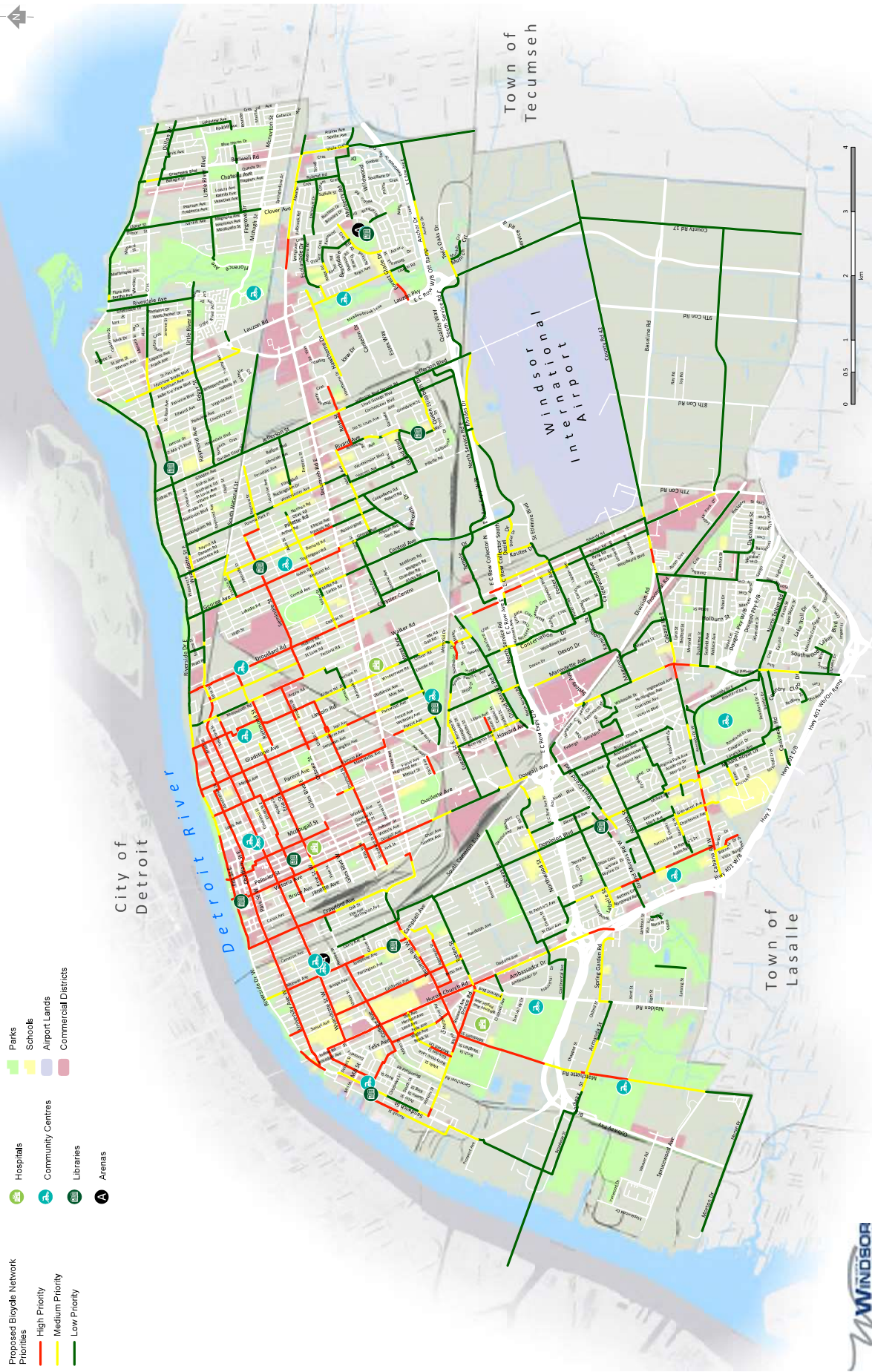


FIGURE 33 - CYCLING NETWORK PRIORITIZATION RESULTS



Wyandotte Street East Corridor Review

Devonshire Road to Watson Avenue

Public Information Centre #1

Slides can also be found online

<https://tiny.one/wyandotteplan>

Meeting Purpose

We're here today to:

- Get your feedback on design alternatives for **Wyandotte Street East from Devonshire Road to Watson Street**
- Find out your priorities for the Wyandotte Street East corridor

Project Background

What have we been directed to do?

- In 2019 and 2020, Council asked City staff:
 - To review the feasibility of a road diet on Wyandotte Street East (St. Luke to Lauzon Road)
 - To find active transportation projects along the corridor that could be accelerated
- In 2020, City staff reported back to Council on the feasibility of a Wyandotte road diet.
 - In response, Council directed City staff to prepare design concepts for cycling infrastructure on Wyandotte Street East

What have we heard so far?

- We've heard your concerns about:
 - Speeding
 - Road safety and collisions
 - Lack of cycling infrastructure
 - Keeping existing on-street parking, especially in commercial areas
- We've heard that you have conflicting priorities for Wyandotte Street East:
 - Some stakeholders want traffic volumes reduced significantly
 - Some stakeholders want Wyandotte Street East to stay a convenient commuting route for drivers

What is a Road Diet?

A road diet is a reduction in the number of travel lanes on a street and reallocation of this width for other purposes, such as:

- Turning lanes
- On-street parking
- Bike infrastructure
- Pedestrian space
- Green space

Road diets can:

- Reduce speeding
- Reduce collision frequency and severity
- Encourage cycling
- Increase separation between traffic and pedestrians

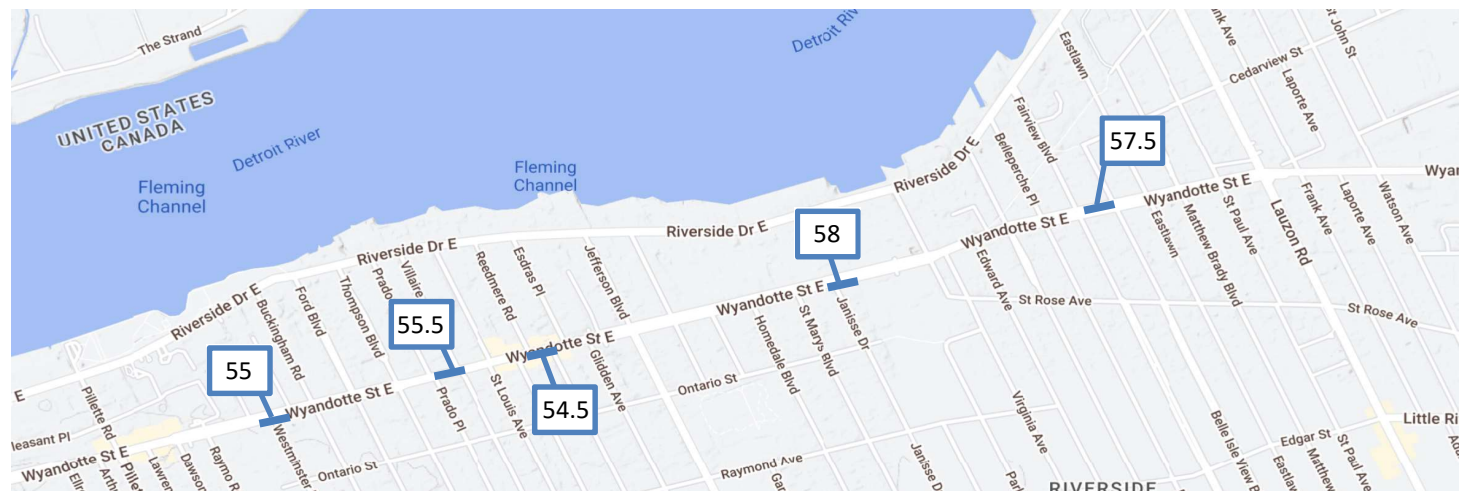
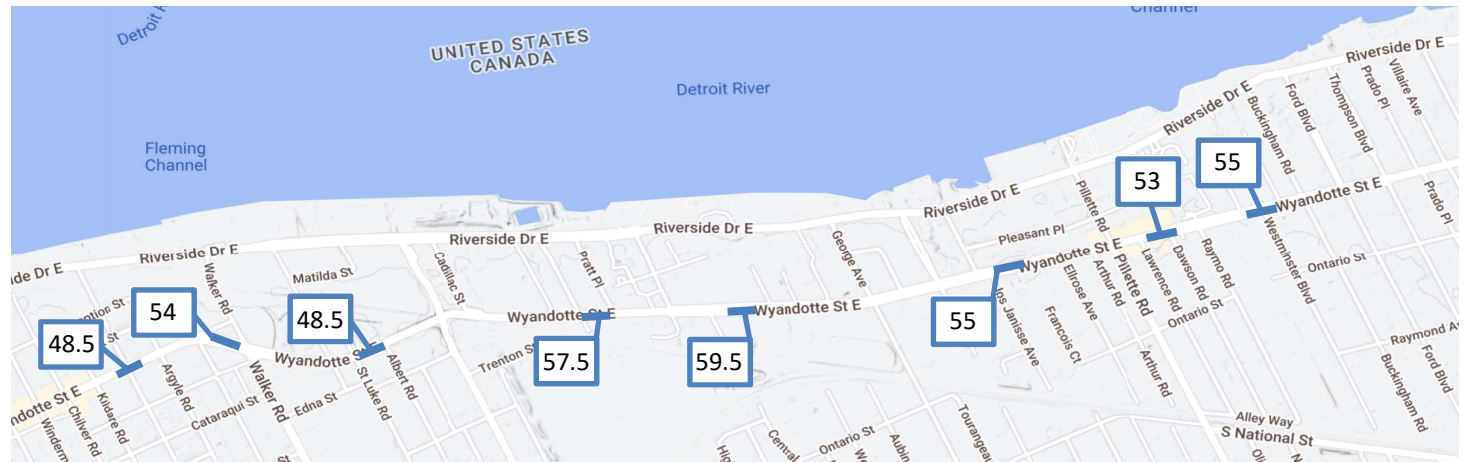


Existing Conditions - Speed

Most sections of the corridor have operating speeds higher than the speed limit (50 km/h).

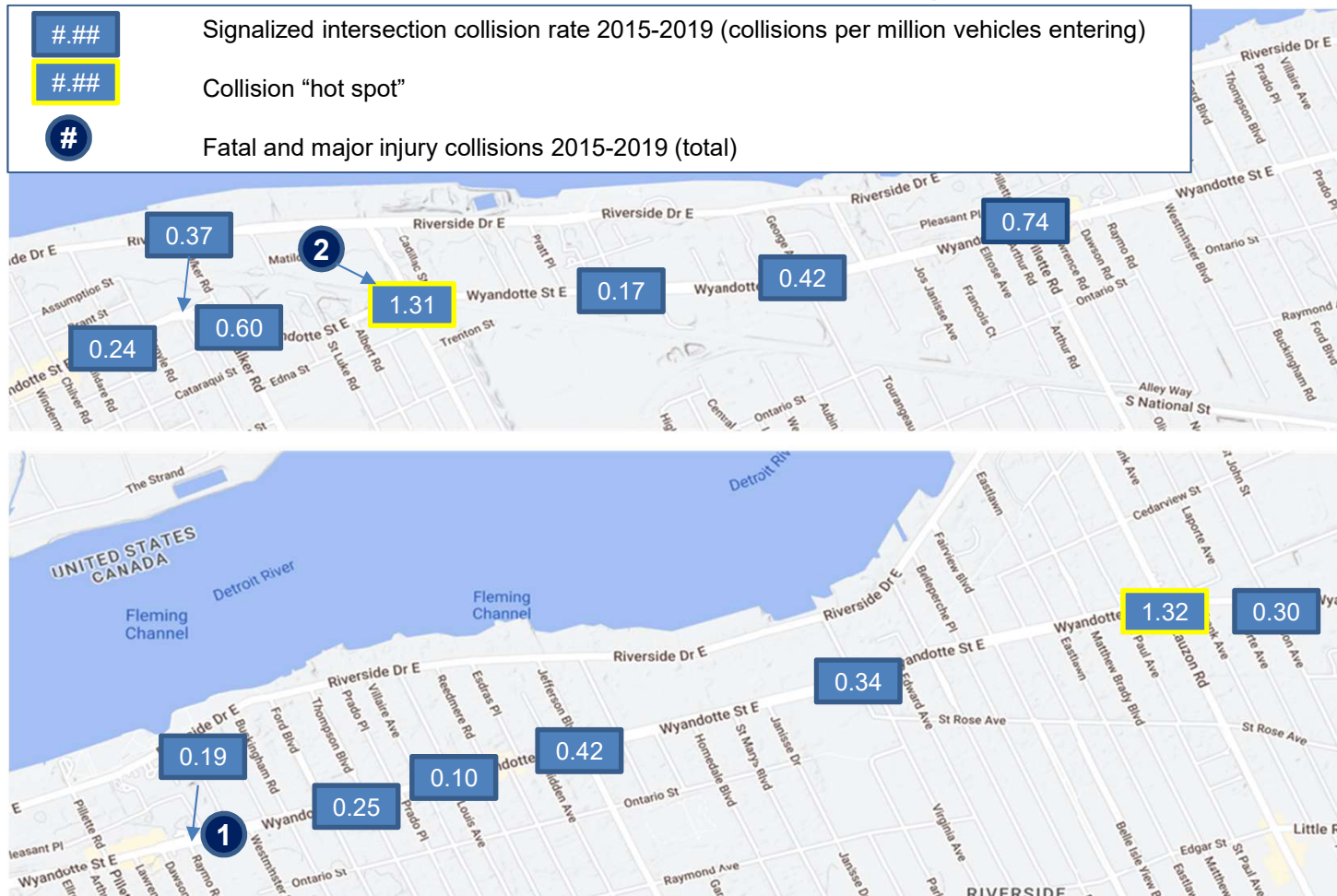
Highest speed sections:

- Drouillard to George
- Jefferson to Lauzon



Existing Conditions – Road Safety

6



Rush Hour Traffic – Weekday Mornings

Without a road diet:

- Traffic flows well along most of the corridor
- There are bottlenecks and congestion east of Lauzon Road, at Pillette, and west of Walker Road.
- Over time, traffic growth will increase delay along the corridor. Wyandotte at Pillette will approach capacity.

With a road diet:

- Initially, travel time along the corridor increases by 8 minutes and new bottlenecks are created.
- Over time, traffic flow improves as some drivers switch to cycling and transit.

Weekday AM Peak Hour		Westbound Arterial Level of Service (A to F)					
Wyandotte Street		Without Road Diet ("Do Nothing" & Alternative 2)			With Road Diet (Alternative 1)		
From	To	2020	2030	2040	2020	2030	2040
Riverdale Ave	Watson Ave	D	D	D	D	D	D
Watson Ave	Lauzon Rd	E	E	E	F	E	E
Lauzon Rd	St. Rose Ave	B	B	B	C	C	C
St. Rose Ave	Jefferson Blvd	B	B	B	C	B	B
Jefferson Blvd	St. Louis Ave	B	B	B	E	D	D
St. Louis Ave	Thompson Blvd	C	C	C	F	F	F
Thompson Blvd	Raymo Rd	C	C	C	E	C	C
Raymo Rd	Pillette Rd	E	E	F	F	F	F
Pillette Rd	George Ave	B	B	B	C	B	C
George Ave	Strabane Ave	C	C	C	B	B	B
Strabane Ave	Drouillard Rd	C	C	C	E	D	D
Drouillard Rd	Walker Rd	D	D	D	D	D	D
Walker Rd	Monmouth Rd	E	E	E	E	E	E
Monmouth Rd	Devonshire Rd	E	E	E	F	E	E
Overall		C	C	C	E	D	D
Total Travel Time (Watson to Devonshire)		11 minutes	11 minutes	12 minutes	19 minutes	15 minutes	15 minutes

Rush Hour Traffic – Weekday Afternoons

Without a road diet:

- Traffic flows well along most of the corridor
- There are bottlenecks and congestion west of Walker Road and east of Lauzon Road
- Over time, traffic growth will increase delay along the corridor. Wyandotte at Pillette will approach capacity.

With a road diet:

- Initially, travel time along the corridor increases by 12 minutes and new bottlenecks are created.
- Over time, traffic flow improves as some drivers switch to cycling and transit.

Weekday PM Peak Hour		Eastbound Arterial Level of Service (A to F)					
Wyandotte Street		Without Road Diet ("Do Nothing" & Alternative 2)			With Road Diet (Alternative 1)		
From	To	2020	2030	2040	2020	2030	2040
Lincoln Rd	Devonshire Rd	F	F	F	F	F	F
Devonshire Rd	Monmouth Rd	E	E	E	E	D	D
Monmouth Rd	Walker Rd	F	F	F	F	F	F
Walker Rd	Drouillard Rd	C	C	C	E	E	E
Drouillard Rd	Strabane Ave	B	B	B	D	C	C
Strabane Ave	George Ave	B	B	B	E	C	C
George Ave	Pillette Rd	C	C	D	F	F	F
Pillette Rd	Raymo Rd	C	C	C	D	D	D
Raymo Rd	Thompson Blvd	B	B	B	F	F	F
Thompson Blvd	St. Louis Ave	C	C	C	E	D	D
St. Louis Ave	Jefferson Blvd	B	B	B	D	D	D
Jefferson Blvd	St. Rose Ave	B	B	B	F	E	E
St. Rose Ave	Lauzon Rd	C	C	C	E	E	E
Lauzon Rd	Watson Ave	E	E	E	E	D	D
Overall		D	E	E	F	E	E
Total Travel Time (Devonshire to Watson)		16 minutes	18 minutes	18 minutes	28 minutes	23 minutes	23 minutes

Existing Cycling Infrastructure



Future Cycling Infrastructure

Wyandotte Street East is a **Multi-Modal Corridor** in the Active Transportation Master Plan, *Walk Wheel Windsor*

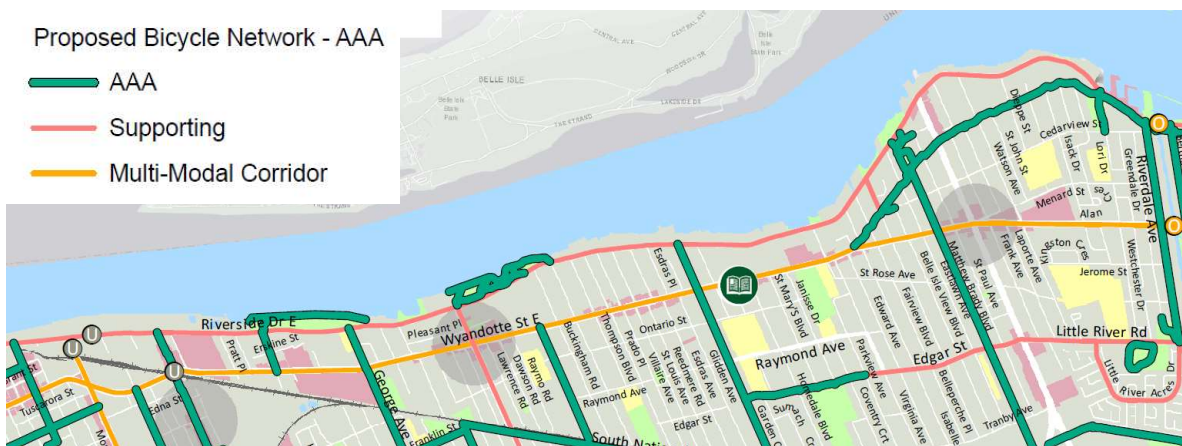
The proposed bicycle network includes several multi-modal corridors, which are major streets that need further review to consider how they will accommodate active transportation given other competing priorities. [...] These streets are some of Windsor's main travel corridors, serving a variety of vehicle types and modes while playing an important role in the City's transportation system.

These multi-modal corridors will require more in-depth analysis through specific corridor studies or Environmental Assessments. Recognizing that these corridors serve desire lines within the bicycle network, these studies can determine whether bicycle facilities can be accommodated on the corridors or adjacent streets.

[...]

It is important to note that as part of a complete and connected bicycle network that meets the needs of all users, there is still a place for complementary, non-AAA facilities such as painted bicycle lanes.

(Excerpt – *Walk Wheel Windsor* Final Report)



Alternative Approaches

Alternative	Description
“Do Nothing”	Take no action – leave the Wyandotte Street East corridor as-is.
1 – Bikeway with road diet	Reduce the number of through lanes on Wyandotte Street East to reduce speeds while also providing space for bikeway infrastructure.
2 – Bikeway without road diet	Provide an east-west bikeway without reducing the number of through lanes on Wyandotte Street East. Space for the bikeway is provided by other means, such as removing on-street parking.

Alternative Approaches

Alternative	Auto Level of Service (Weekday PM peak hour)	Cyclist Level of Service	Pedestrian Level of Service	Vehicle Speeds	On-Street Parking	Can be Implemented Along Entire Corridor?
"Do Nothing"	2020: D 2030: E 2040: E	F	C to E	No change from existing conditions	No change from existing conditions	Yes
1 – Bikeway with road diet	2020: F 2030: E 2040: E	A ("all ages and abilities" options) or C (non-AAA options)	B to E (varies along corridor)	Moderate reductions	Affected in some options – see design concepts	Yes
2 – Bikeway without road diet	2020: D 2030: E 2040: E	C to E (varies along corridor)	D to E (varies along corridor)	No change from existing conditions	All on-street parking removed	No

These alternatives can take different forms along the corridor.

The future design of Wyandotte Street can be one of these alternatives for the entire corridor or a mixture of different alternatives in different sections.

Key Map

14

Section A

Undivided without existing on-street parking

Section B

Divided without existing on-street parking

Section C

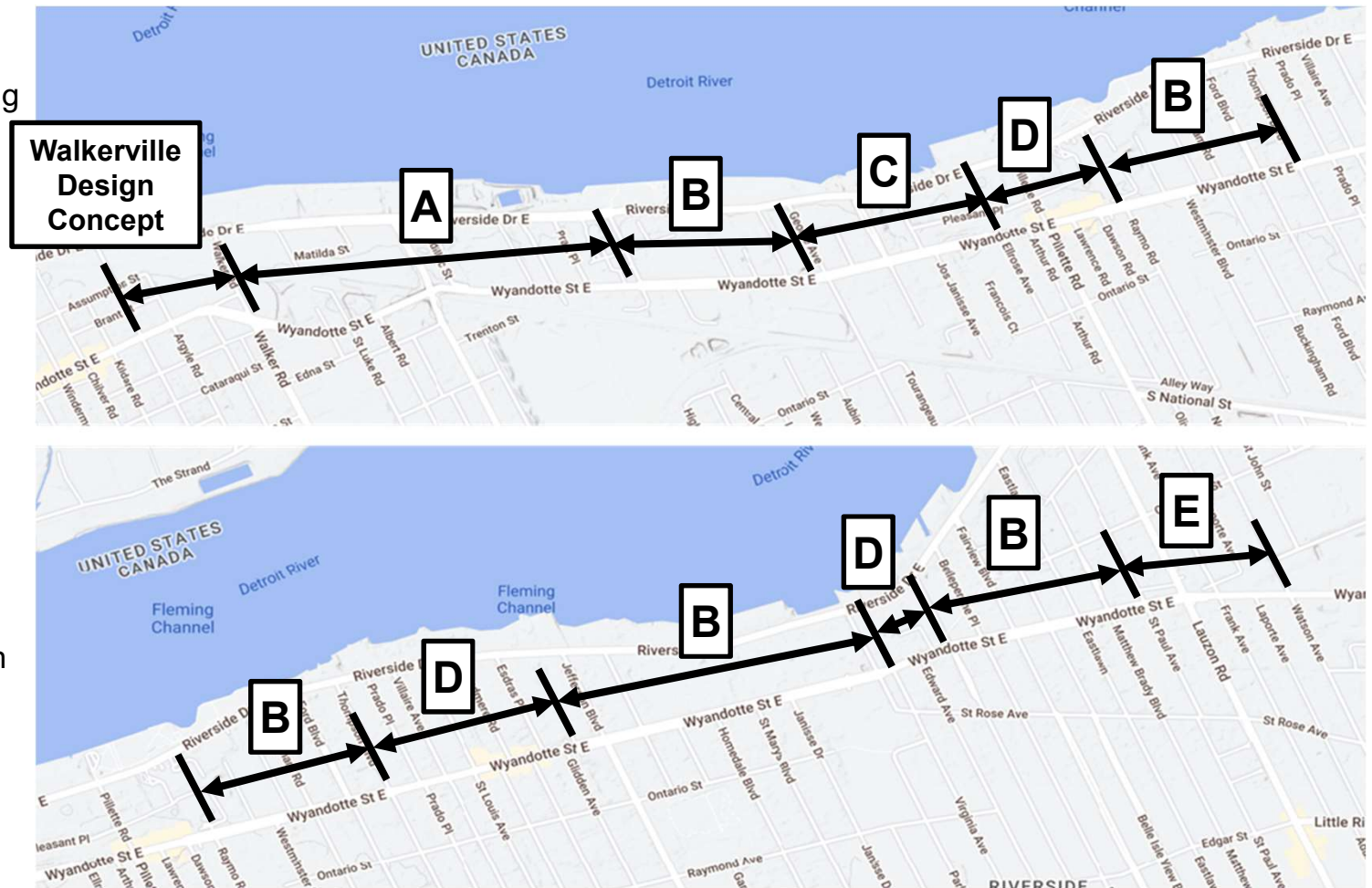
Divided with existing on-street parking

Section D

Undivided with existing on-street parking on both sides

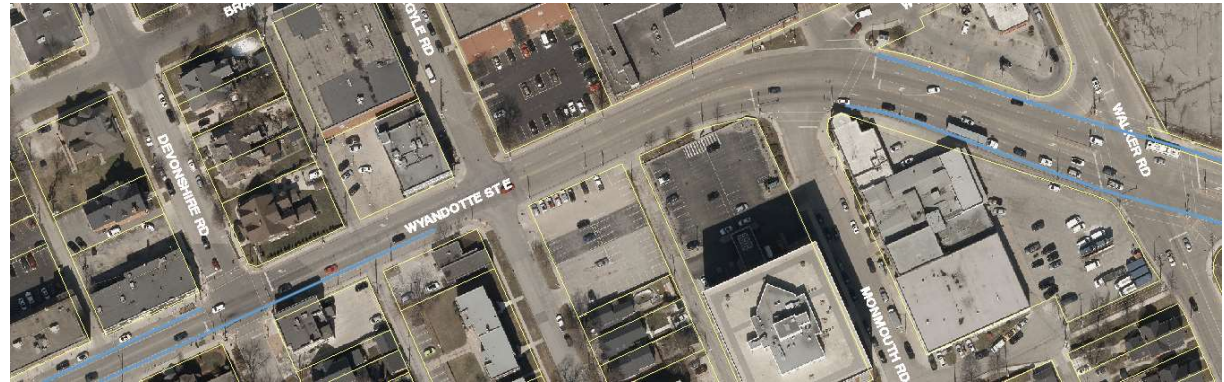
Section E

Undivided with existing on-street parking on one side



Walkerville Design Concept

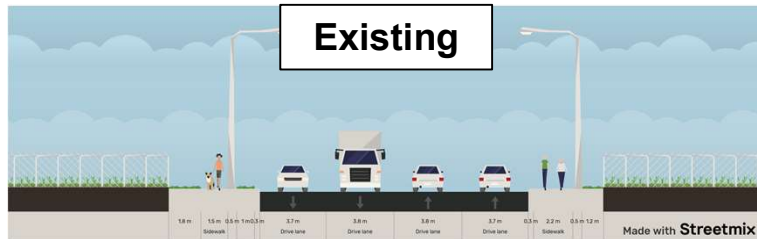
Existing: gap in bike lanes (blue) from Devonshire/Argyle to Monmouth.



Proposed: close gap with protected bike lanes (green & orange) by reducing the number of general purpose lanes.



Alternative Design Concepts ¹⁶



Section A: Undivided Wyandotte without On-street Parking (Example: East of Bellevue)

- 4 travel lanes
- No cycling infrastructure
- No on-street parking

Options for Alternative 1: Bikeway With Road Diet



- 2 travel lanes
- Protected bicycle lanes (AAA)
- No on-street parking

A

C

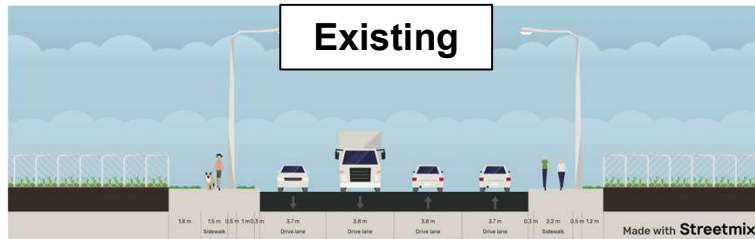


- 2 travel lanes
- Two-way left turn lane
- Buffered bicycle lanes (non-AAA)
- No on-street parking

C

E

Alternative Design Concepts ¹⁷

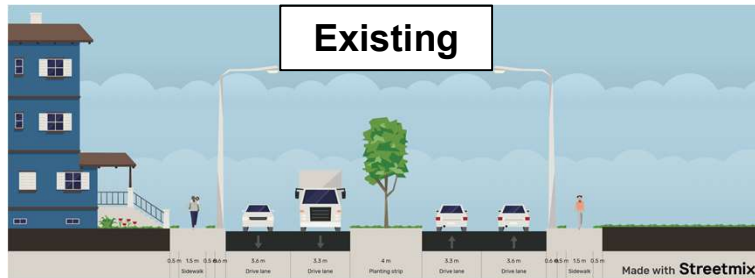


Section A: Undivided Wyandotte without On-street Parking (Example: East of Bellevue)

- 4 travel lanes
- No cycling infrastructure
- No on-street parking

Options for Alternative 2: Bikeway Without Road Diet	Description	Cyclist Level of Service	Pedestrian Level of Service
No options available with current roadway width		N/A	N/A

Alternative Design Concepts ¹⁸

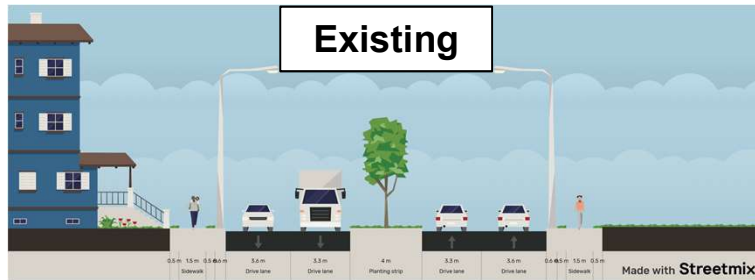


Section B: Divided Wyandotte Without On-street Parking (Example: West of Westminster)

- 4 travel lanes with median
- Left turn lanes at intersections
- No cycling infrastructure
- No on-street parking

Options for Alternative 1: Bikeway With Road Diet	Description	Cyclist Level of Service	Pedestrian Level of Service
	<ul style="list-style-type: none"> • 2 travel lanes with median • Left turn lanes at intersections • Protected bicycle lanes (AAA) • No on-street parking 	A	E
	<ul style="list-style-type: none"> • 2 travel lanes with median • Left turn lanes at intersections • Buffered bicycle lanes (non-AAA) • No on-street parking 	C	E

Alternative Design Concepts ¹⁹

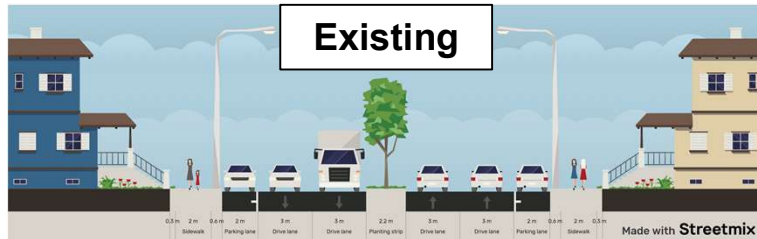


Section B: Divided Wyandotte Without On-street Parking (Example: West of Westminster)

- 4 travel lanes with median
- Left turn lanes at intersections
- No cycling infrastructure
- No on-street parking

Options for Alternative 2: Bikeway Without Road Diet	Description	Cyclist Level of Service	Pedestrian Level of Service
No options available with current roadway width		N/A	N/A

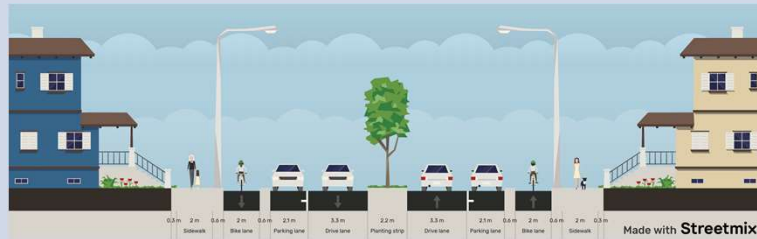
Alternative Design Concepts ²⁰



Section C: Divided Wyandotte with On-street Parking (Example: East of Rossini)

- 4 travel lanes (substandard width) and median
- Left turn lanes at intersections
- No cycling infrastructure
- On-street parking on both sides (substandard width)

Options for Alternative 1: Bikeway With Road Diet



Description

Cyclist
Level of
Service

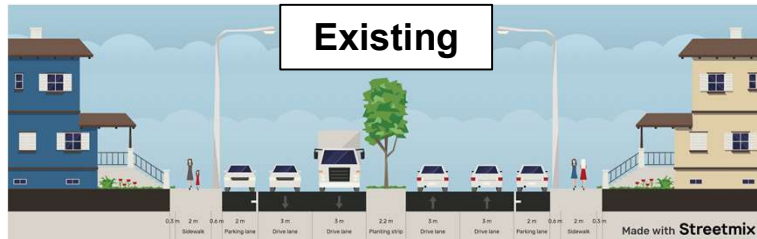
Pedestrian
Level of
Service

- 2 travel lanes with median
- Left turn lanes at intersections
- Protected bicycle lanes (AAA)
- On-street parking on both sides

A

B

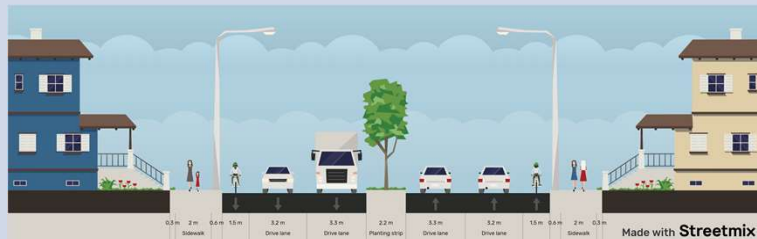
Alternative Design Concepts ²¹



Section C: Divided Wyandotte with On-street Parking (Example: East of Rossini)

- 4 travel lanes (substandard width) and median
- Left turn lanes at intersections
- No cycling infrastructure
- On-street parking on both sides (substandard width)

Options for Alternative 2: Bikeway Without Road Diet



Description

Cyclist
Level of
Service

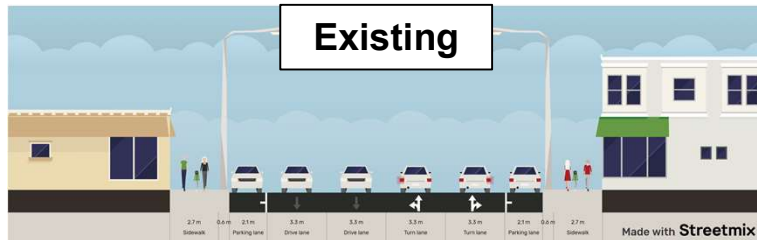
Pedestrian
Level of
Service

- 4 travel lanes
- Painted bicycle lanes (non-AAA)
- On-street parking is removed

E

D

Alternative Design Concepts ²²

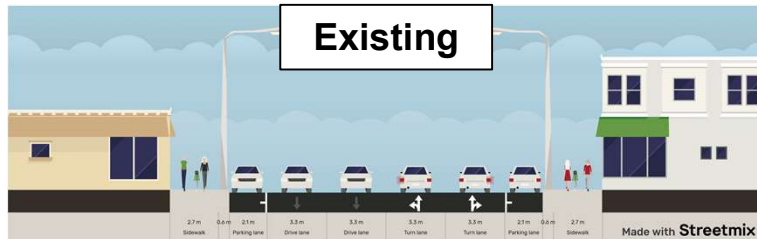


Section D: Undivided Wyandotte with On-street Parking Both Sides (Example: East of Pillette)

- 4 travel lanes
- No cycling infrastructure
- On-street parking on both sides

Options for Alternative 1: Bikeway With Road Diet	Description	Cyclist Level of Service	Pedestrian Level of Service
	<ul style="list-style-type: none"> • 2 travel lanes • Left turn lane only at major intersections • Protected bicycle lanes (AAA) • On-street parking on both sides • Parking removed where required for left turn lane 	A	B
	<ul style="list-style-type: none"> • 2 travel lanes • Left turn lane • Painted bicycle lanes (non-AAA) • On-street parking on both sides 	C	C
	<ul style="list-style-type: none"> • 2 travel lanes • Left turn lane • Protected bicycle lanes (AAA) • On-street parking is removed 	A	C

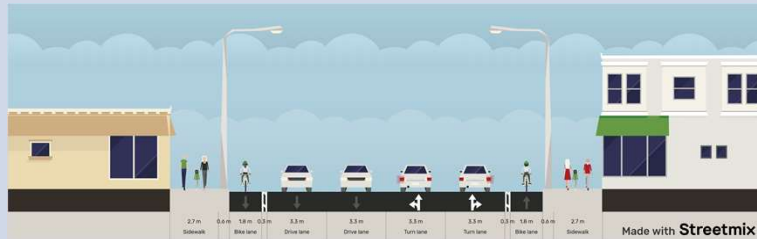
Alternative Design Concepts ²³



Section D: Undivided Wyandotte with On-street Parking Both Sides (Example: East of Pillette)

- 4 travel lanes
- No cycling infrastructure
- On-street parking on both sides

Options for Alternative 2: Bikeway Without Road Diet



Description

- 4 travel lanes
- Buffered bicycle lanes (non-AAA)
- On-street parking is removed

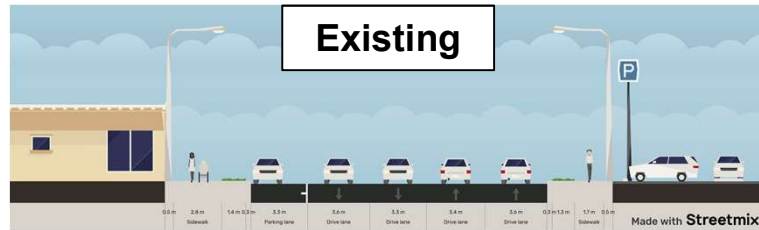
Cyclist
Level of
Service

C

Pedestrian
Level of
Service

D

Alternative Design Concepts ²⁴

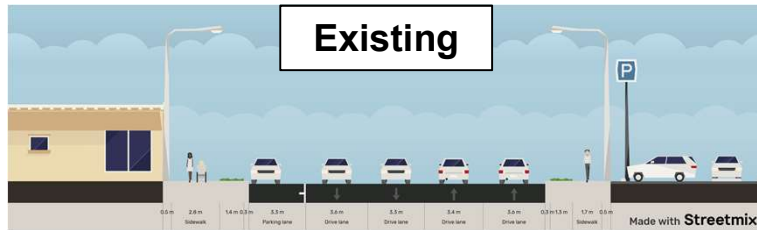


Section E: Undivided Wyandotte With On-street Parking on One Side (Example: East of Frank)

- 4 travel lanes
- No cycling infrastructure
- On-street parking on one side

Options for Alternative 1: Bikeway With Road Diet	Description	Cyclist Level of Service	Pedestrian Level of Service
	<ul style="list-style-type: none"> • 2 travel lanes • Protected bicycle lanes (AAA) • On-street parking on one side 	A	North Side: D South Side: B
	<ul style="list-style-type: none"> • 2 travel lanes • Two-way left turn lane • Buffered bicycle lanes (non-AAA) • On-street parking on one side 	North Side: C South Side: D	North Side: E South Side: C

Alternative Design Concepts ²⁵



Section E: Undivided Wyandotte With On-street Parking on One Side (Example: East of Frank)

- 4 travel lanes
- No cycling infrastructure
- On-street parking on one side

Options for Alternative 2: Bikeway Without Road Diet	Description	Cyclist Level of Service	Pedestrian Level of Service
	<ul style="list-style-type: none"> • 4 travel lanes • Buffered bicycle lanes (non-AAA) • On-street parking is removed 	C	<p>North Side: E</p> <p>South Side: D</p>

Next Steps

Stakeholder feedback

- Please provide comments by June 15, 2022

Develop a recommended design

Public Information Centre #2

- Planned: Fall 2022

Report to Environment, Transportation & Public Safety Standing Committee

Council Approval



Wyandotte Street East Corridor Review

Devonshire Road to Watson Avenue

Please provide comments by June 15, 2022

transportation@citywindsor.ca

or

<https://tiny.one/wyandottesurvey>



Comment Form
Wyandotte Street East
Corridor Review
Public Information Centre #1



What’s your relationship to the study area? Please indicate all that apply to you:

<input type="checkbox"/>	I live in or near the corridor	<input type="checkbox"/>	I work or go to school in the or near the corridor
<input type="checkbox"/>	I own residential property in or near the corridor	<input type="checkbox"/>	I’m a customer of businesses in the corridor
<input type="checkbox"/>	I own commercial property in or near the corridor	<input type="checkbox"/>	I commute along the corridor by bike
<input type="checkbox"/>	I own a business in or near the corridor	<input type="checkbox"/>	I commute along the corridor by personal motor vehicle

Are you providing comments on behalf of a business or organization? If so, which one(s)?

Do you travel by bike along the corridor?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

If yes, what are the biggest issues you encounter when cycling along the corridor?
 If no, what would make you more likely to cycle along the corridor?

Which part(s) of the corridor are most important to you?

Do you have any comments about the alternative concepts?

Do you have any additional comments?

Do you want to be added to the project notification list?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

Name	
Address	
Phone Number	
Email Address	

Zencity Online Survey

We would like to hear from Windsor residents about city programs & services in order to ensure we are meeting the needs of our community. Your answers will help us deliver better services to our community. Your participation is greatly appreciated, and all answers are confidential.

1. What is your relation to the city of Windsor? (select all that apply)

- a. I live in Windsor
- b. I work in Windsor
- c. I own a business in Windsor
- d. I frequently visit Windsor
- e. None of the above

Part 1 - Currently usage of Wyandotte Street East

2. Do you travel through Wyandotte Street East as part of your commute to work or to school?



- a. It's part of my commute to work
- b. It's part of my commute to school
- c. No

3. How often do you travel through Wyandotte Street East?

- a. At least once a weekday
- b. A few times a week
- c. Around once a week
- d. A few times a month
- e. Every once in a while

4. How do you usually travel through Wyandotte Street East? (select all that apply)

- a. By foot
- b. By car
- c. By public transportation
- d. By bike
- e. Other: ____

Part 2 - Preferences and prioritizations

5. The City of Windsor is in the process of redesigning Wyandotte Street East and would like to hear from you about your priorities for this process.

6. To what extent are the following aspects about Wyandotte Street East important to you? (question group, scale: 1 - Not At All Important, 5 - Very Important)

- a. Travel time during rush hour for drivers
- b. Ease of use and safety for pedestrians

- c. Ease of use and safety for bikers
 - d. On-street parking
- 7. Are there other aspects about Wyandotte Street East that are important to you? [\[open ended, optional\]](#)
- 8. **The City is considering three alternative options for increasing bike lanes in the corridor. (question group)**
 - a. **Alternative 1 involves reducing the number of through lanes on Wyandotte Street East to reduce speeds while also providing space for bikeway infrastructure. To what extent do you support or oppose this option?**
 - i. Strongly Support
 - ii. Somewhat Support
 - iii. Somewhat Oppose
 - iv. Strongly Oppose
 - b. **Alternative 2 involves providing an east-west bikeway without reducing the number of through lanes on Wyandotte Street East. Space for the bikeway will be provided by other means, such as removing on-street parking. To what extent do you support or oppose this option?**
 - i. Strongly Support
 - ii. Somewhat Support
 - iii. Somewhat Oppose
 - iv. Strongly Oppose
 - c. **Alternative 3 involves leaving the Wyandotte Street East corridor as it currently is. To what extent do you support or oppose this option?**
 - i. Strongly Support
 - ii. Somewhat Support
 - iii. Somewhat Oppose
 - iv. Strongly Oppose
- 9. **Overall, which of the suggested options do you prefer?**
 - a. Alternative 1 - Reduce the number of lanes and some parking options to provide a bikeway
 - b. Alternative 2 - Remove all parking to provide a bikeway
 - c. Alternative 3 - Leave the corridor as it currently is
- 10. **The future design of Wyandotte Street East can be one of the alternatives for the entire corridor or a mixture of different alternatives in different sections. Which of the suggested options do you prefer?**
 - a. Have one alternative for the entire corridor
 - b. Have a mixture of different alternatives in different sections
- 11. **If a mixture of different alternatives was chosen, to what extent would you like to see each of the alternatives in the corridor? (Question group, scale: 1 - Not At All, 5 - To a Large Extent)**
 - a. Alternative 1 (reduced lanes to provide a bikeway)
 - b. Alternative 2 (remove all parking to provide a bikeway)
 - c. Alternative 3 (no changes)
- 12. **What level of protection would you like to see for the proposed bike lanes in the corridor?**
 - a. Protected bike lanes (all ages and abilities)
 - b. Buffered bike lanes (not all ages and abilities)
 - c. Painted bike lanes (not all ages and abilities)
 - d. I don't want bike lanes added to the corridor

13. What is the most important thing for the City to take into account when redesigning the Wyandotte Street East? (optional, open-ended)

Part 3 - Demographics

1. Which postal code do you currently live in? [open ended]
2. How old are you?
 - a. 17 or younger
 - b. 18 to 24
 - c. 25 to 34
 - d. 35 to 44
 - e. 45 to 54
 - f. 55 to 64
 - g. 65 or older
 - h. Prefer not to say
3. Do you identify as...?
 - a. Male
 - b. Female
 - c. Prefer to self-describe
4. [if “prefer to self-describe”] Please state the gender you identify as. [open ended]
5. What were the ethnic or cultural origins of your ancestors? (select all that apply)
 - a. First Nations, Métis, or Inuk (Inuit)
 - b. North American (non-native)
 - c. Caribbean
 - d. Latin, Central, or South American
 - e. European
 - f. Middle Eastern, North African, or West Central Asian
 - g. South or East African
 - h. South Asian
 - i. East or Southeast Asian
 - j. Oceanian or Pacific Islander
 - k. Prefer not to answer
 - l. Other: _____
6. Can we count on your feedback in the future? If so, please enter your email below. We might use it to ask for your opinion in the future, but your responses will remain confidential. [optional]

Thank you very much for sharing your feedback with us! Do you want to sign up for the city newsletter?

Please email transportation@citywindsor.ca



Wyandotte Street East Road Diet Survey Windsor, CA

August – September 2022

Executive Summary

88% of respondents travel the corridor by car. 38% of them commute to work or school through the corridor. 55% of respondents travel through the corridor at least a few times a week.

Safety and ease of use for pedestrians and bikers in Wyandotte East Street was top priority for all respondents.

Alternative 1 (to reduce lanes and some parking in order to reduce speed and create space for a bikeway) was supported by 63% of respondents and was also chosen as the preferred option by 39% of respondents, making it the top pick out of the three options. It is also the options respondents would want to see the most of if a mixture of alternatives was chosen.

For the bike lanes, 52% of respondents would like there to be protected bike lanes and not just buffered or painted bike lanes.

When asked what other aspects of the corridor were important to respondents and what the city should take into account when redesigning the corridor, respondents mentioned they'd like to see an emphasis on safety.

The structure of the report

01. Methodology

The sample, distribution method, and the research tools

02. Current usage

How do respondents currently use Wyandotte Street East ?

03. Preferences and suggestions

What is important to respondents when it comes to redesigning Wyandotte Street East?
Which of the alternatives do respondents support and prefer?

Summary

A pair of hands is shown holding four eggs. Three of the eggs are brown, and one is white. The hands are positioned in the center of the frame, with the fingers gently cupping the eggs. The background is a dark, textured purple. The overall mood is calm and focused.

01

Methodology

Methodology



710 sample survey
of Windsor adults,
18+



Respondents
recruited
online



Fielded August 11th
– September 11th,
2022



Survey was
conducted in
English and Arabic



Data was weighted
to represent the
population in
Windsor

Methodology – how we ensure the sample is statistically valid

- 710 respondents were recruited online between August 11th and September 11th, 2022, using targeted ads on various platforms (e.g., social media, apps for Android and IOS) as well as online survey panels.
- Using data from the Census Bureau, this survey employed quotas to match the distribution of race, ethnicity, age, and gender in Windsor, ensuring that the sample represents the entire city.
- To make sure our sample is representative, a technique called rake-weighting was used to balance out any remaining differences between the makeup of the survey respondents and the community. This process serves as a statistical safeguard against any demographic group being overrepresented or underrepresented in the final score calculations by giving overrepresented groups a lower weight and underrepresented groups a higher weight in the analysis.

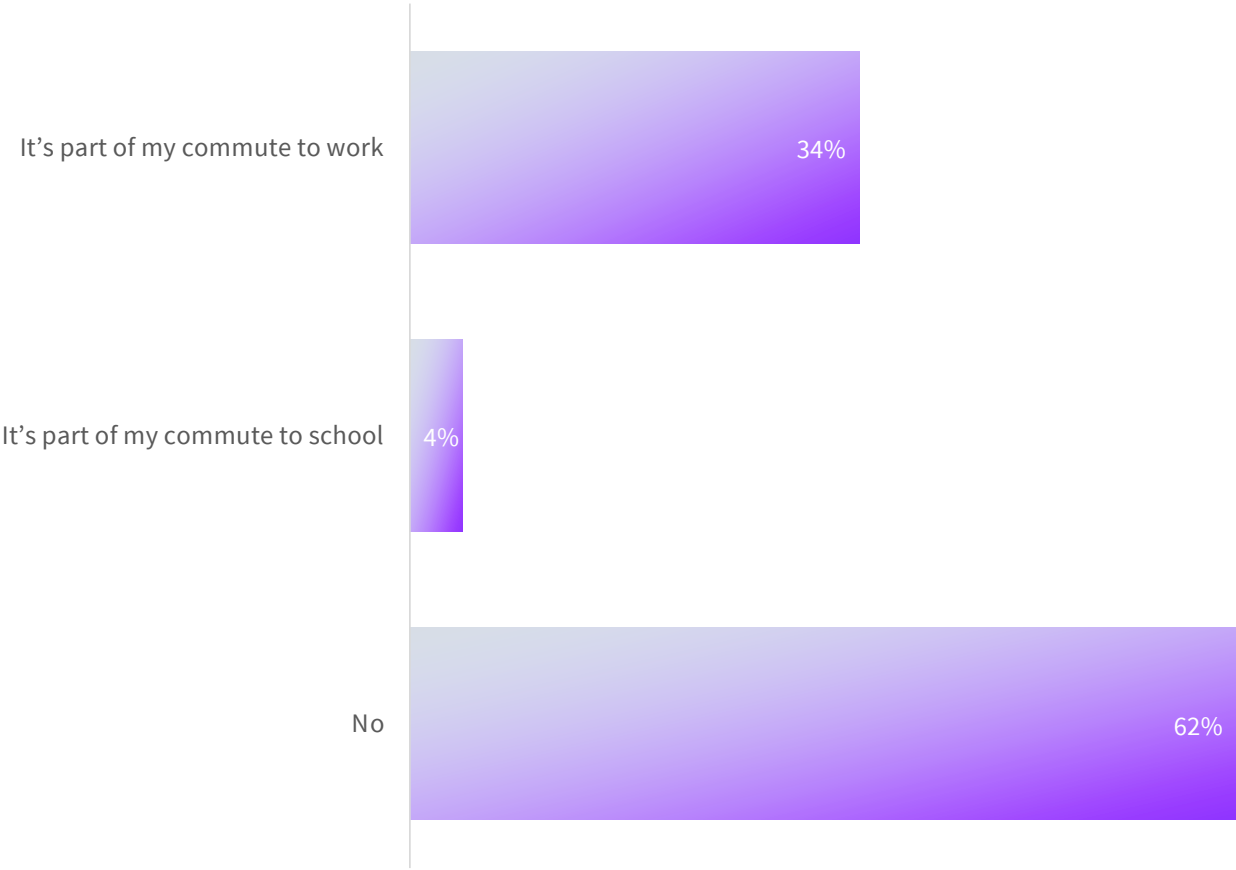


02

Current Road Usage

Commuters: 34% of survey respondents travel through Wyandotte Street East on their commute to work and 4% commute through the street on their way to school. Respondents aged 18-34 were more likely than other groups to commute. From this point on, “commuters” will refer to those who commute through the corridor both to school and to work.

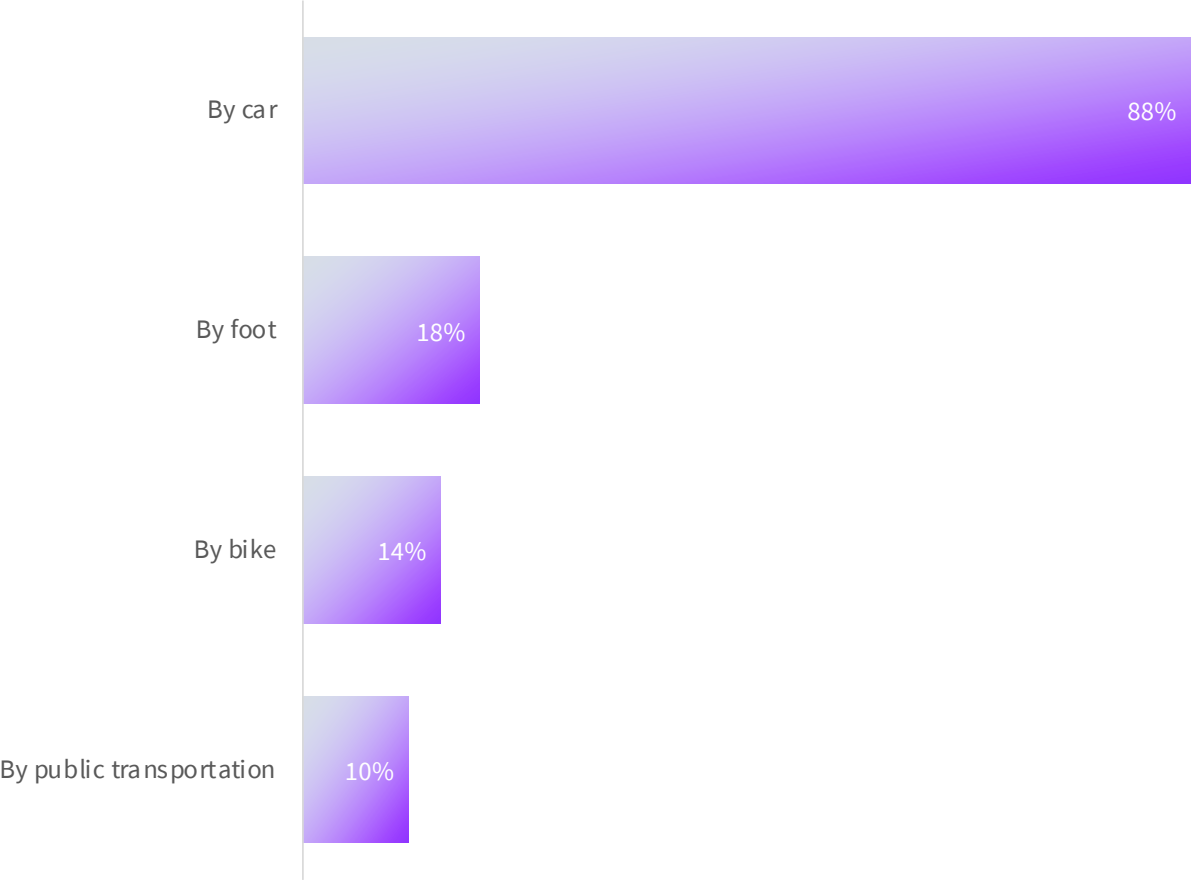
Question: Do you travel through Wyandotte Street East as part of your commute to work or to school?



Demographic Group	% of commuters
18-34	53%
35-54	38%
55+	28%
Women	33%
Men	43%

Travel method: 88% of survey respondents travel through Wyandotte Street East by car. Other modes of transportation are usually used by less than 20% of respondents.

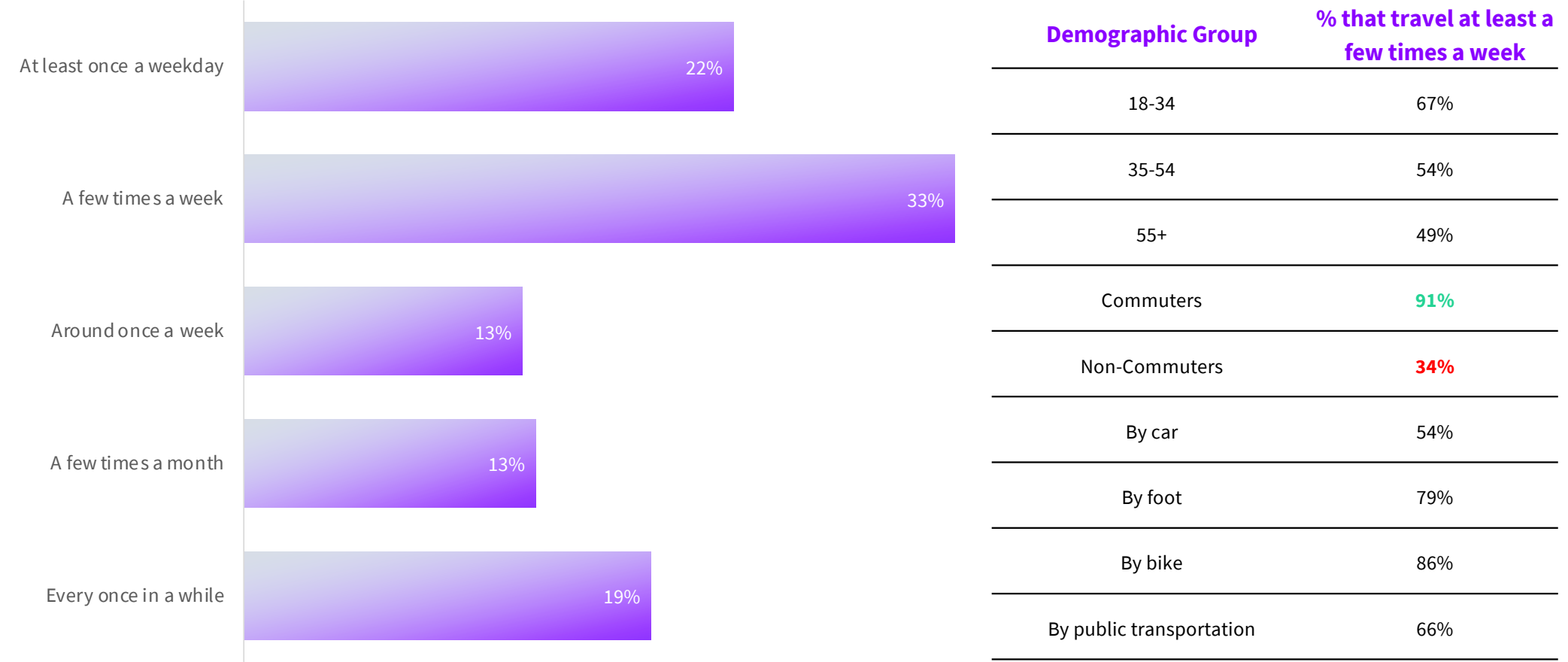
Question: How do you usually travel through Wyandotte Street East?



Demographic Group	Main ways of travelling
18-34	By car (83%) By foot (23%)
35-54	By car (88%) By foot (19%)
55+	By car (91%) By foot (13%)
Commuters	By car (84%) By foot (25%)
Non-Commuters	By car (90%) By foot (13%)

Travel frequency: 55% of survey respondents travel through Wyandotte Street East at least a few times a week, and an additional 26% travel through it at least a few times a month. Frequency of use is most significantly a factor of if respondents travel through the corridor as part of their commute.

Question: How often do you travel through Wyandotte Street East?



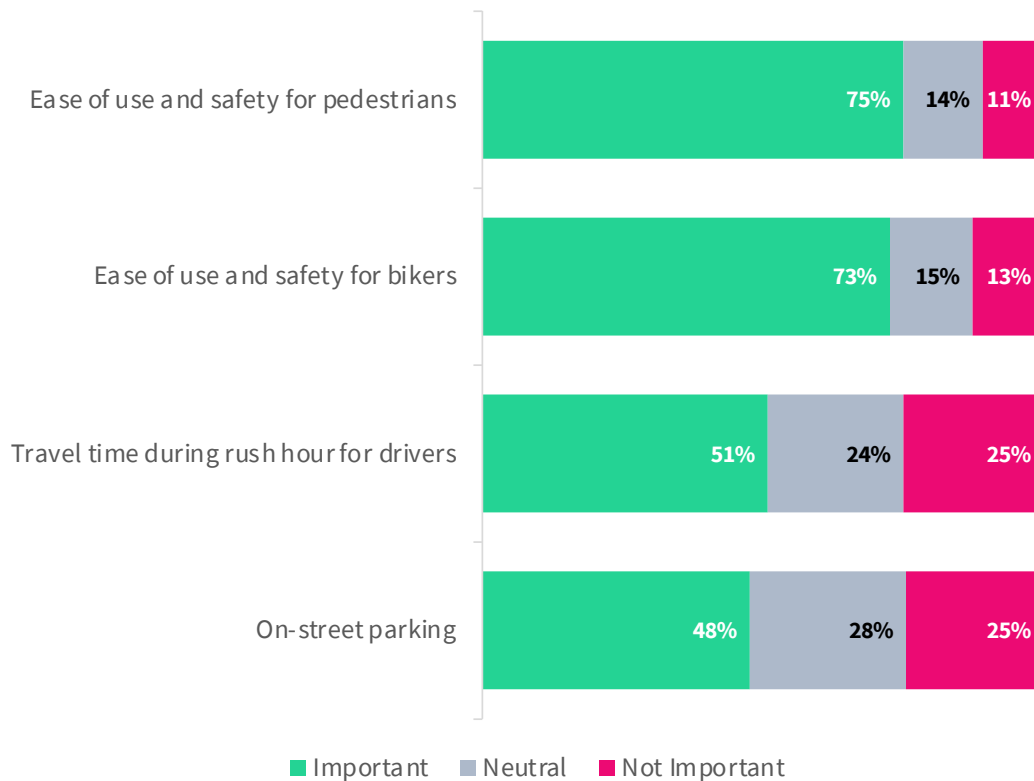
03

Preferences



Importance of aspects: Respondents across all analyzed groups were significantly more likely to prioritize ease of use and safety for pedestrians and bikers over travel time and on-street parking. Travel time and parking was still important to many respondents - half the respondents still thought travel time during rush hour was important and just under half felt on-street parking was important.

Question: To what extent are the following aspects about Wyandotte Street East important to you?

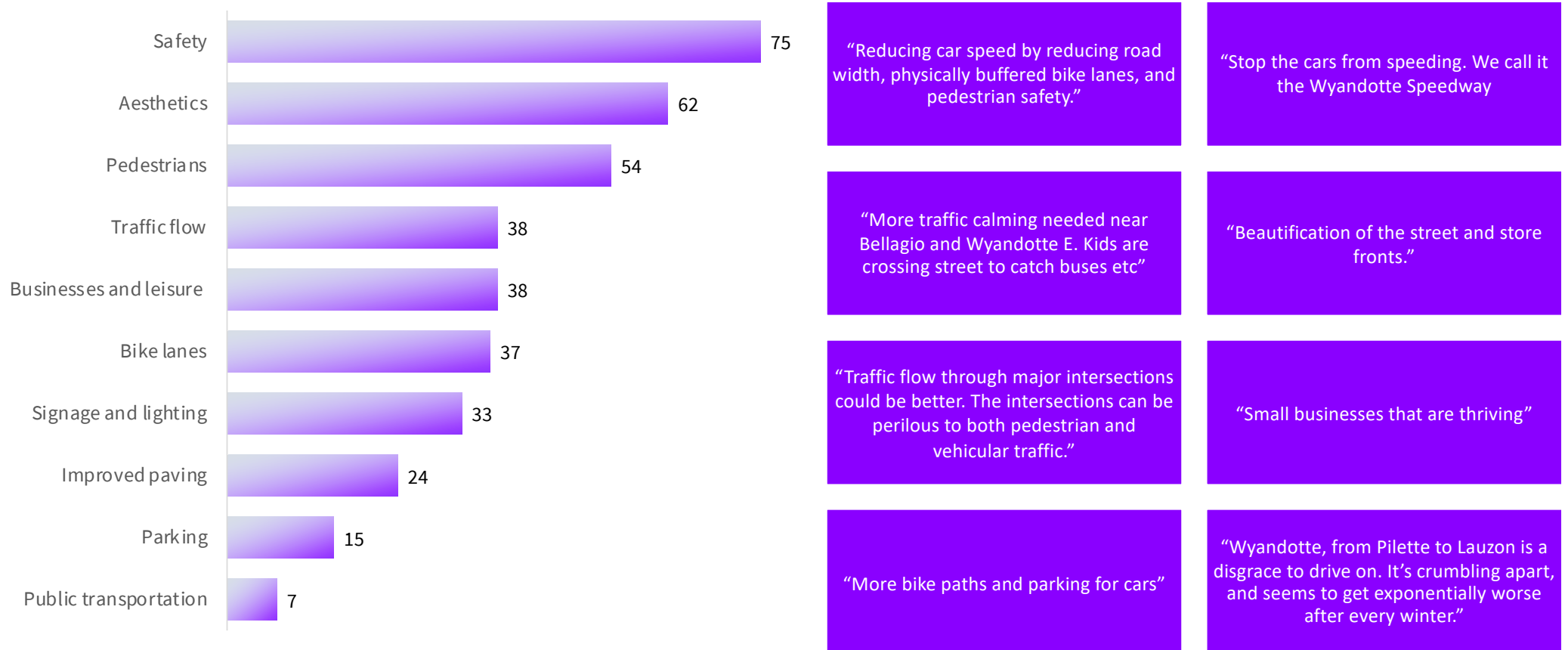


Demographic Group	Pedestrian safety	Biker safety	Travel time	Parking
18-34	76%	75%	56%	49%
35-54	77%	74%	56%	42%
55+	73%	70%	43%	50%
Commuters	71%	72%	61%	47%
Non-Commuters	77%	73%	45%	48%
By car	75%	73%	51%	48%
By foot	85%	82%	36%	39%
By bike	84%	88%	42%	33%
By public transportation	89%	90%	54%	43%

The aspect that was most important to each group is highlighted in green 2022 | Slide 12

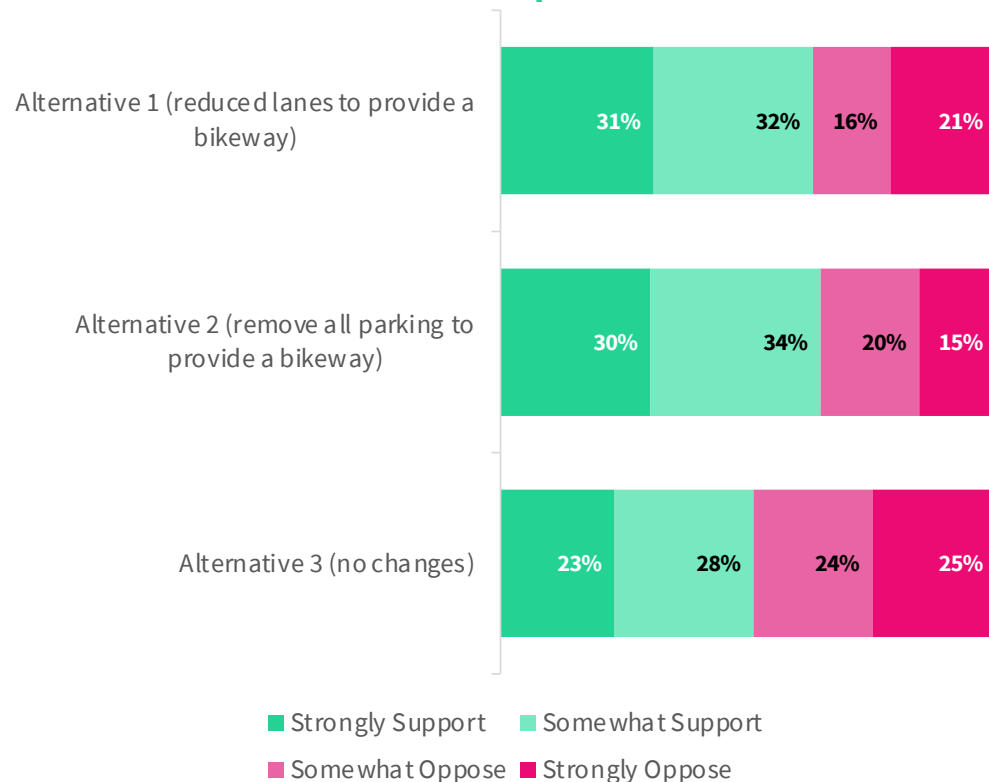
Open ended responses – additional aspects: Safety of all users was one of the main aspects that respondents mentioned, as well as the aesthetics of the corridor.

Question: Are there other aspects about Wyandotte Street East that are important to you? (n=287)

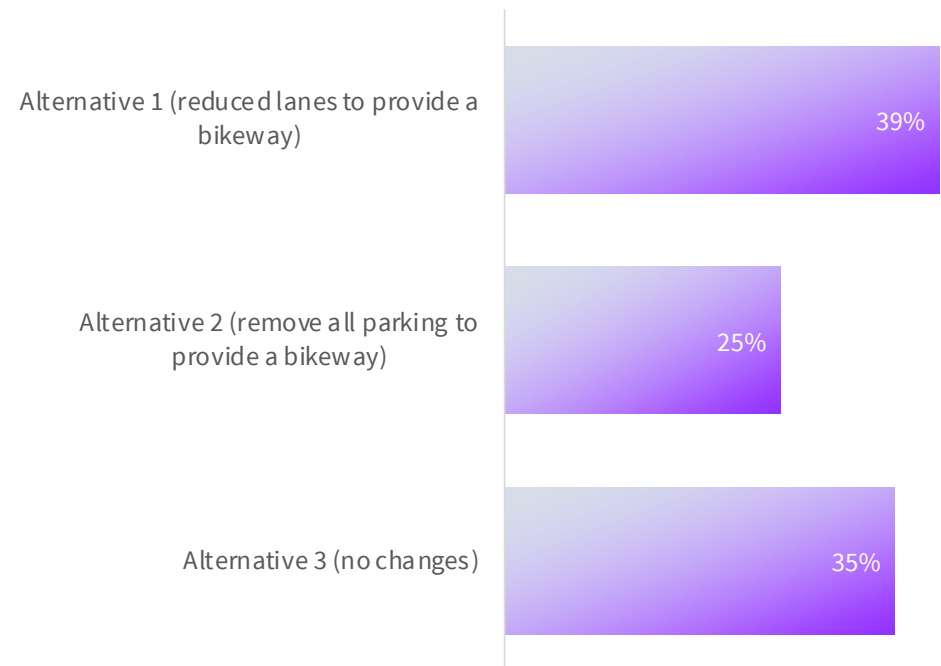


Alternatives : Alternatives 1 and 2 both received more overall support from respondents. When asked which option they preferred, almost 40% of respondents preferred alternative 1, making alternative 1 the only option that was both highly supported and a top preference of many respondents.

Question: To what extent do you support or oppose each option?



Question: Overall, which of the suggested options do you prefer?



Alternatives : While some respondents showed more support for alternative 2 than for alternative 1, support for alternative 1 was high across all groups, and all analyzed groups chose it as their top preference.

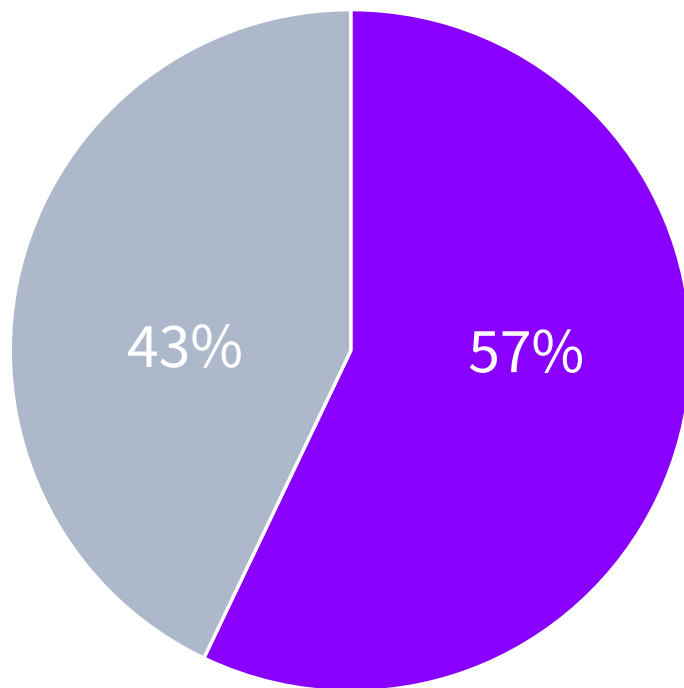
Support and preference of each alternative by group

		Age			Commuters		Most frequent transportation method			
		18-34	35-54	55+	Commuters	Non-commuters	By car	By foot	By bike	By public transportation
% that support	Alternative 1 (reduced lanes to provide a bikeway)	67%	61%	63%	57%	67%	61%	79%	83%	77%
	Alternative 2 (remove all parking to provide a bikeway)	74%	62%	62%	72%	60%	63%	74%	72%	84%
	Alternative 3 (no changes)	54%	50%	49%	53%	50%	53%	30%	29%	44%
% that prioritize	Alternative 1 (reduced lanes to provide a bikeway)	36%	42%	41%	38%	41%	38%	58%	59%	57%
	Alternative 2 (remove all parking to provide a bikeway)	30%	25%	22%	29%	23%	25%	26%	29%	24%
	Alternative 3 (no changes)	34%	33%	37%	33%	37%	37%	16%	12%	18%

The alternative that was more supported and most prioritized by each group is highlighted in green

Mix of alternatives: A bit over half the respondents would prefer a mixture of different alternatives. If there was a mixture of alternatives, respondents would most like to see alternative 1 in the corridor.

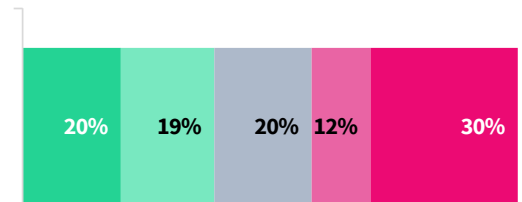
Question: Which of the suggested options do you prefer?



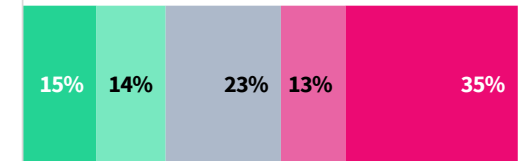
■ Mixed ■ Not mixed

Question: If a mixture of different alternatives was chosen, to what extent would you like to see each of the alternatives in the corridor?

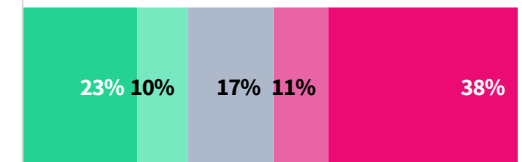
Alternative 1 (reduced lanes to provide a bikeway)



Alternative 2 (remove all parking to provide a bikeway)



Alternative 3 (no changes)



■ 5 (to a large extent) ■ 4 ■ 3 ■ 2 ■ 1 (not at all)

Bike protection: Over half the respondents would like the proposed bike lanes to be protected rather than just buffered or painted. Protected bike lanes were the top preference across all demographic groups.

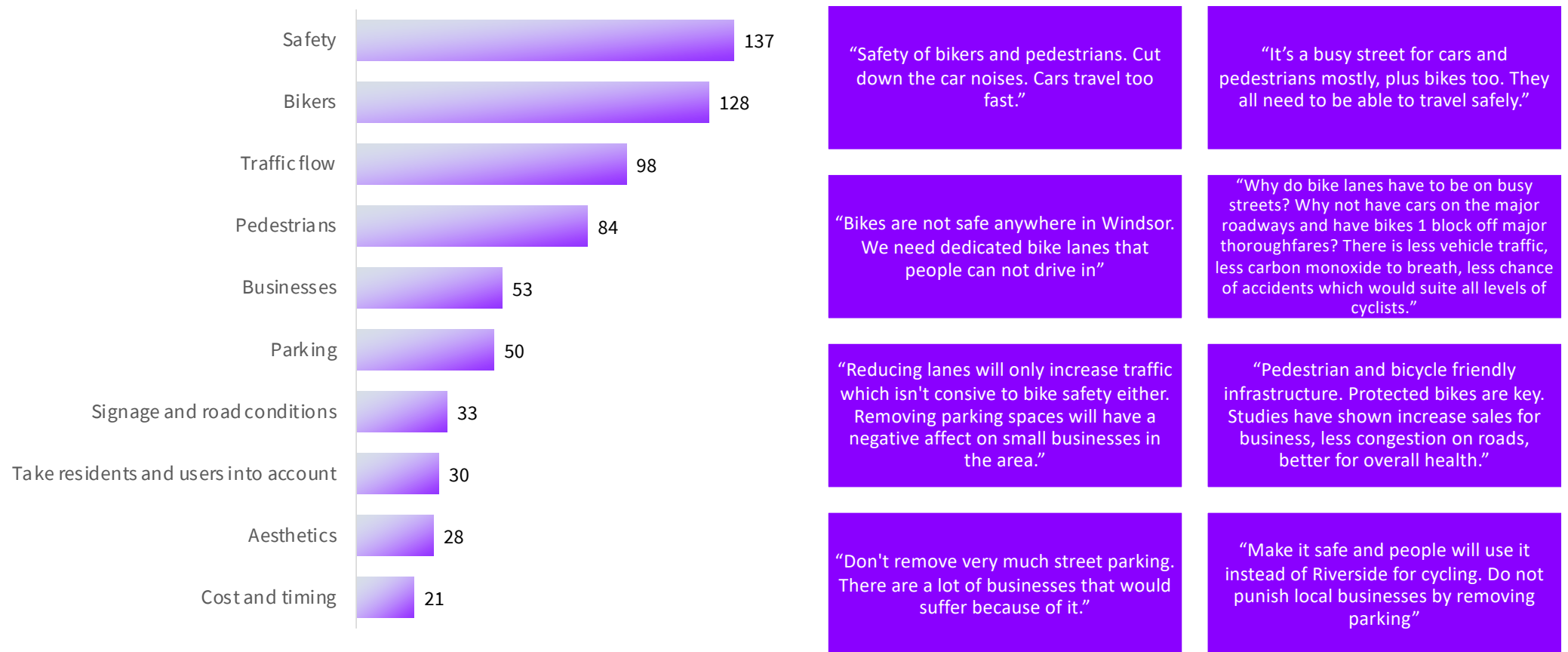
Question: What level of protection would you like to see for the proposed bike lanes in the corridor?



Demographic Group	Top two preferences
18-34	Protected (60%) No bike lanes (14%)
35-54	Protected (48%) Painted (26%)
55+	Protected (50%) No bike lanes (24%)
Commuters	Protected (45%) Painted (22%)
Non-Commuters	Protected (56%) No bike lanes (20%)
By car	Protected (50%) No bike lanes (22%)
By foot	Protected (64%) Painted (18%)
By bike	Protected (61%) Buffered (17%)
By public transportation	Protected (69%) Painted (14%)

Open ended responses – most important thing: Respondents continued to say that they would like safety to be taken into account when redesigning the corridor. Many also mentioned that they would like bikers to be taken into account.

Question: What is the most important thing for the City to take into account when redesigning the Wyandotte Street East? (n=428)





04

Summary



Summary

Commuters

38% commute to work or school



Method of transportation

By car (88%)



By foot (18%)

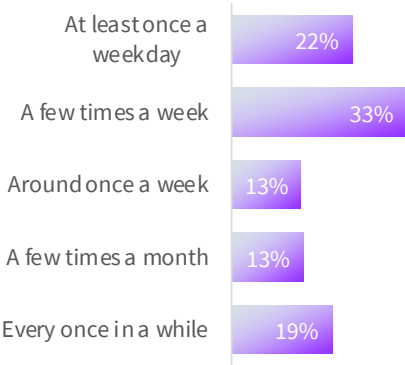


By bike (14%)



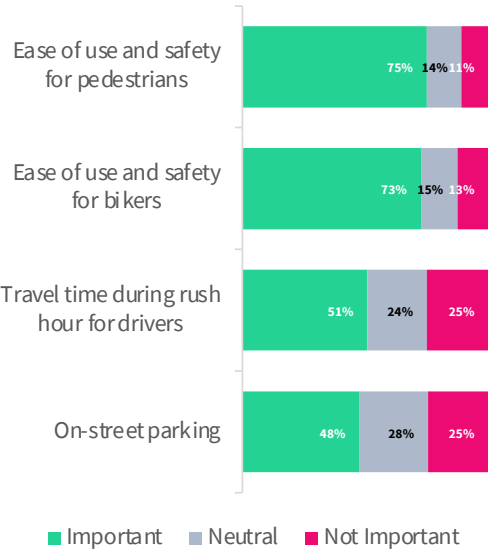
Frequency of use

55% go through at least once a week



Frequency of use is mostly dependent on commute

Top important aspects



Summary

Road Alternatives

Alternative 1

(reduced lanes to provide a bikeway)

Supported by **63%**
preferred by **39%**

Alternative 2

(remove all parking to provide a bikeway)

Supported by **64%**
preferred by **25%**

Alternative 3

(no changes)

Supported by **51%**
preferred by **35%**

Bike lane protection

52% would like the bike lanes to be fully protected





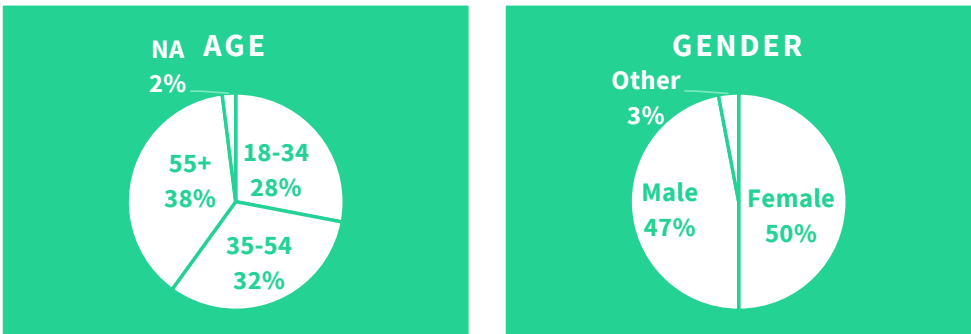
Thank You!

Survey respondents demographics – age, gender, ethnicity

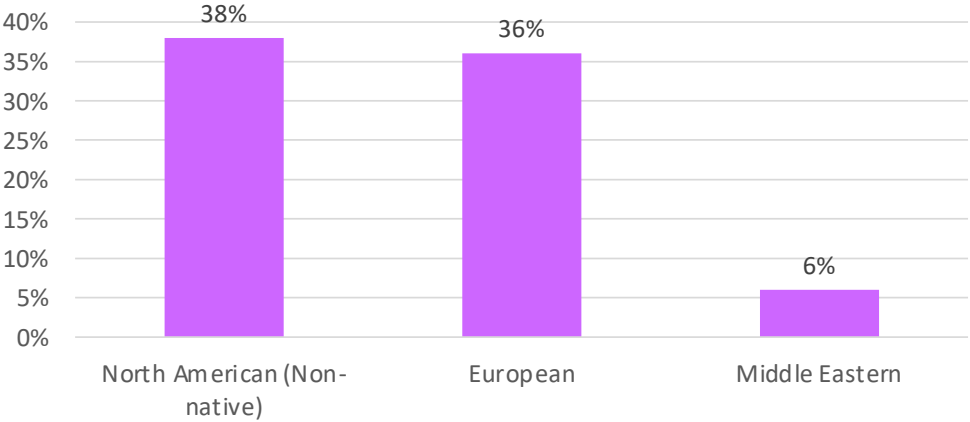
Unweighted demographics – the original sample



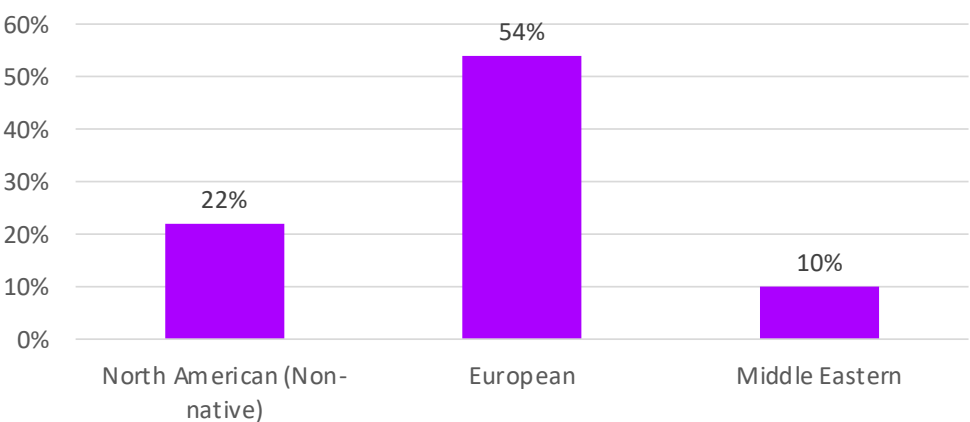
Weighted demographics – representative of the population



Ethnicity

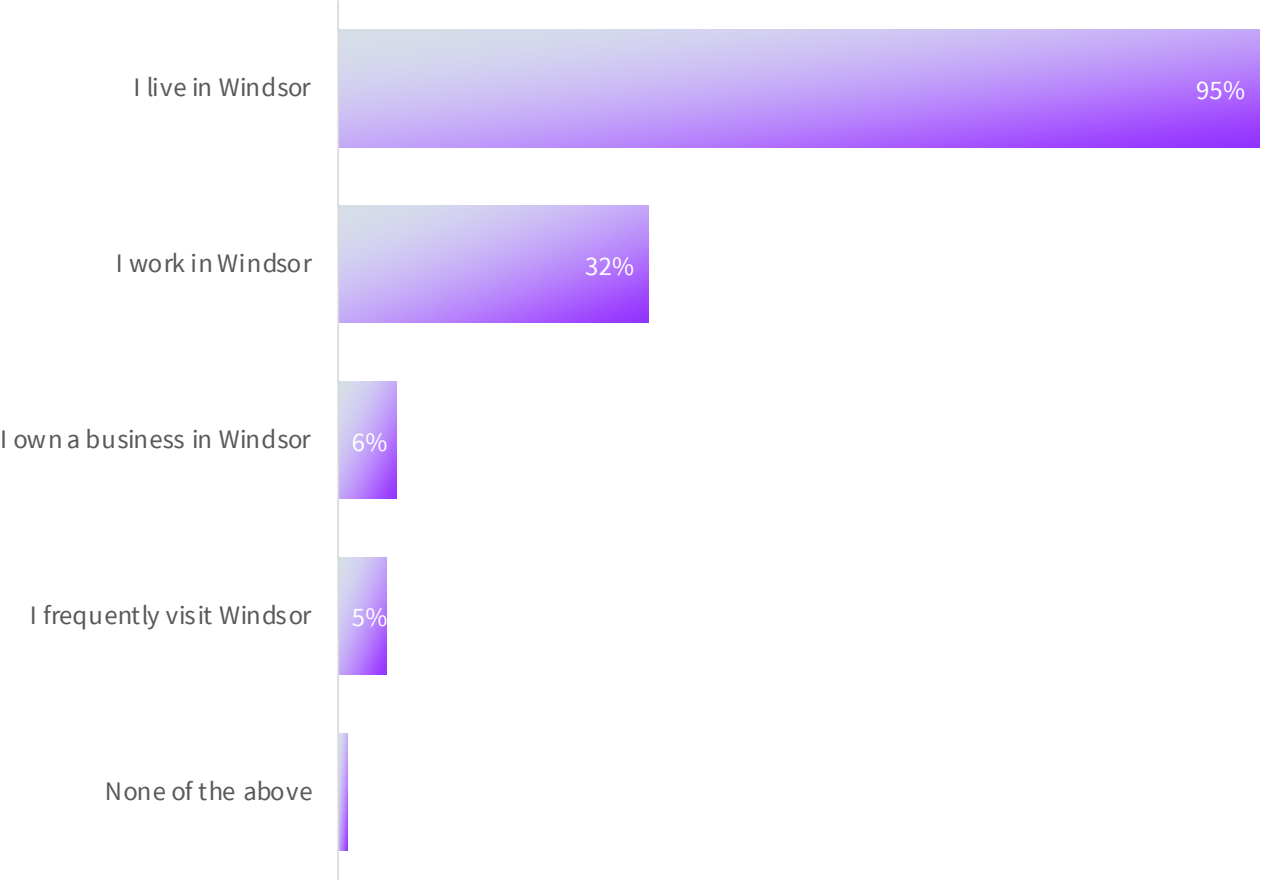


Ethnicity



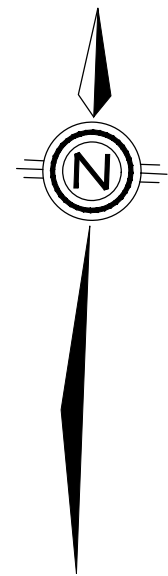
Connection to Windsor: Almost all survey respondents live in Windsor, and about a third work in the city.

Question: What is your relation to the city of Windsor?



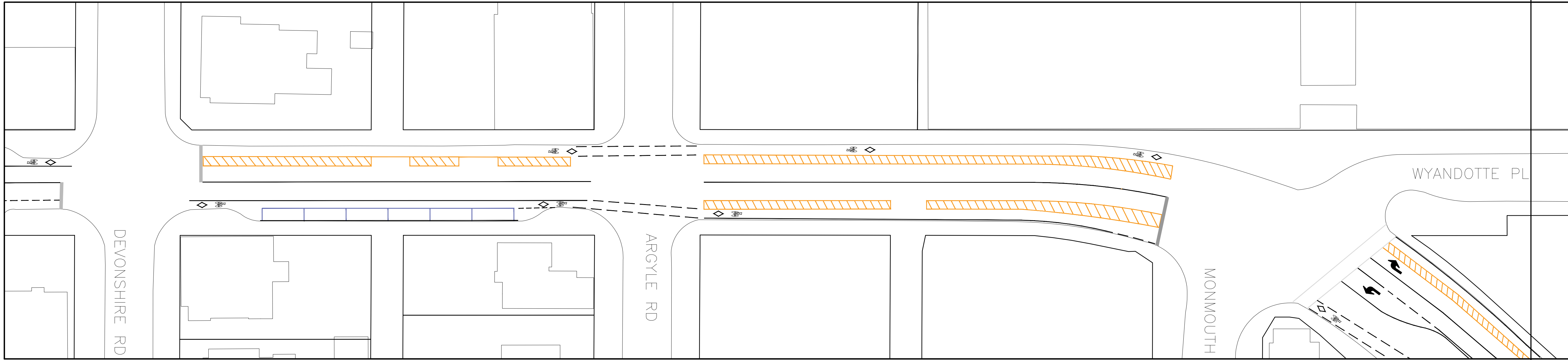
[Link to survey](#)

[Link to open-ended responses](#)

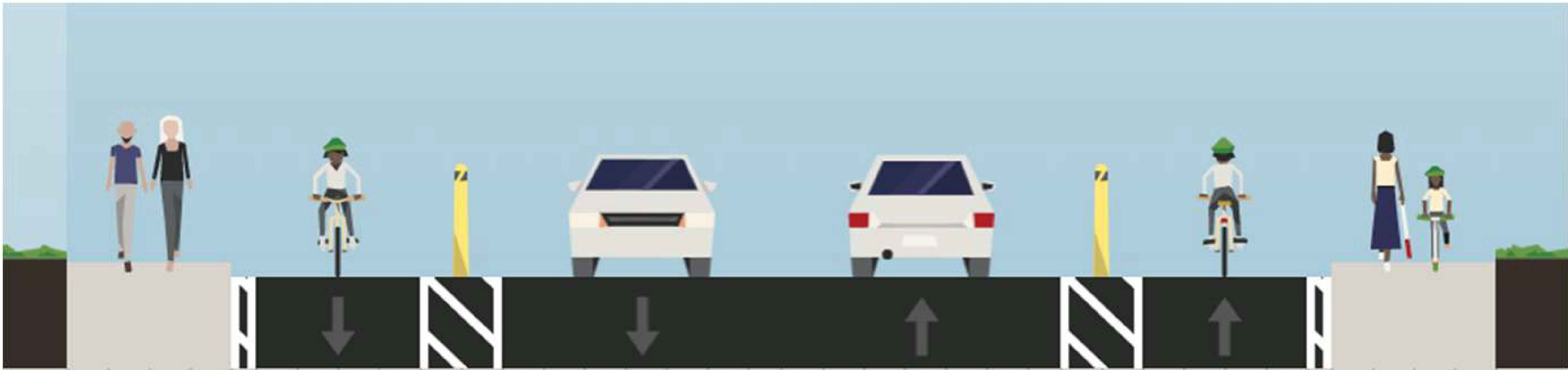


WYANDOTTE STREET EAST (Devonshire Rd to Monmouth Rd)

SEE SHEET 2

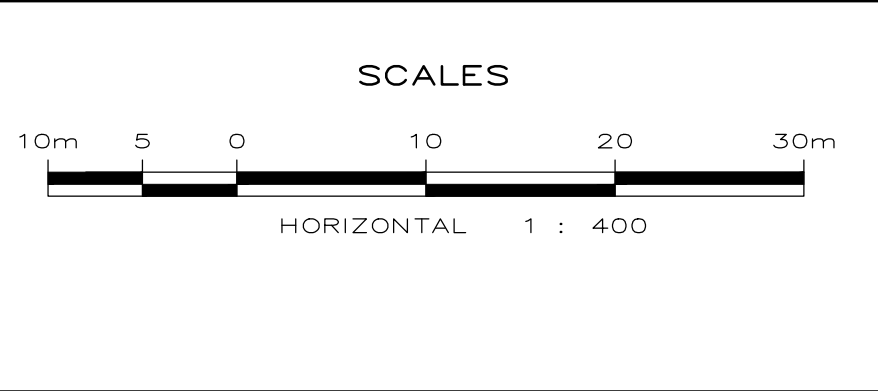


SEE SHEET 2



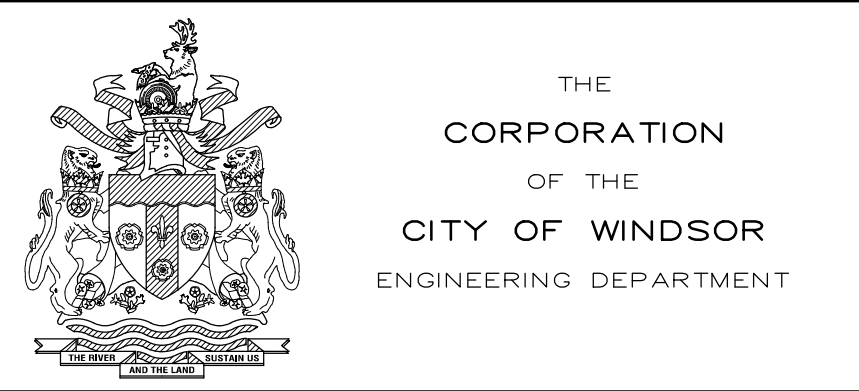
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PARKING	

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				AS CONSTRUCTED DATE :



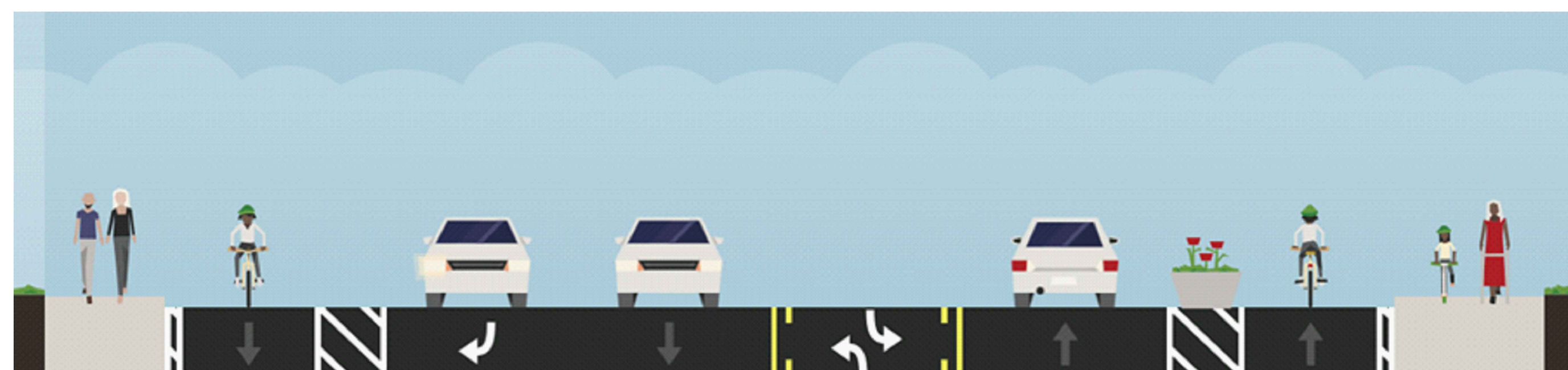
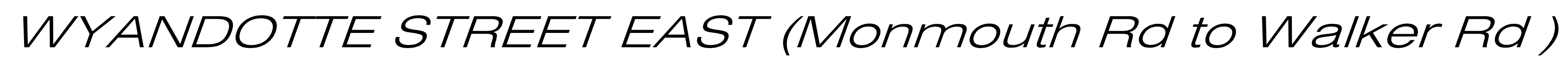
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DRAWN BY: G.P
CHECKED: P. UBENE
DESIGN: K.QUENNEVILLE
CHECKED:

CHRIS NEPSZEY, P.Eng.
CITY ENGINEER

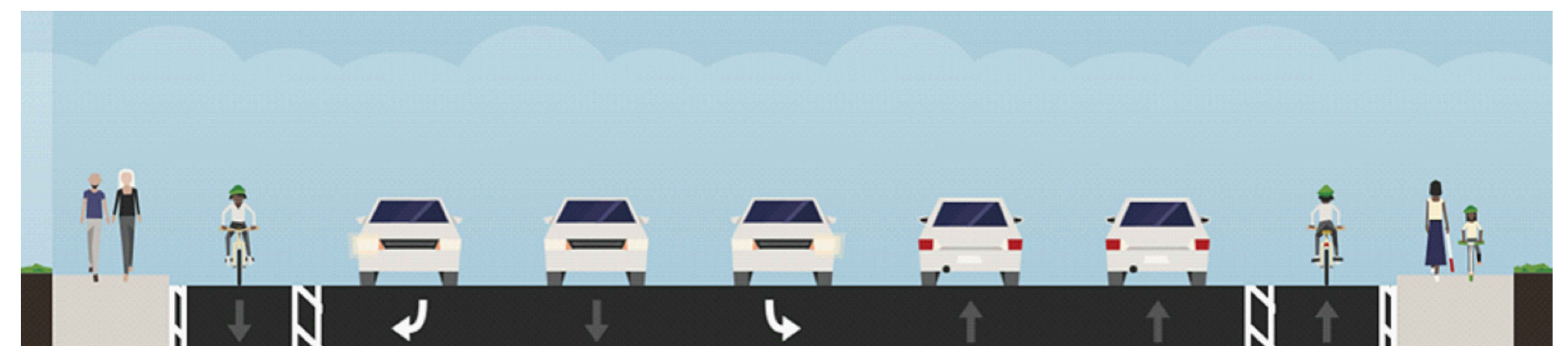





2023 ROAD REHABILITATION PROGRAM	
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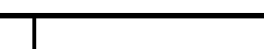
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ACCOUNT No. 1	
DRAWING No. ,	
SHEET 1	OF ,



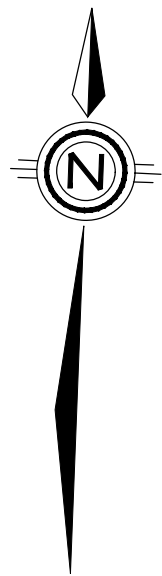
CROSS -SECTION B



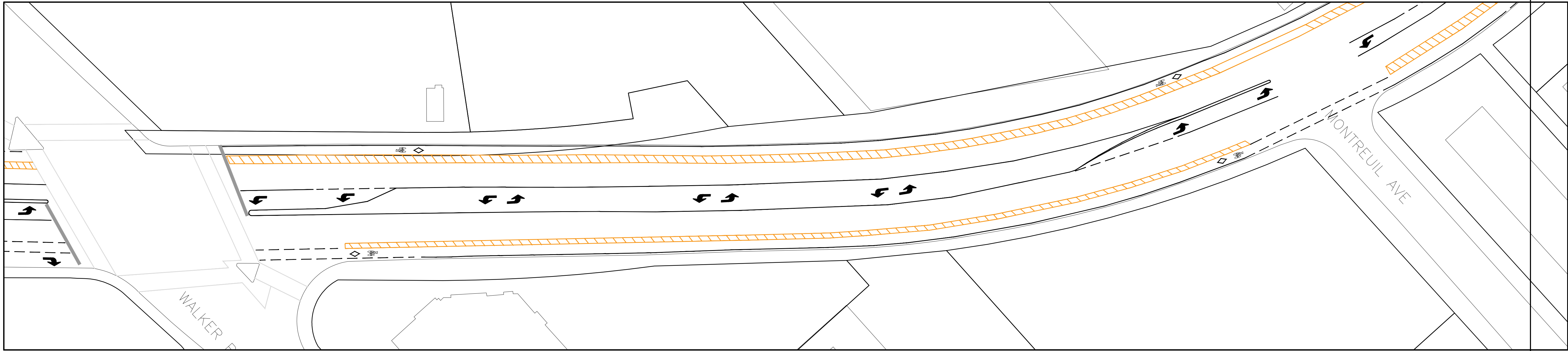
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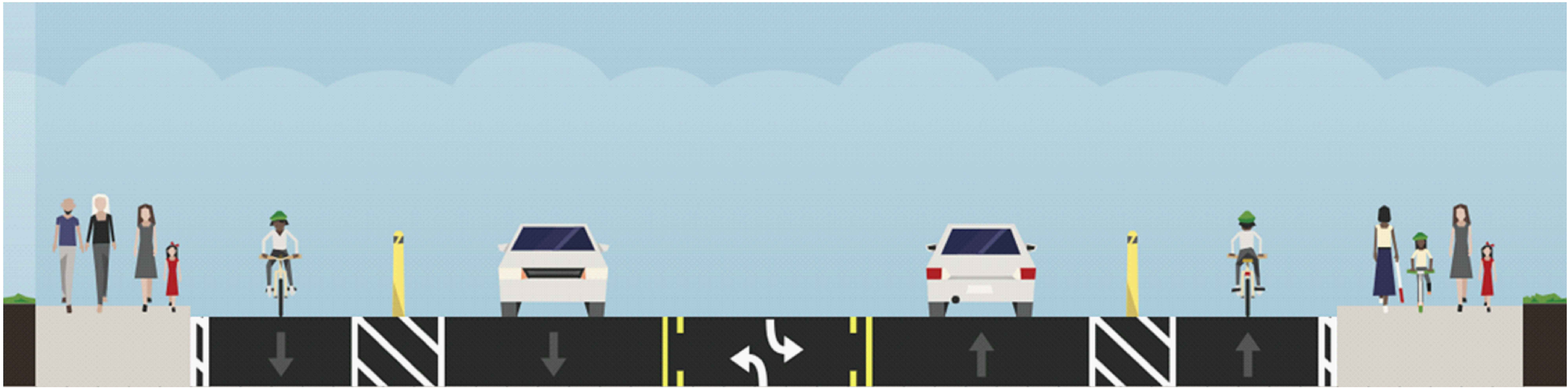
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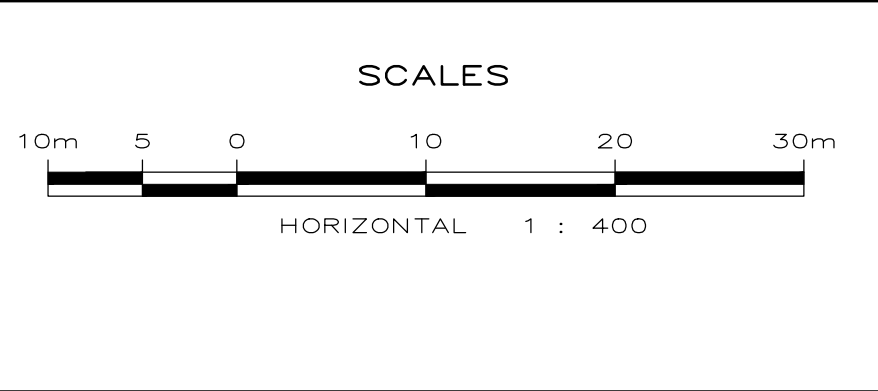
WYANDOTTE STREET EAST (Walker Rd to Montreuil Ave)



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BUFFER ZONE	
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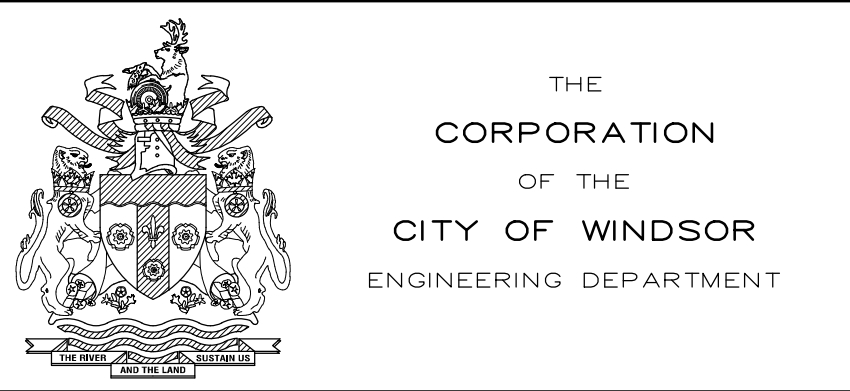


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				AS CONSTRUCTED DATE :



DATE DRAWN: APRIL 2023
DRAWN BY: G.P
CHECKED: P. UBENE
DESIGN: K.QUENNEVILLE
CHECKED:

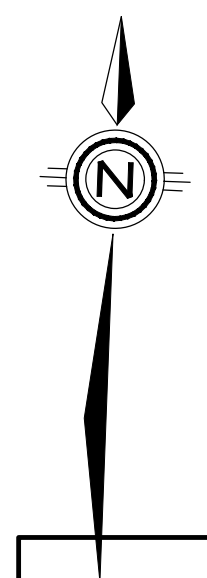
CHRIS NEPSZEY, P.Eng.
CITY ENGINEER



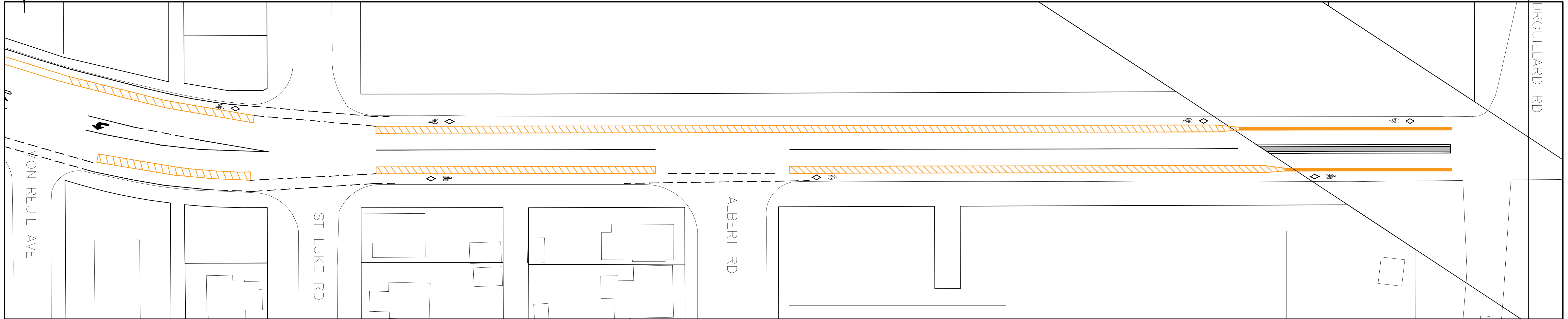
2023 ROAD REHABILITATION PROGRAM	
WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

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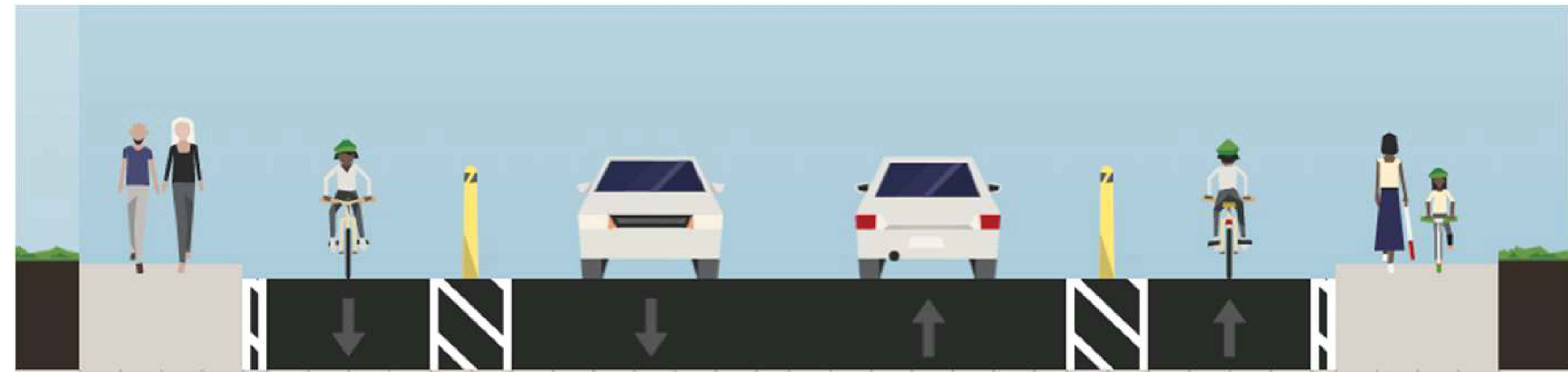
WYANDOTTE STREET EAST (St Luke to Drouillard Rd)




SEE SHEET 5

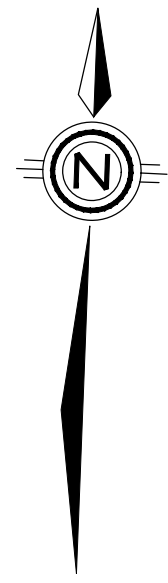
SEE SHEET 5

WYANDOTTE STREET EAST (St Luke to Drouillard Rd)

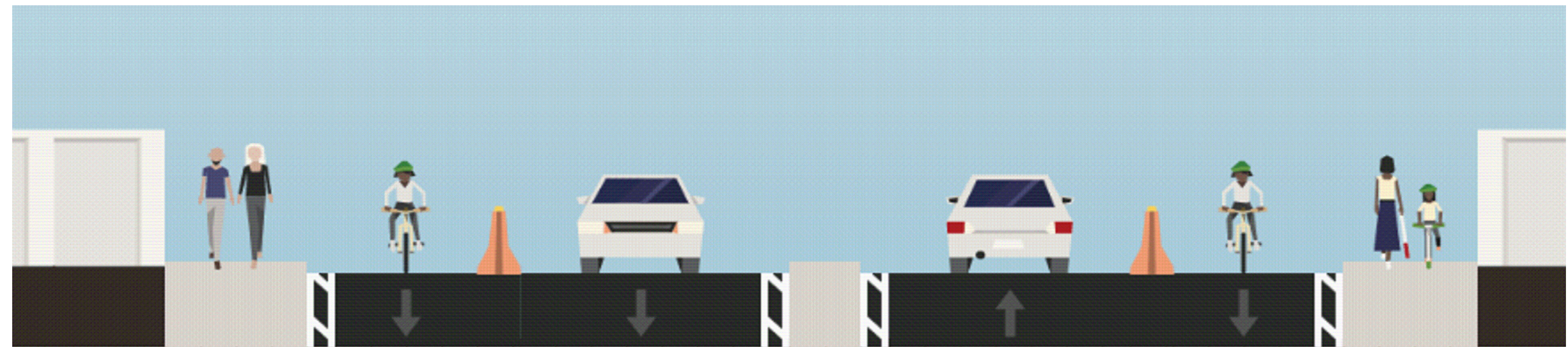
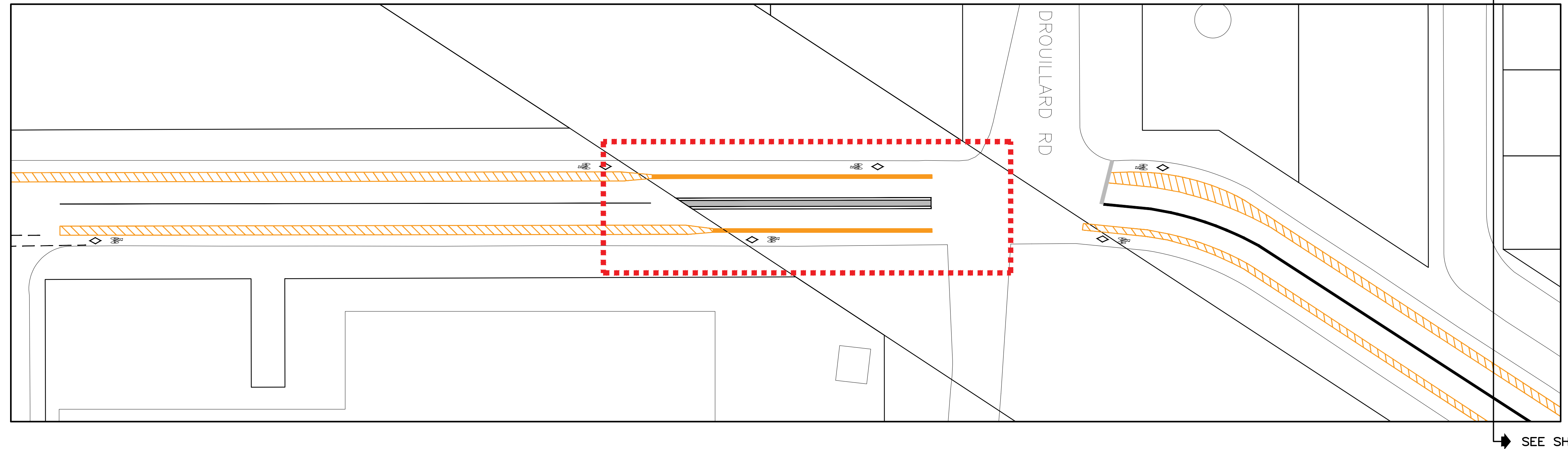


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No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :	<div>SCALES</div> <div><div>HORIZONTAL 1 : 400</div></div>				DATE DRAWN: APRIL 2023	 <div>THE CORPORATION OF THE CITY OF WINDSOR ENGINEERING DEPARTMENT</div>	2023 ROAD REHABILITATION PROGRAM		TENDER No. 1
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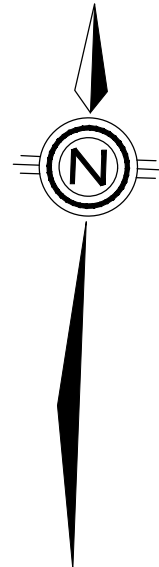
WYANDOTTE STREET EAST (Train Underpass at Drouillard Rd Contrn'd)



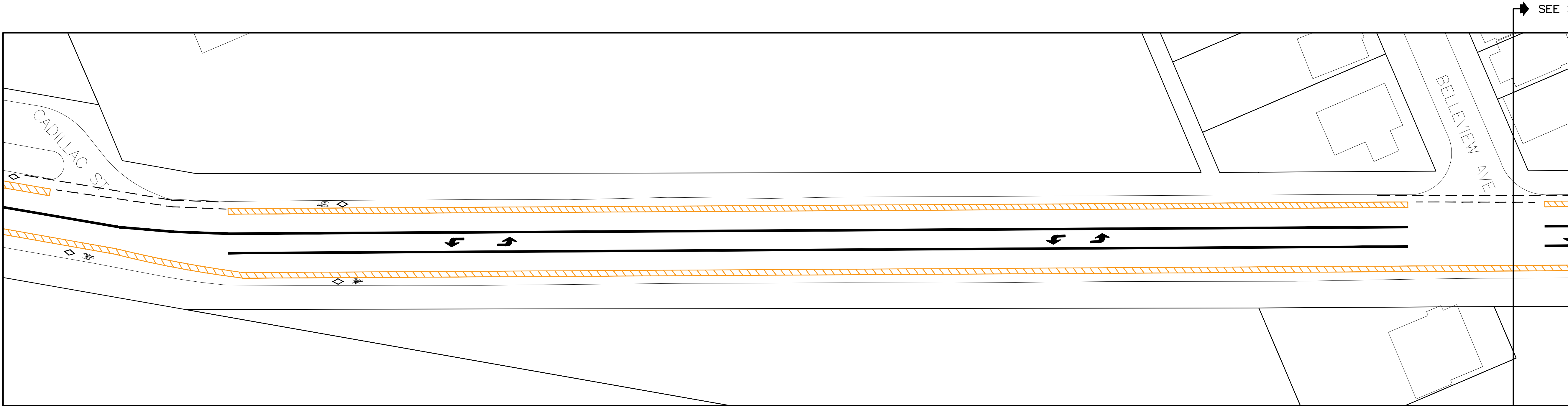
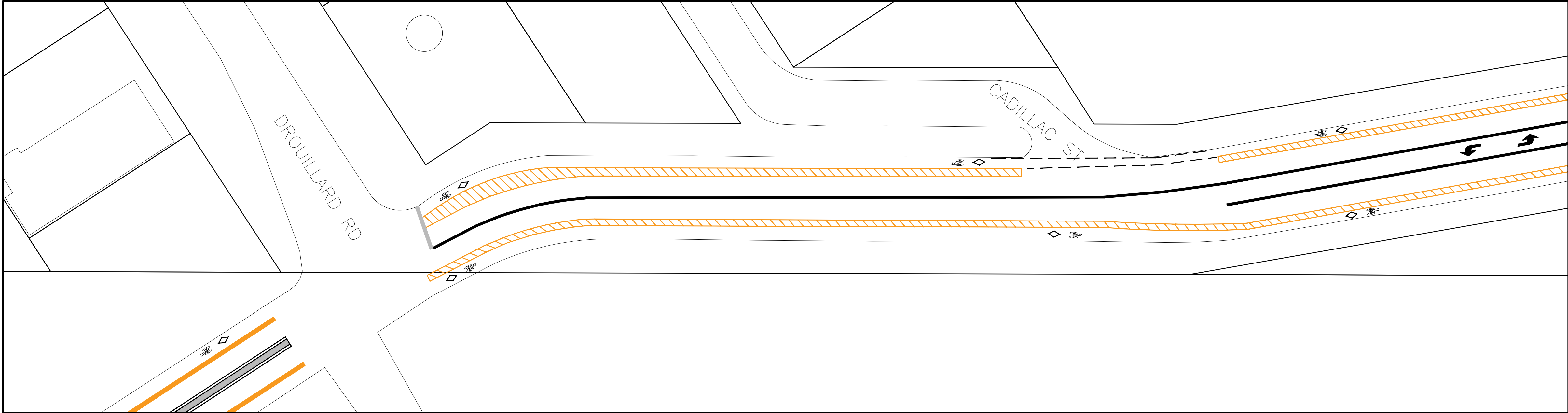
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								OF ,				
CHRIS NEPSZEY, P.Eng. CITY ENGINEER											WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

WYANDOTTE STREET EAST (Drouillard Rd to Bellevue Ave)



LEGEND	
DESCRIPTION	SYMBOL
BIKE LANE	
BUFFER ZONE	
PARKING	

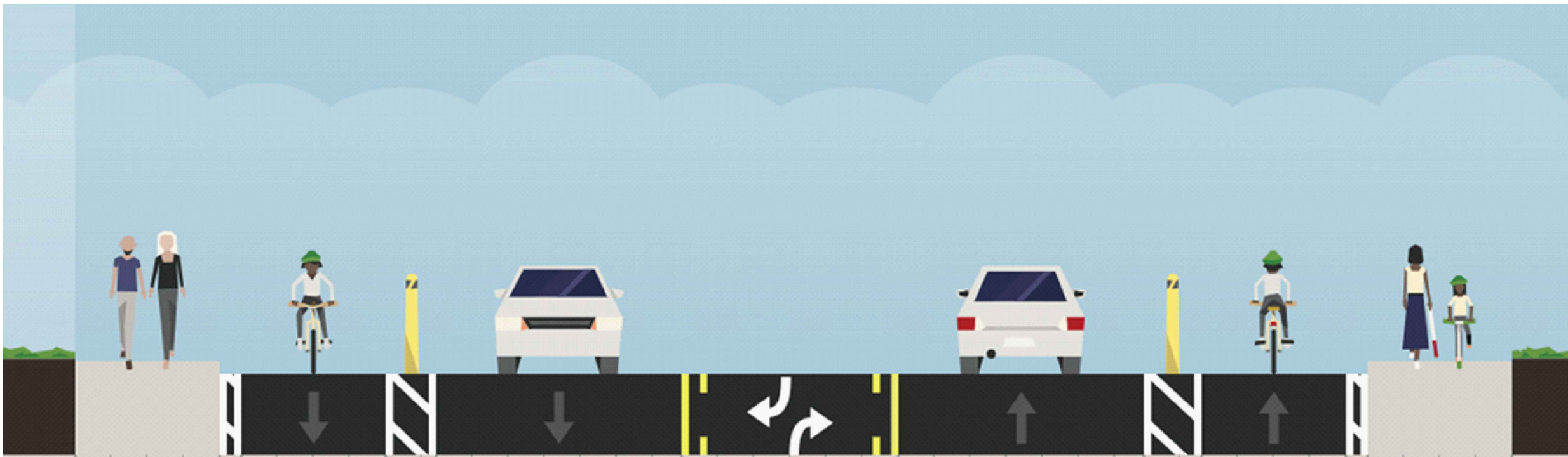
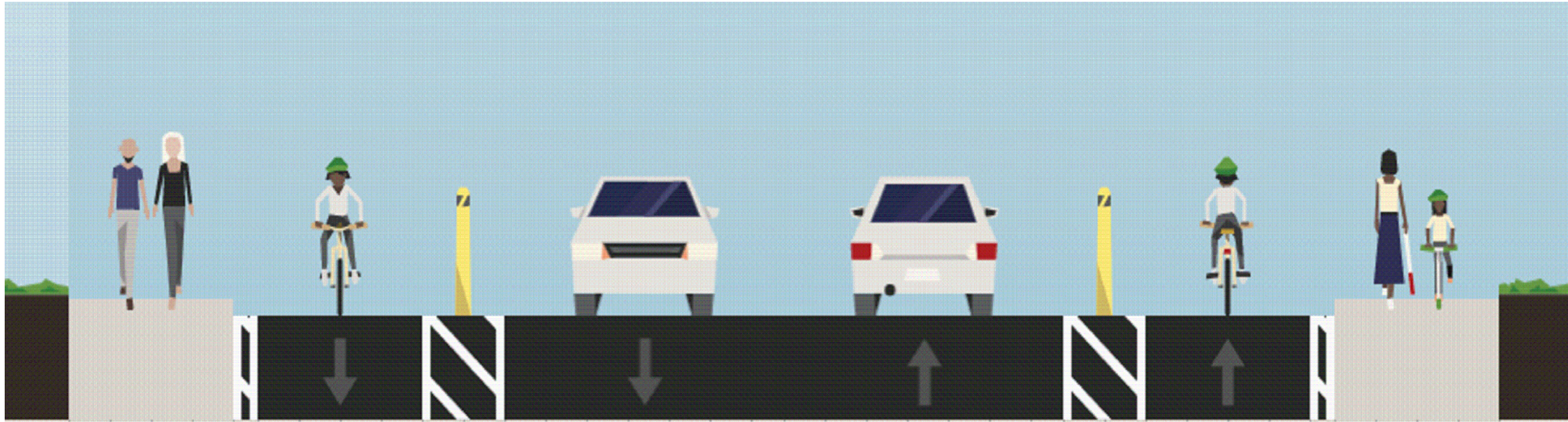


SEE SHEET 7

SEE SHEET 7

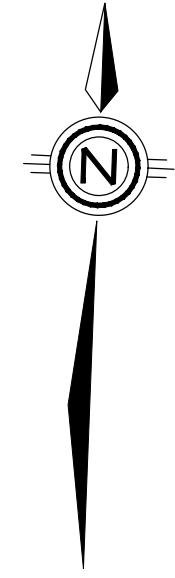
(Drouillard Rd to Cadillac)

(Cadillac to Bellevue Ave)

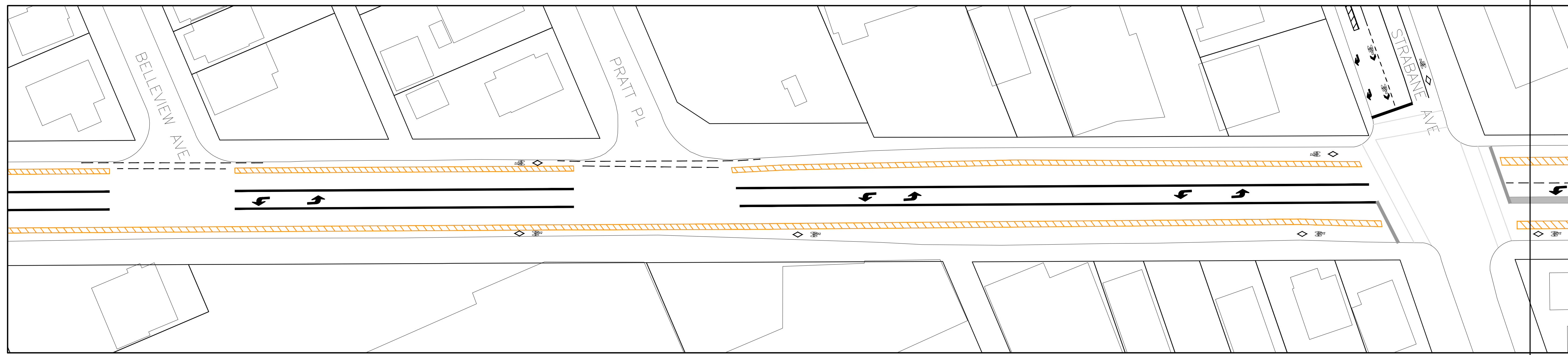


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				AS CONSTRUCTED DATE :								DRAWING No. .	
												SHEET 6	OF .

May 13, 2024 -- 4:04pm C:\Users\bensoj\AppData\Local\Temp\AcPublish_22852\S-x Wyandotte St East.dwg

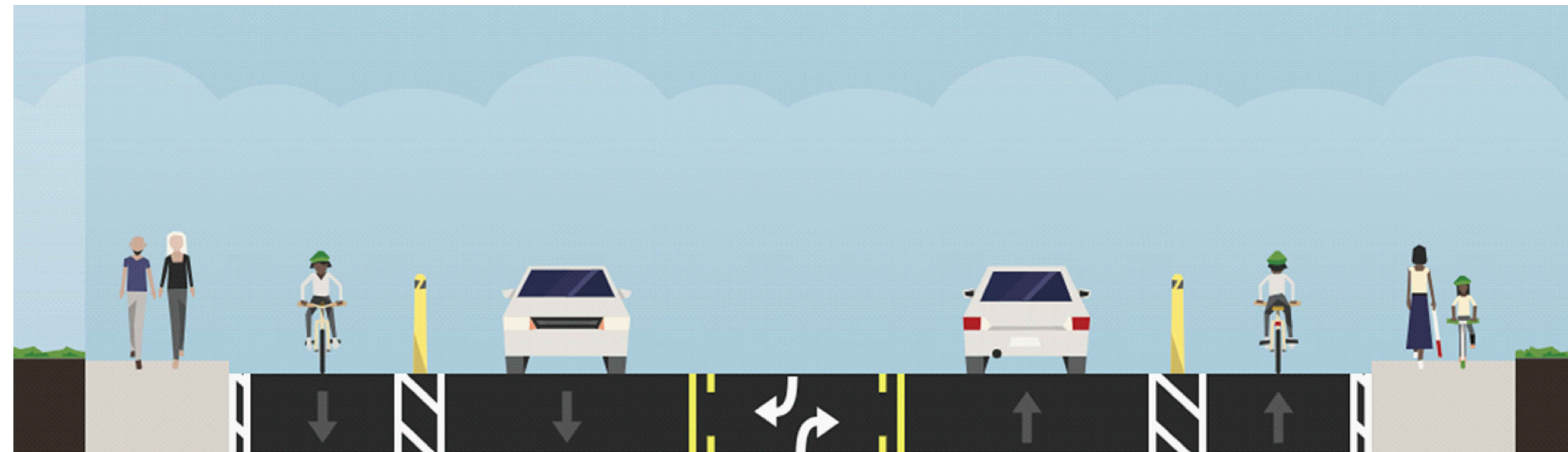


WYANDOTTE STREET EAST (Belleview Ave to Strabane Ave)



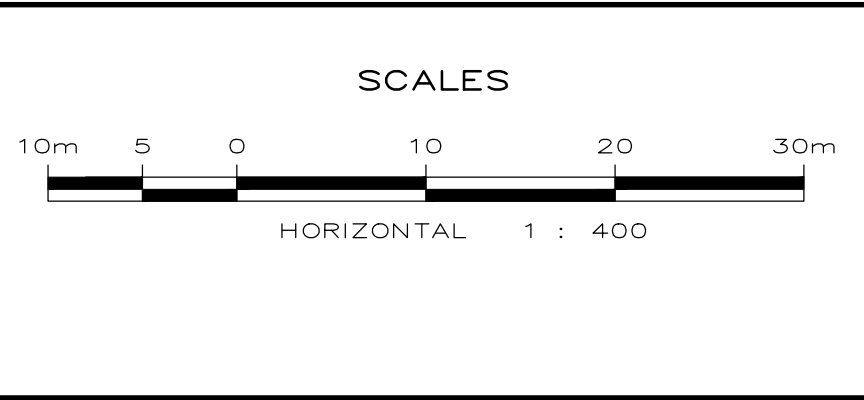
SEE SHEET 8

SEE SHEET 8



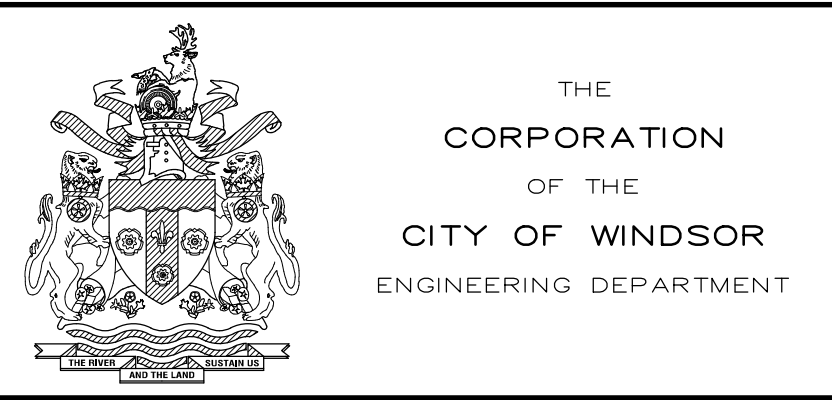
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DESCRIPTION	SYMBOL
BIKE LANE	
BUFFER ZONE	
PARKING	

No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :
1.	ISSUED FOR APPROVAL	APRIL/23		
				ISSUED FOR CONSTRUCTION DATE :
				AS CONSTRUCTED DATE :



DATE DRAWN: APRIL 2023
DRAWN BY: G.P
CHECKED: P. UBENE
DESIGN: K.QUENNEVILLE
CHECKED:

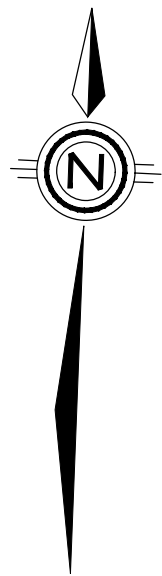
CHRIS NEPSZEY, P.Eng.
CITY ENGINEER



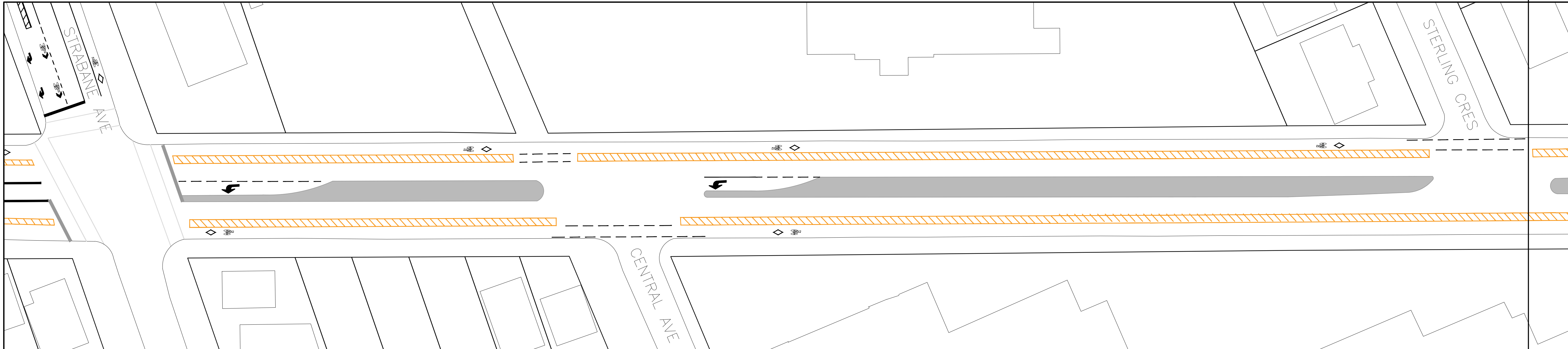
2023 ROAD REHABILITATION PROGRAM	
WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

TENDER No. 1	
ACCOUNT No. 1	
DRAWING No. .	
SHEET 7	OF .

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WYANDOTTE STREET EAST (Strabane Ave to Sterling Cres)



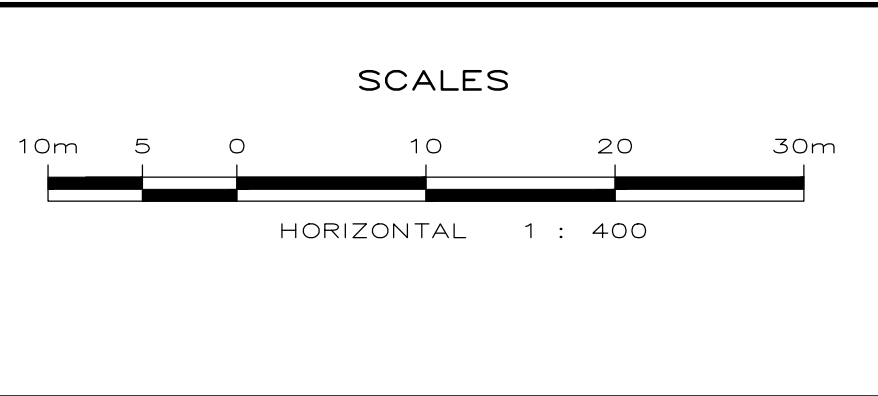
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SEE SHEET 9



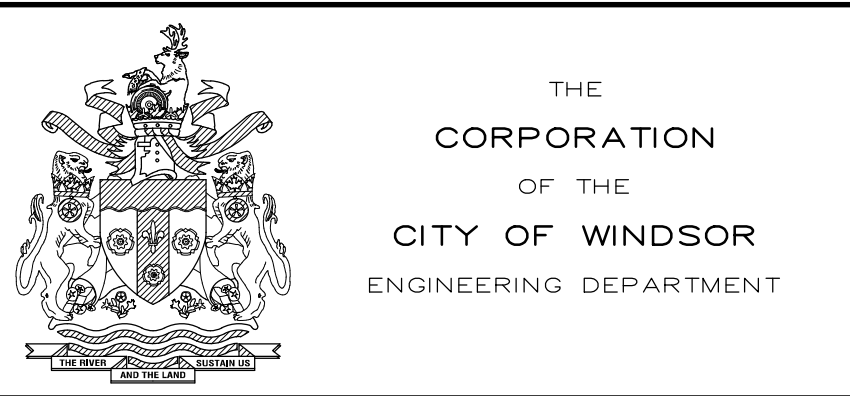
LEGEND	
DESCRIPTION	SYMBOL
BIKE LANE	
BUFFER ZONE	
PARKING	

No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :
1.	ISSUED FOR APPROVAL	APRIL/23		ISSUED FOR CONSTRUCTION DATE :
				AS CONSTRUCTED DATE :



DATE DRAWN: APRIL 2023
DRAWN BY: G.P
CHECKED: P. UBENE
DESIGN: K.QUENNEVILLE
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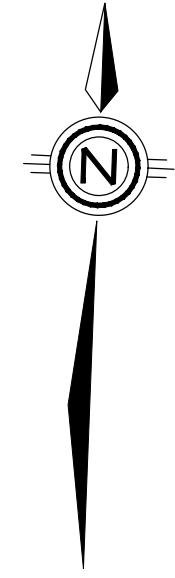
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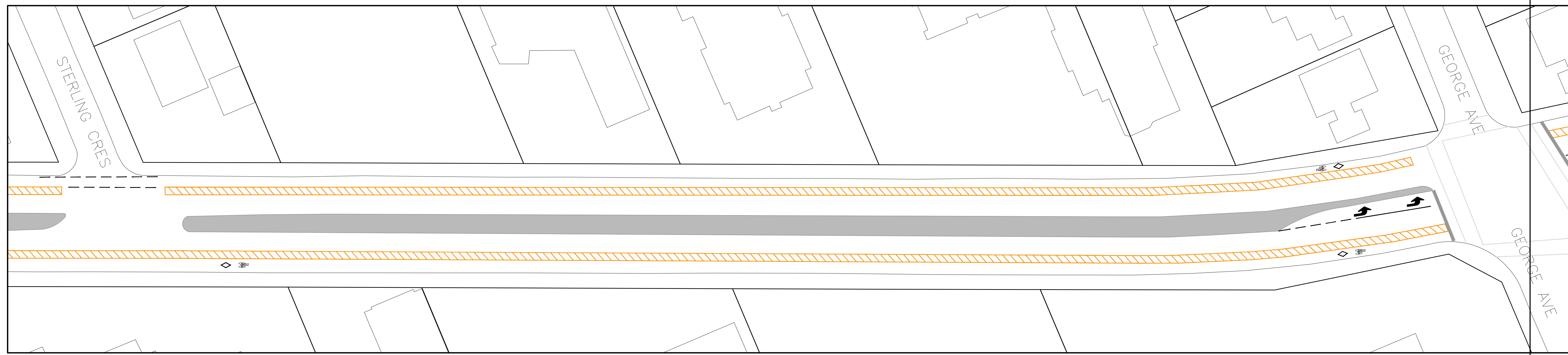
2023 ROAD REHABILITATION PROGRAM	
WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

TENDER No. 1	
ACCOUNT No. 1	
DRAWING No. .	
SHEET 8	OF .

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WYANDOTTE STREET EAST (Sterling Cres to George Ave)



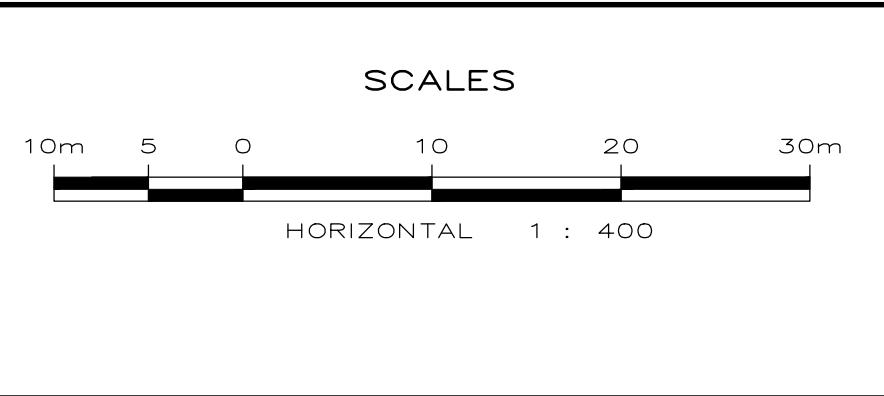
SEE SHEET 10

SEE SHEET 10



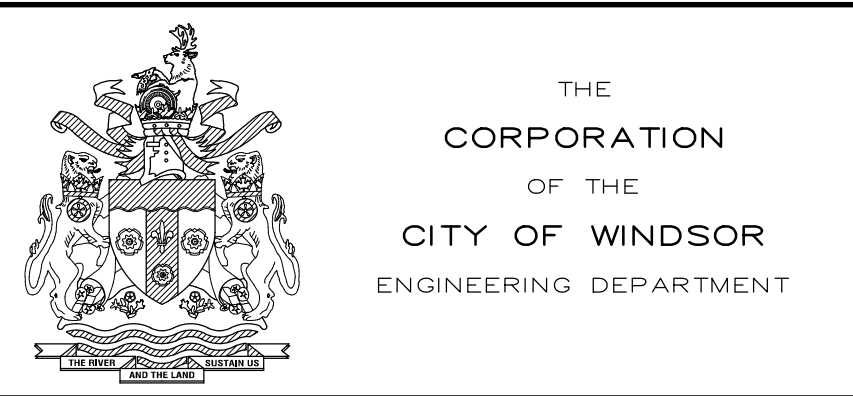
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DESCRIPTION	SYMBOL
BIKE LANE	
BUFFER ZONE	
PARKING	

No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :
1.	ISSUED FOR APPROVAL	APRIL/23		ISSUED FOR CONSTRUCTION DATE :
				AS CONSTRUCTED DATE :



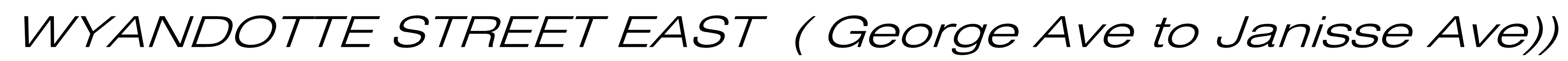
DATE DRAWN: APRIL 2023
DRAWN BY: G.P
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DESIGN: K.QUENNEVILLE
CHECKED:

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2023 ROAD REHABILITATION PROGRAM	
WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	




TENDER No. 1	
ACCOUNT No. 1	
DRAWING No. .	
SHEET 9	OF .




SEE SHEET 11

A stylized illustration of a road cross-section. In the center is a large green tree on a raised embankment. To the left of the tree, a white car is shown from the front, with a downward arrow below it. To the right of the tree, a white car is shown from the back, with an upward arrow below it. Further left, a person is walking, and further right, a person is riding a bicycle. The road surface is divided into sections by white diagonal lines. The background is a light blue sky with stylized clouds.

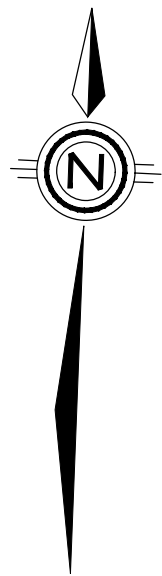
A stylized illustration of a road cross-section. From left to right, it shows: two pedestrians on a sidewalk, a cyclist on a dark road with a downward arrow, a white car on a dark road with a downward arrow, a central green tree on a raised island, a white car on a dark road with an upward arrow, another white car on a dark road with an upward arrow, another cyclist on a dark road with an upward arrow, and a family (adult and child) on a sidewalk. The background is a light blue sky with soft clouds.

LEGEND	
DESCRIPTION	SYMBOL
BIKE LANE	
BUFFER ZONE	
PARKING	

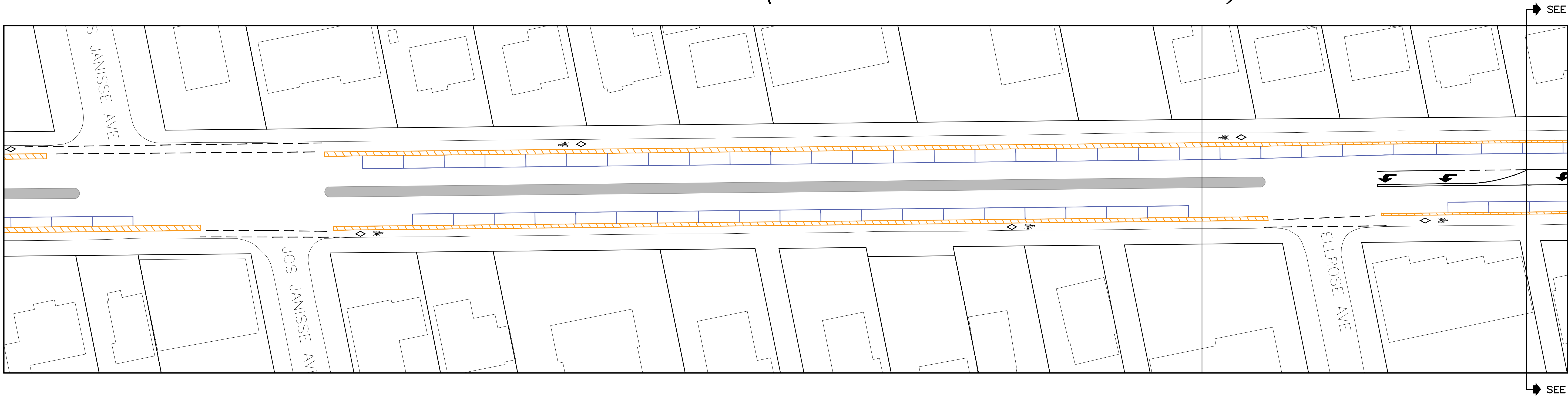
This illustration shows a cross-section of a road with multiple lanes. From left to right, it depicts: a sidewalk with two pedestrians; a car lane with a white car and a downward arrow; a bike lane with a cyclist and a downward arrow; a central tree; another car lane with a white car and an upward arrow; a second bike lane with a cyclist and an upward arrow; and a final car lane with a white car. The background features a blue sky with stylized clouds.

No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :	<div>SCALES</div> <div><div>10m50102030m</div><div>HORIZONTAL 1 : 400</div></div>			<div>DATE DRAWN: APRIL 2023</div> <div>DRAWN BY: G.P</div> <div>CHECKED: P. UBENE</div> <div>DESIGN: K.QUENNEVILLE</div> <div>CHECKED:</div> <div>CHRIS NEPSZEY, P.Eng. CITY ENGINEER</div>	<div></div> <div>THE CORPORATION OF THE CITY OF WINDSOR ENGINEERING DEPARTMENT</div>	2023 ROAD REHABILITATION PROGRAM		TENDER No. 1
1.	ISSUED FOR APPROVAL	APRIL/23		ISSUED FOR CONSTRUCTION DATE :						ACCOUNT No. 1		
				AS CONSTRUCTED DATE :						DRAWING No. .		
										SHEET 10	OF .	

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WYANDOTTE STREET EAST (Janisse Ave to Ellrose Ave)



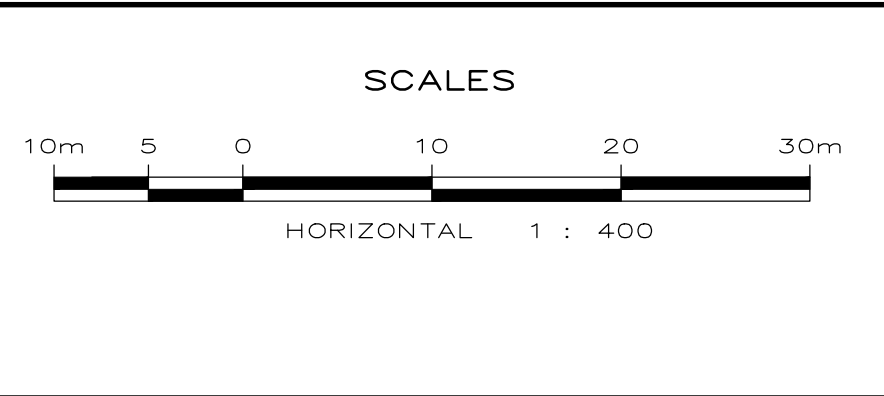
OPTION 1



OPTION 2

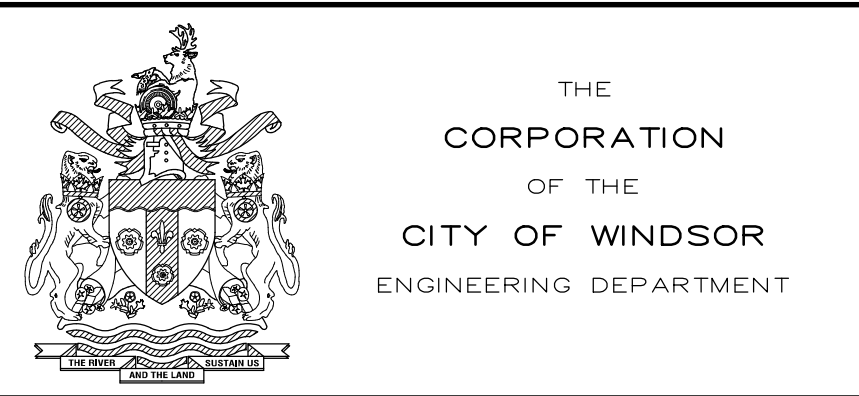
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DESCRIPTION	SYMBOL
BIKE LANE	
BUFFER ZONE	
PARKING	

No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :
1.	ISSUED FOR APPROVAL	APRIL/23		ISSUED FOR CONSTRUCTION DATE :
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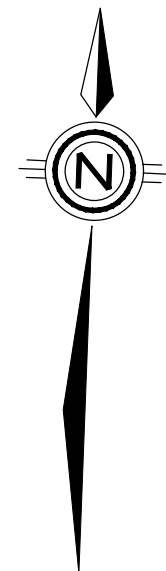
DATE DRAWN: APRIL 2023
DRAWN BY: G.P
CHECKED: P. UBENE
DESIGN: K.QUENNEVILLE
CHECKED:

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2023 ROAD REHABILITATION PROGRAM	
WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

TENDER No. 1	
ACCOUNT No. 1	
DRAWING No. .	
SHEET 11	OF .

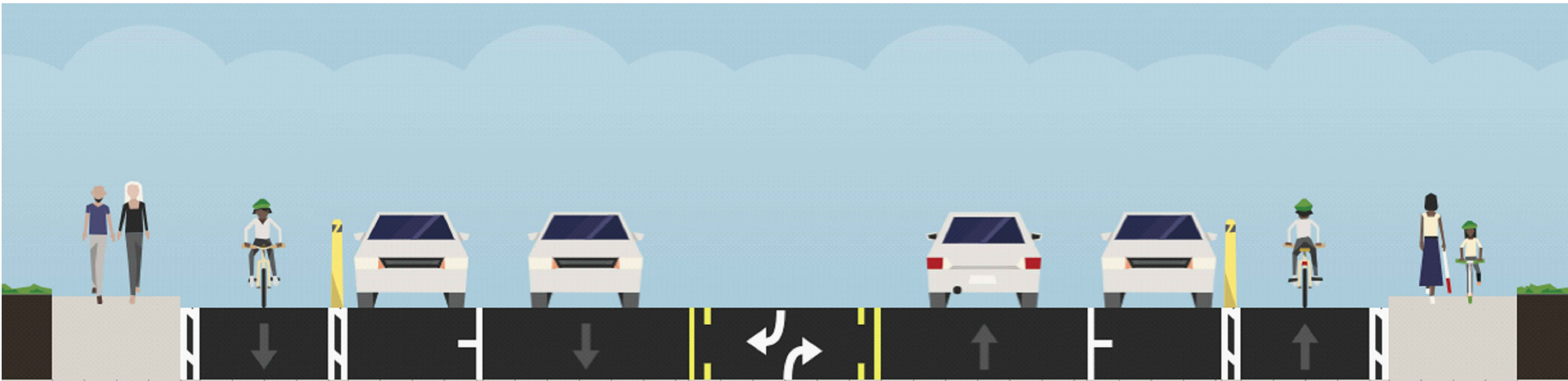


WYANDOTTE STREET EAST (Ellrose to Dawson)

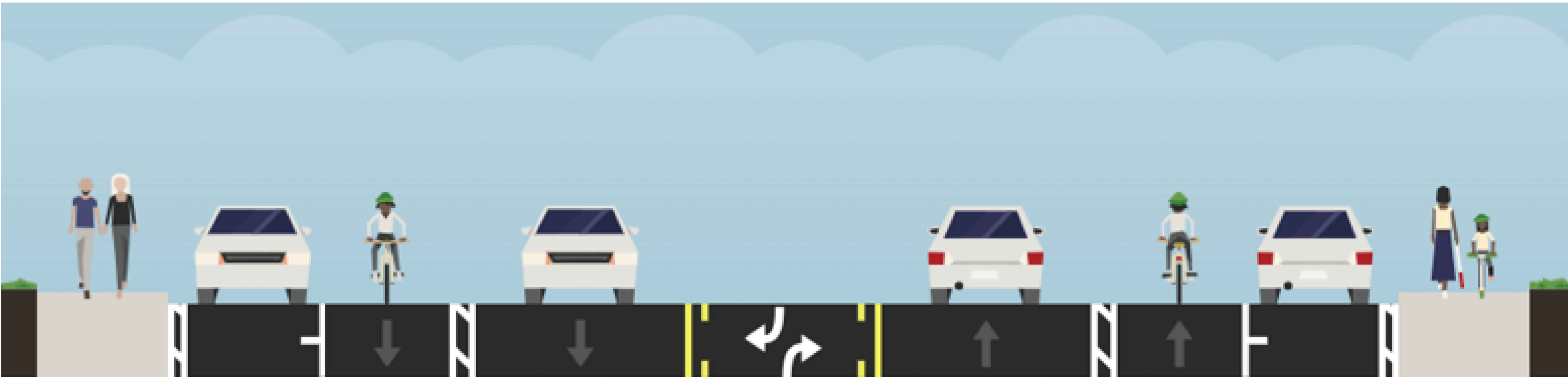
SEE SHEET 13



SEE SHEET 13



OPTION 1



OPTION 2


LEGEND	
DESCRIPTION	SYMBOL
BIKE LANE	
BUFFER ZONE	
PARKING	

No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :
1.	ISSUED FOR APPROVAL	APRIL/23		ISSUED FOR CONSTRUCTION DATE :
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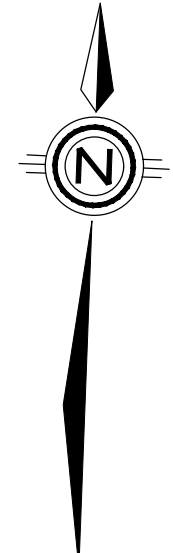
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2023 ROAD REHABILITATION PROGRAM	
WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

TENDER No. 1	
ACCOUNT No. 1	
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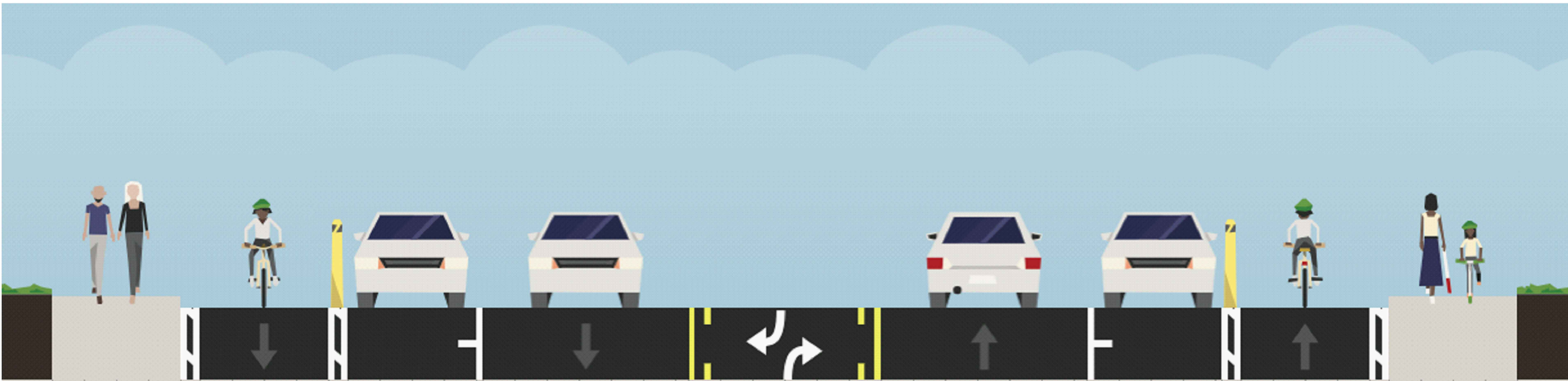


WYANDOTTE STREET EAST (Ellrose to Dawson)

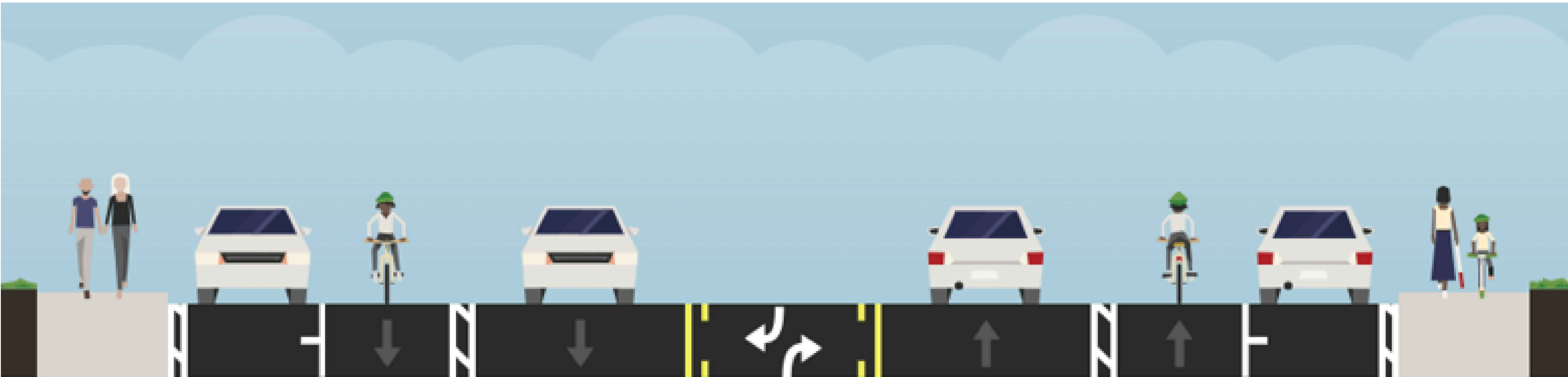
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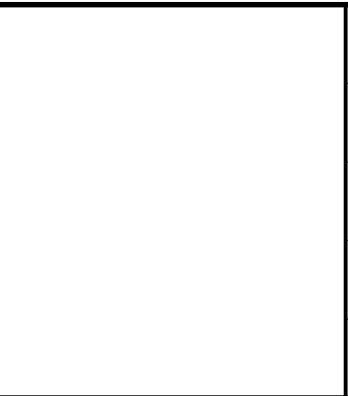
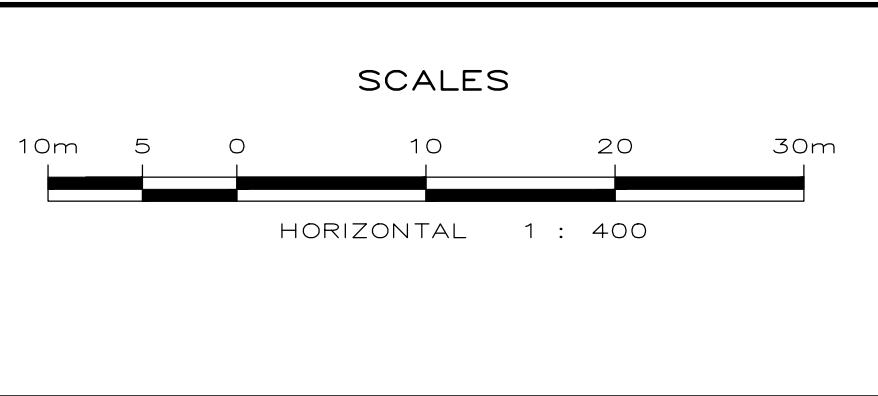
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OPTION 2

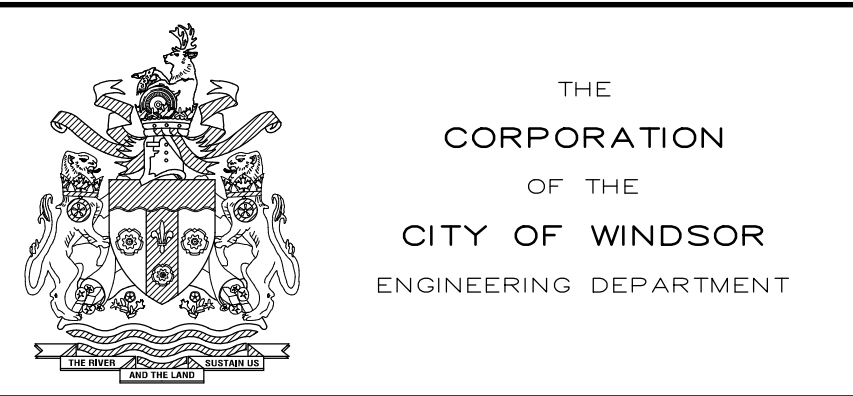
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DESCRIPTION	SYMBOL
BIKE LANE	
BUFFER ZONE	
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No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :
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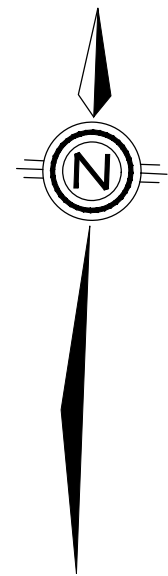
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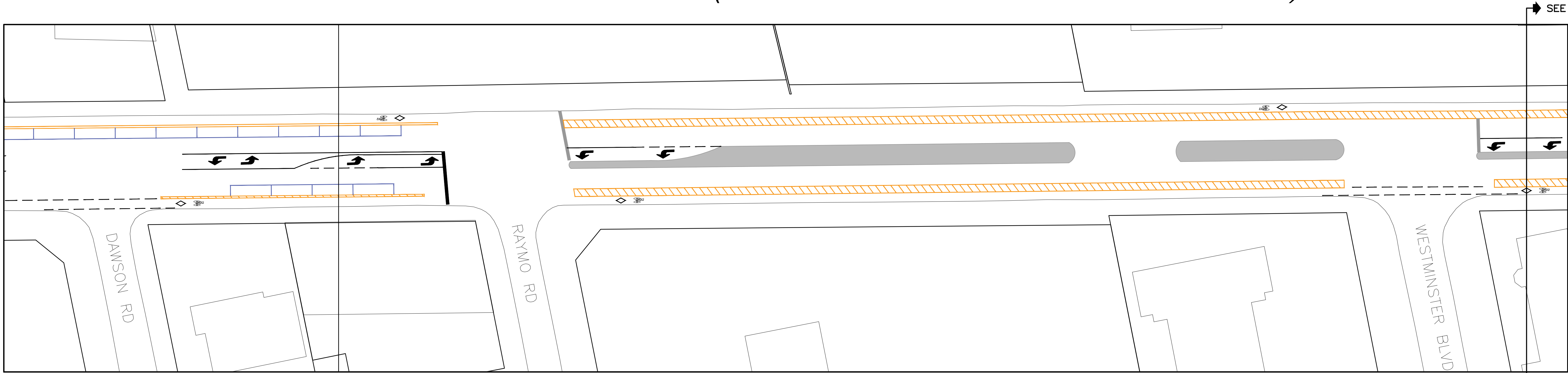


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WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

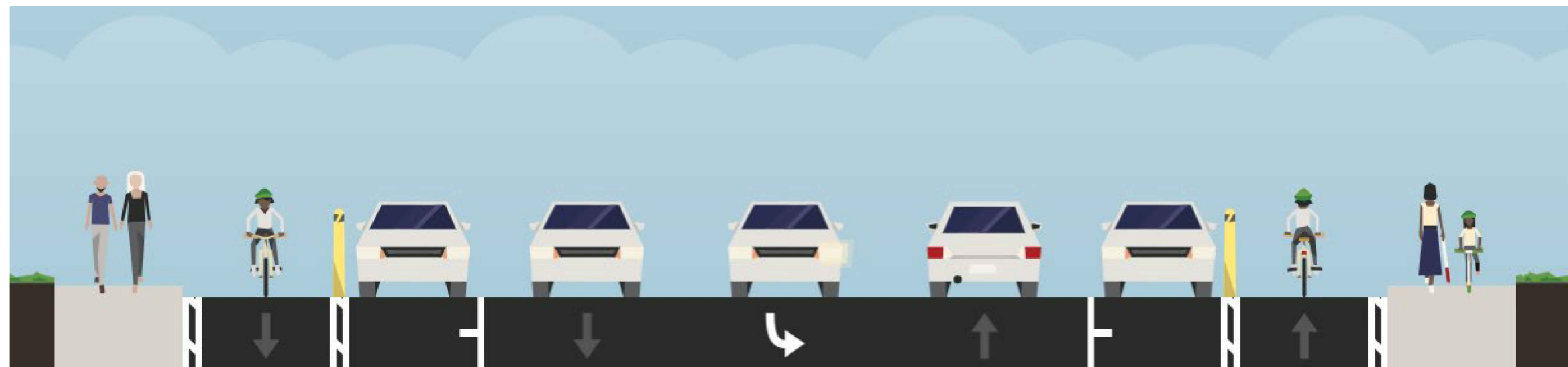
TENDER No.	
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12	.



WYANDOTTE STREET EAST (Dawson Rd to Westminster Blvd)

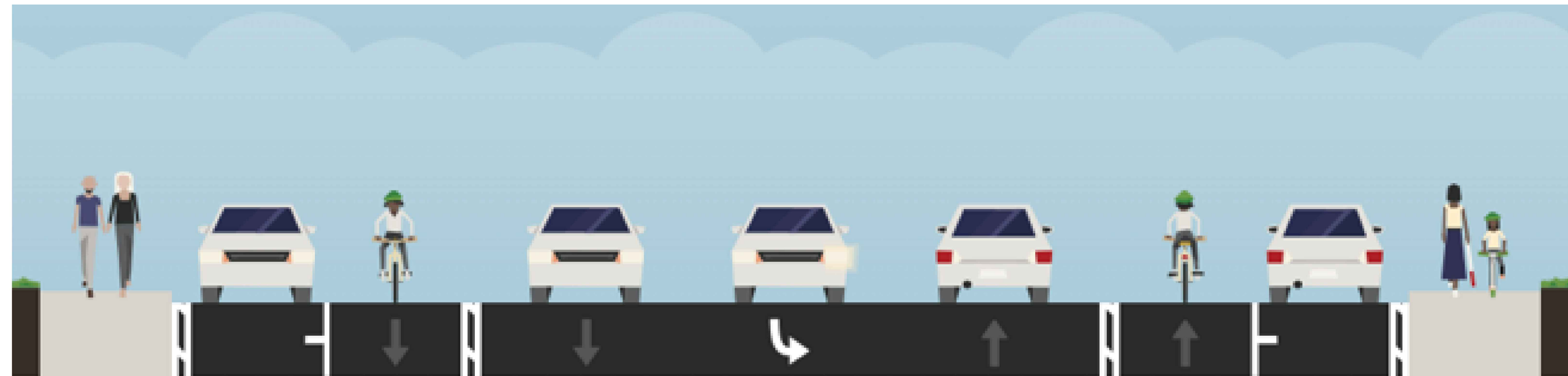


WYANDOTTE STREET EAST (Dawson Rd to Raymo Rd)



OPTION 1

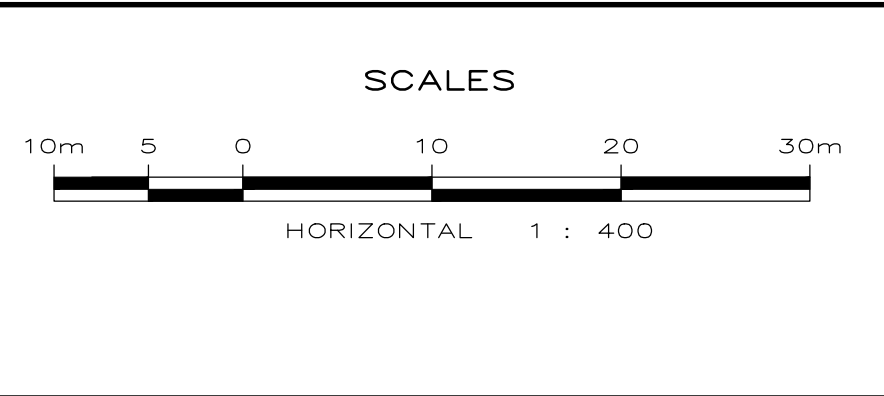
WYANDOTTE STREET EAST (Raymo Rd to Westminster Blvd)



OPTION 2

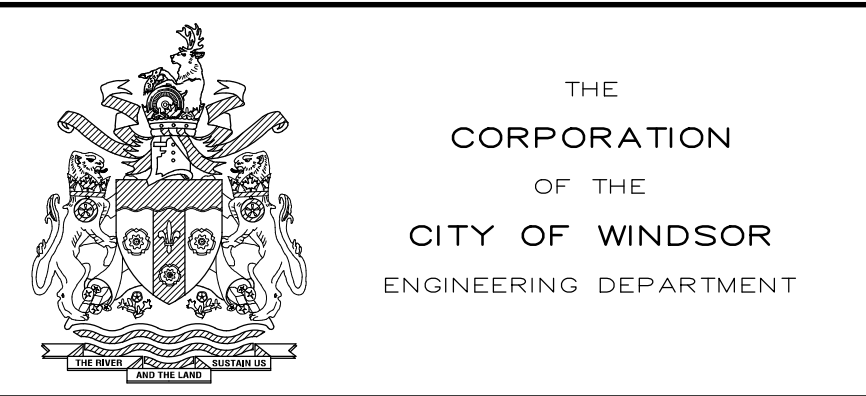
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DESCRIPTION	SYMBOL
BIKE LANE	
BUFFER ZONE	
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No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :
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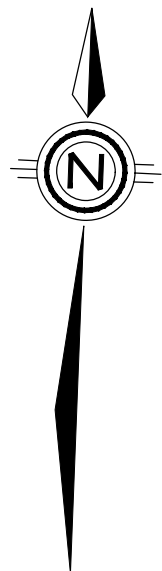
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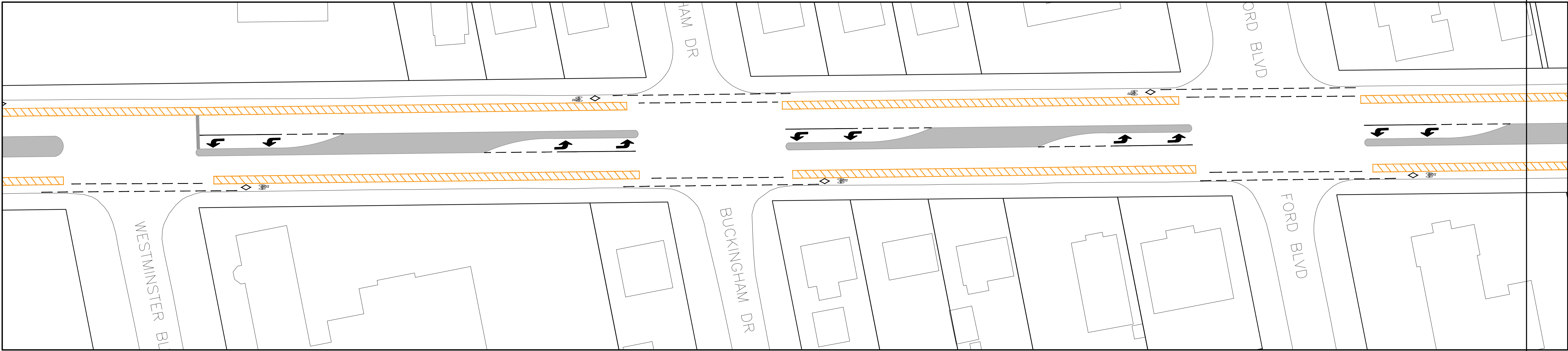
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WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

TENDER No. 1	
ACCOUNT No. 1	
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WYANDOTTE STREET EAST (Westminster Blvd to Ford Blvd)



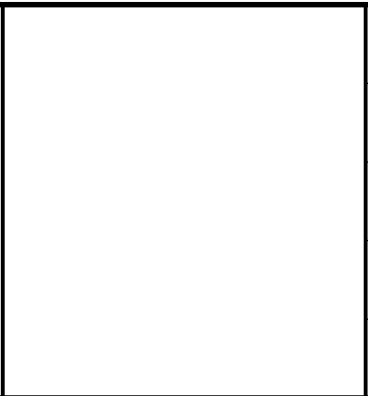
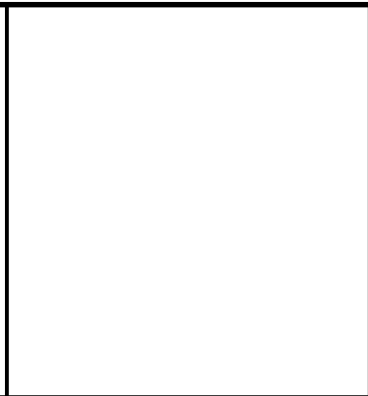
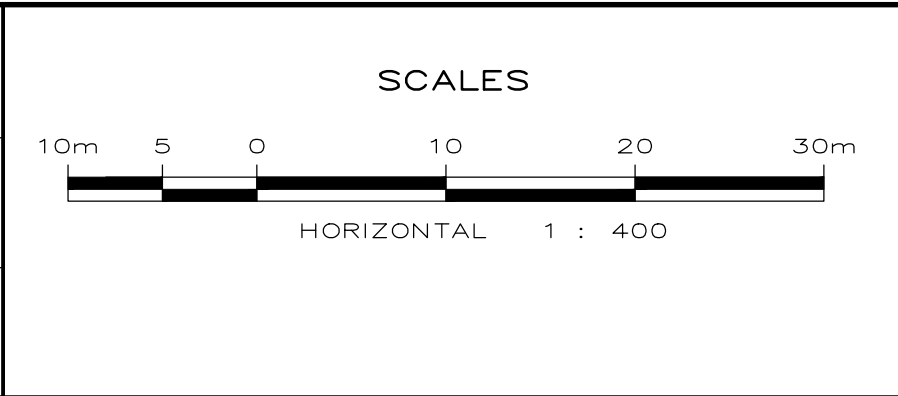
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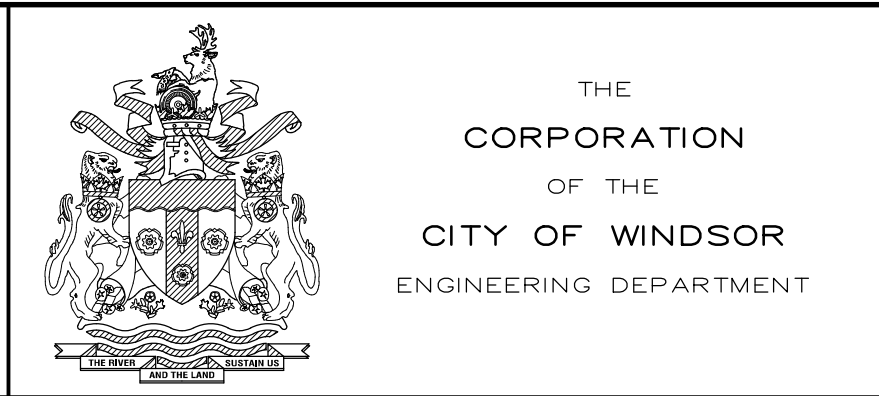
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DESCRIPTION	SYMBOL
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BUFFER ZONE	
PARKING	

No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :
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DRAWN BY: G.P
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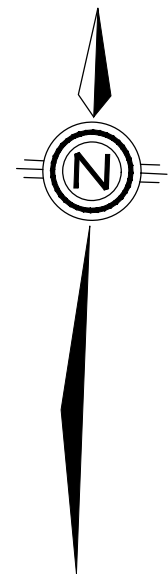
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2023 ROAD REHABILITATION PROGRAM	
WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

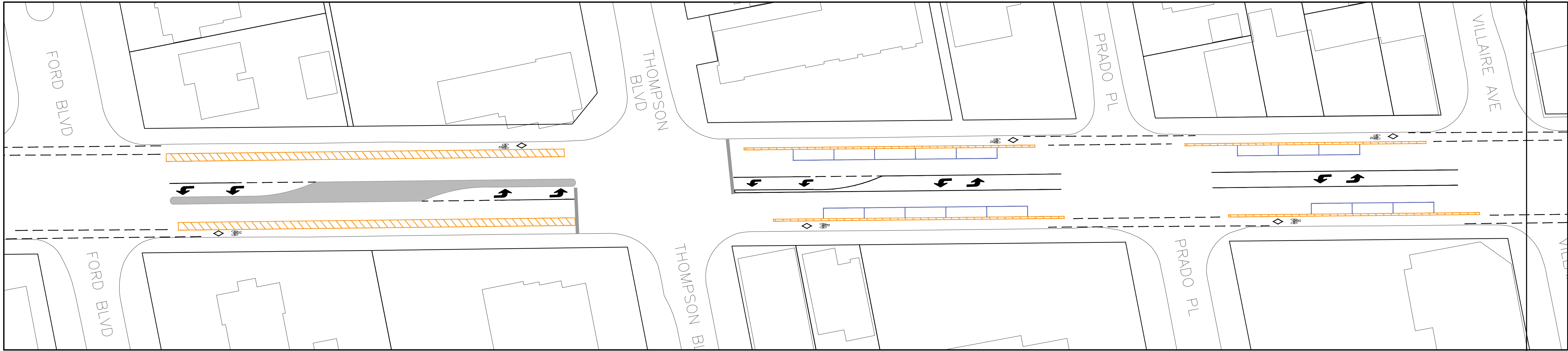
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ACCOUNT No.	1
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WYANDOTTE STREET EAST (Ford Blvd to Villaire Ave)

SEE SHEET 16

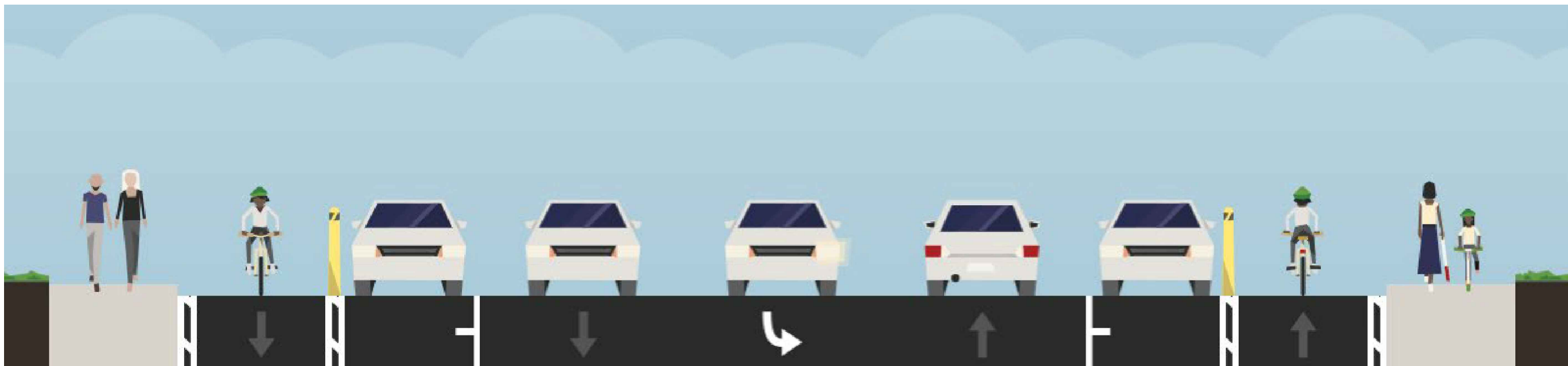


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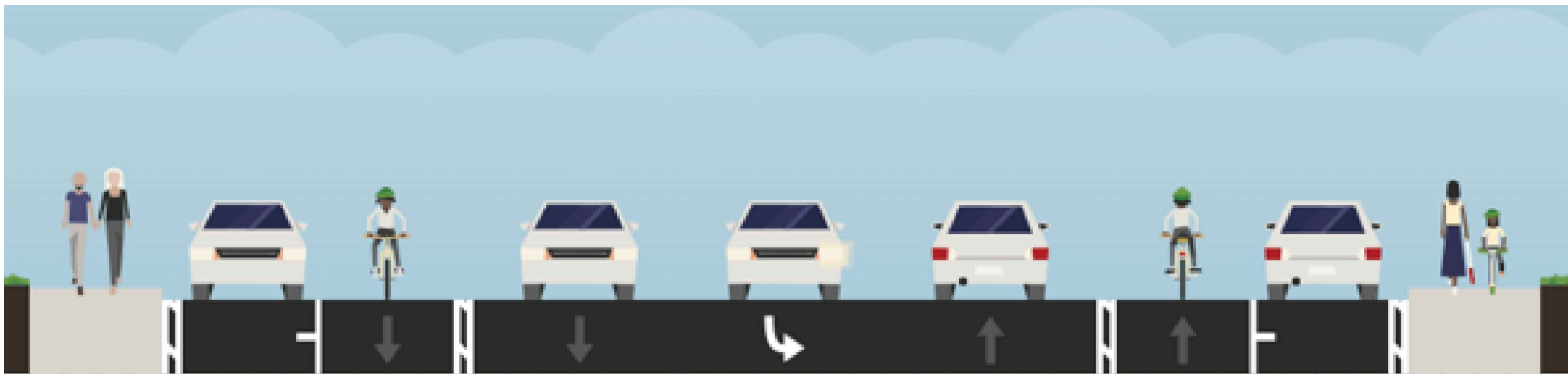
WYANDOTTE STREET EAST (Ford Blvd to Thompson Blvd)



WYANDOTTE STREET EAST (Thompson Blvd to Villaire Ave)



OPTION 1



OPTION 2


LEGEND	
DESCRIPTION	SYMBOL
BIKE LANE	
BUFFER ZONE	
PARKING	

No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :
1.	ISSUED FOR APPROVAL	APRIL/23		ISSUED FOR CONSTRUCTION DATE :
				AS CONSTRUCTED DATE :

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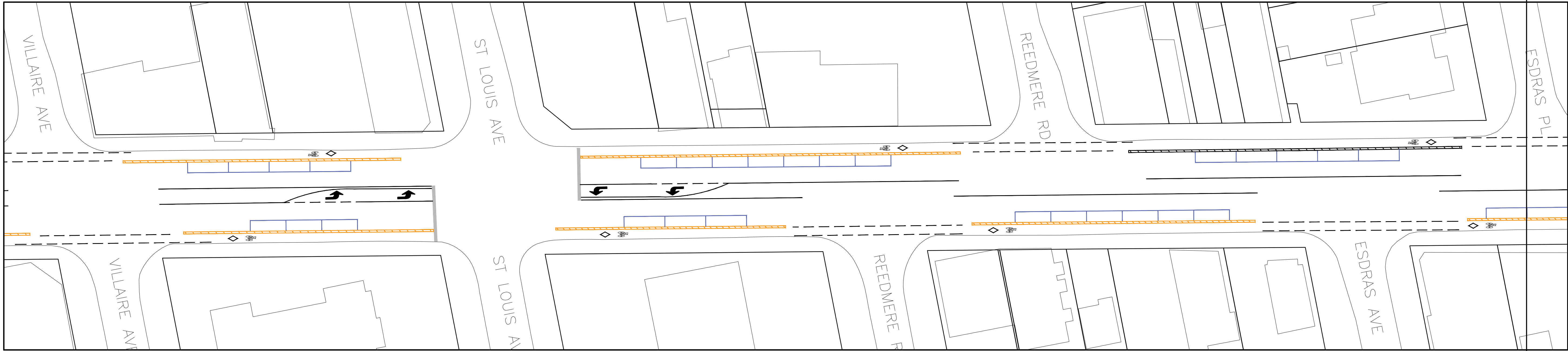
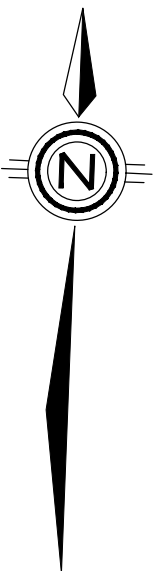
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2023 ROAD REHABILITATION PROGRAM	
WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

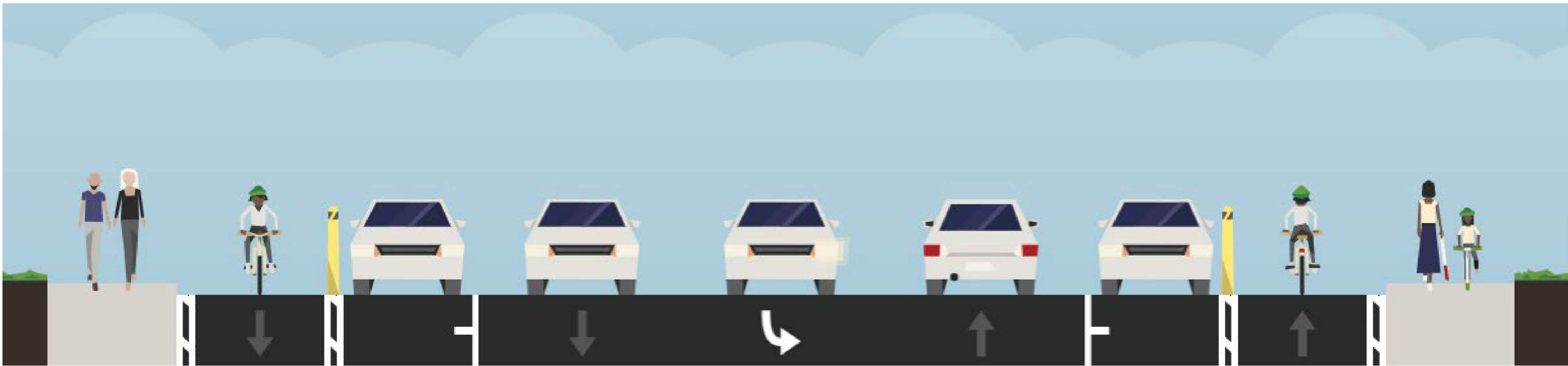
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ACCOUNT No. 1	
DRAWING No. .	
SHEET 15	OF .

WYANDOTTE STREET EAST (Villaire Ave to Esdras PL)

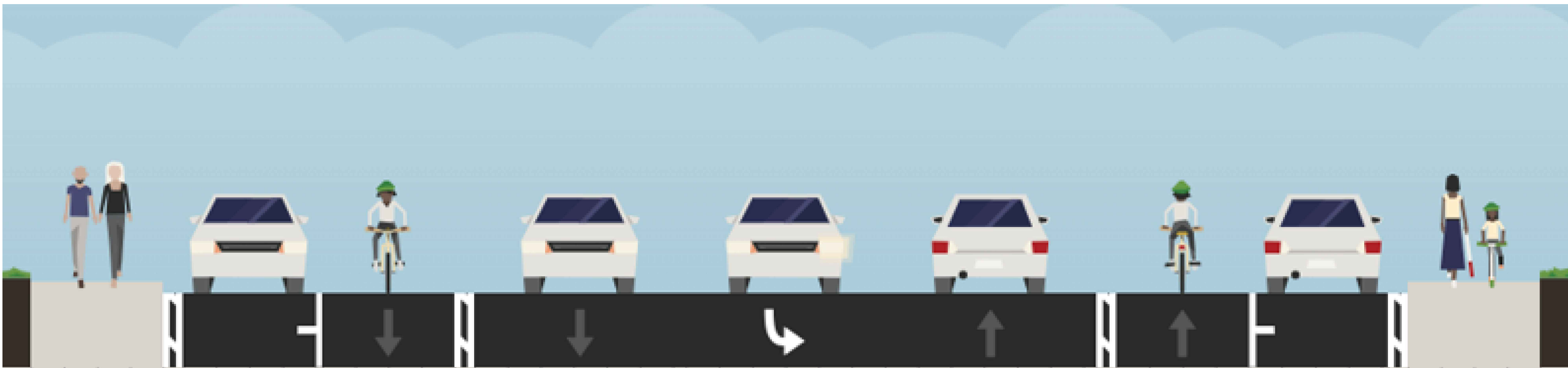


SEE SHEET 17

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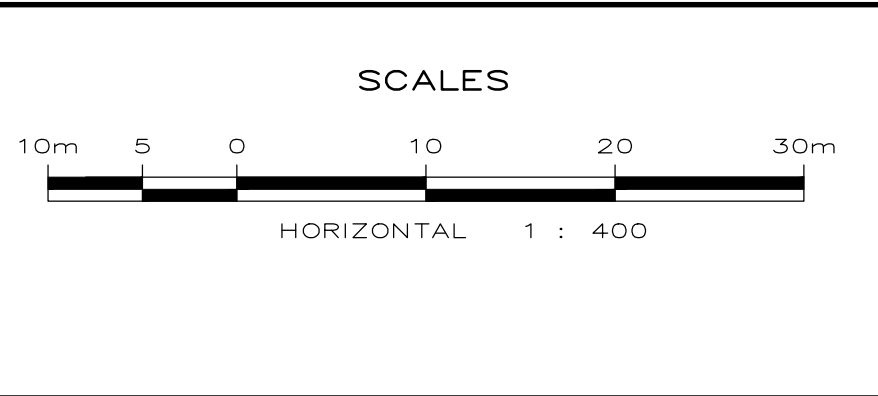
OPTION 1



OPTION 2

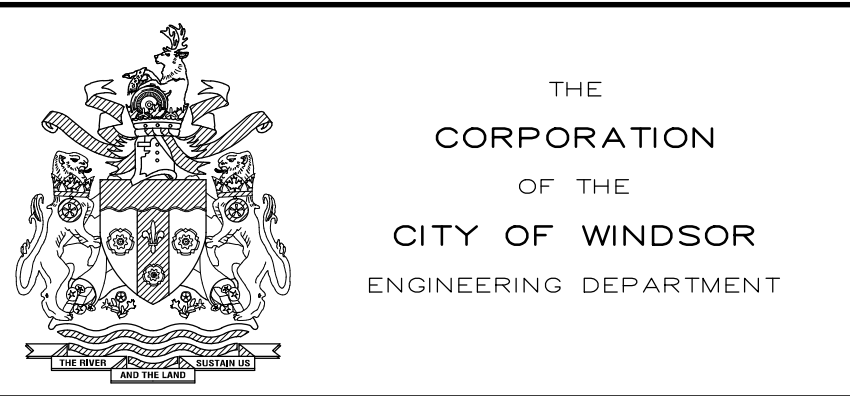
LEGEND	
DESCRIPTION	SYMBOL
BIKE LANE	
BUFFER ZONE	
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No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :
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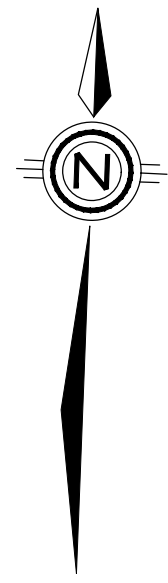
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DRAWN BY: G.P
CHECKED: P. UBENE
DESIGN: K.QUENNEVILLE
CHECKED:

CHRIS NEPSZEY, P.Eng.
CITY ENGINEER



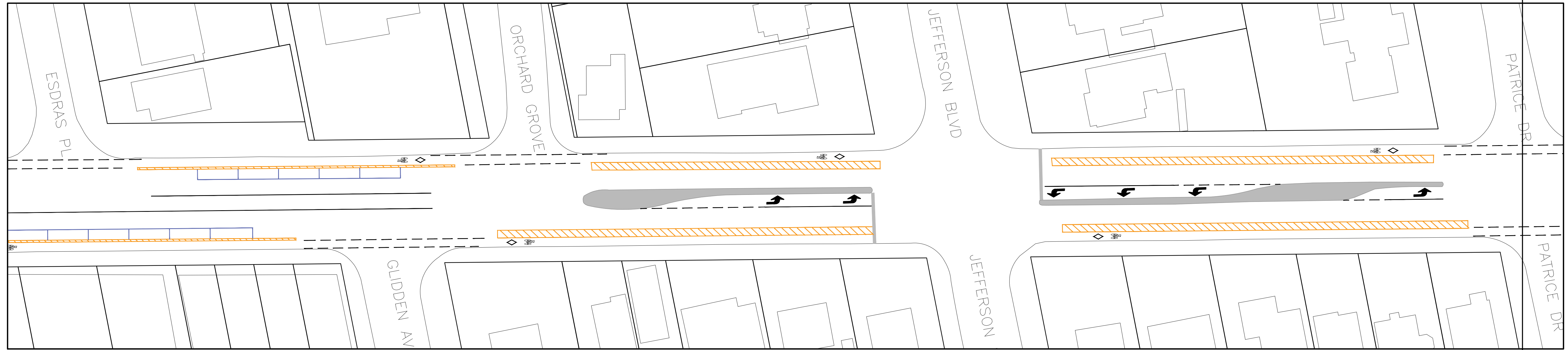
2023 ROAD REHABILITATION PROGRAM	
WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

TENDER No. 1	ACCOUNT No. 1
DRAWING No. .	SHEET 16
OF .	



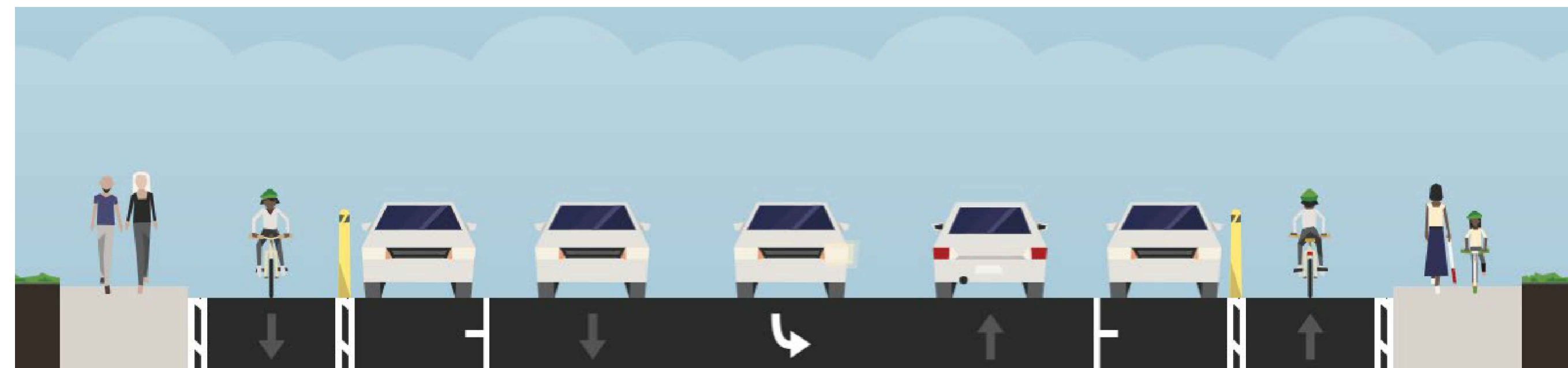
WYANDOTTE STREET EAST (Esdras PL to Patrice Dr)

SEE SHEET 18



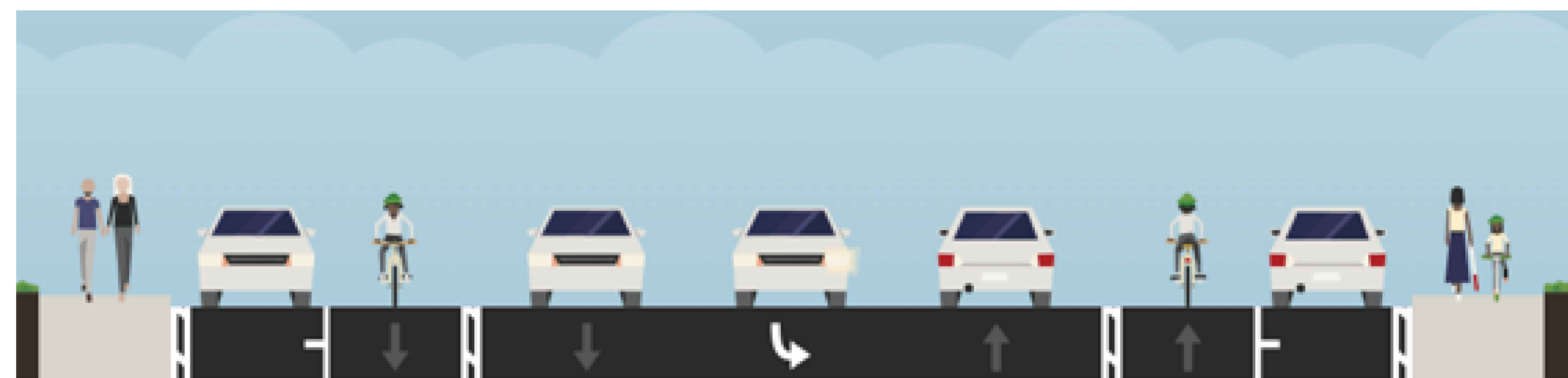
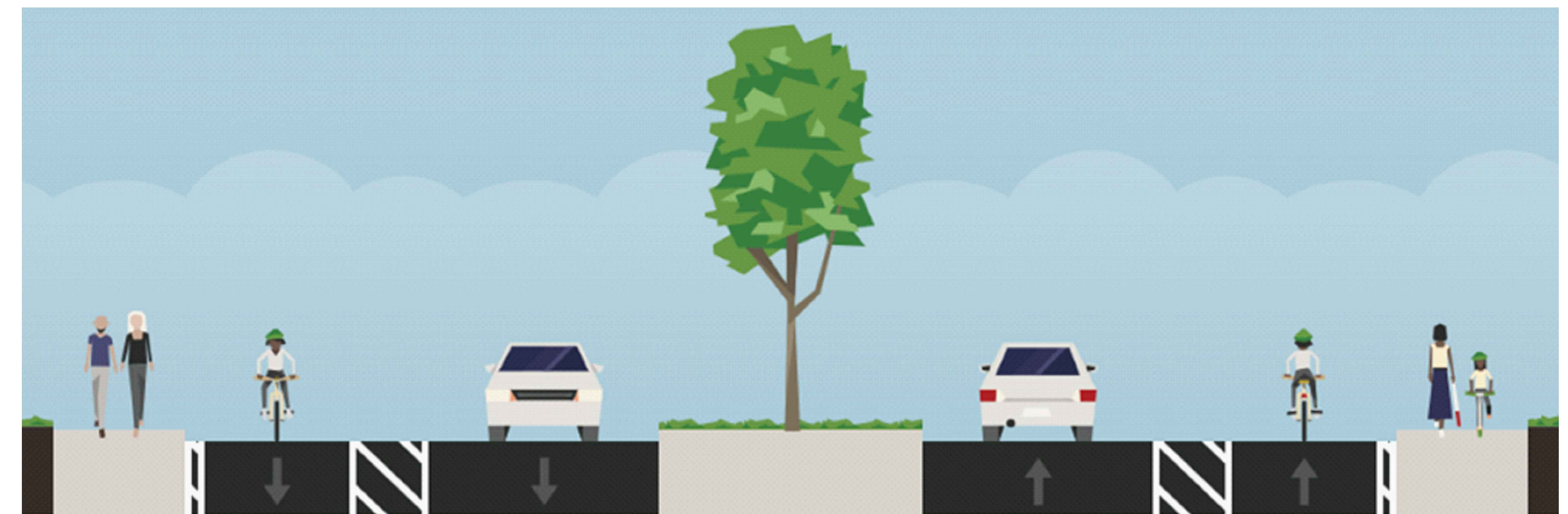
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WYANDOTTE STREET EAST (Esdras Dr to Orchard Grove)



OPTION 1

WYANDOTTE STREET EAST (Orchad Grove to Patrice Dr)

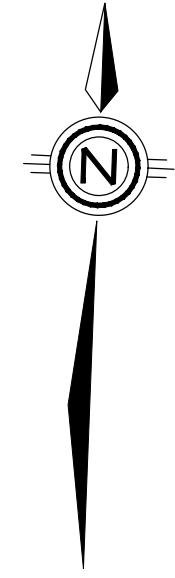


OPTION 2

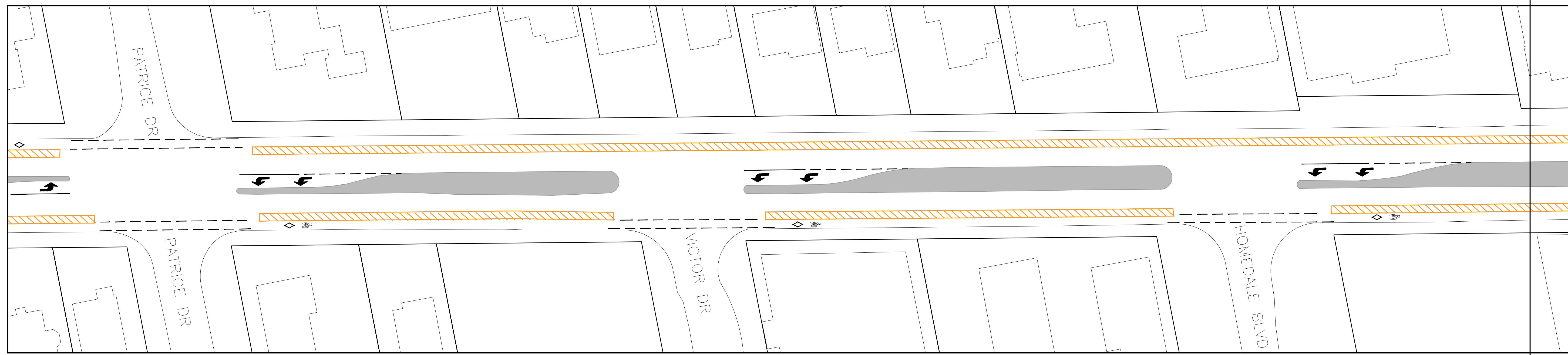
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PARKING	

No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :	<div>SCALES</div> <div></div> <div>HORIZONTAL 1 : 400</div>		DATE DRAWN: APRIL 2023	<div>THE CORPORATION OF THE CITY OF WINDSOR ENGINEERING DEPARTMENT</div> <div></div>	2023 ROAD REHABILITATION PROGRAM	TENDER No. 1	
1.	ISSUED FOR APPROVAL	APRIL/23		ISSUED FOR CONSTRUCTION DATE :			DRAWN BY: G.P			ACCOUNT No. 1	
				AS CONSTRUCTED DATE :			CHECKED: P. UBENE			DRAWING No. .	
							DESIGN: K.QUENNEVILLE			SHEET 17	OF .
							CHECKED:				
								CHRIS NEPSZEY, P.Eng. CITY ENGINEER	WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE		

May 13, 2024 -- 4:04pm C:\Users\bensoj\AppData\Local\Temp\AcPublish_22852\S-x Wyandotte St East.dwg



WYANDOTTE STREET EAST (Patrice Dr to Homedale Blvd)




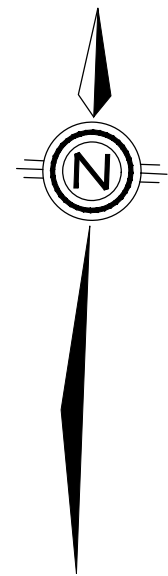
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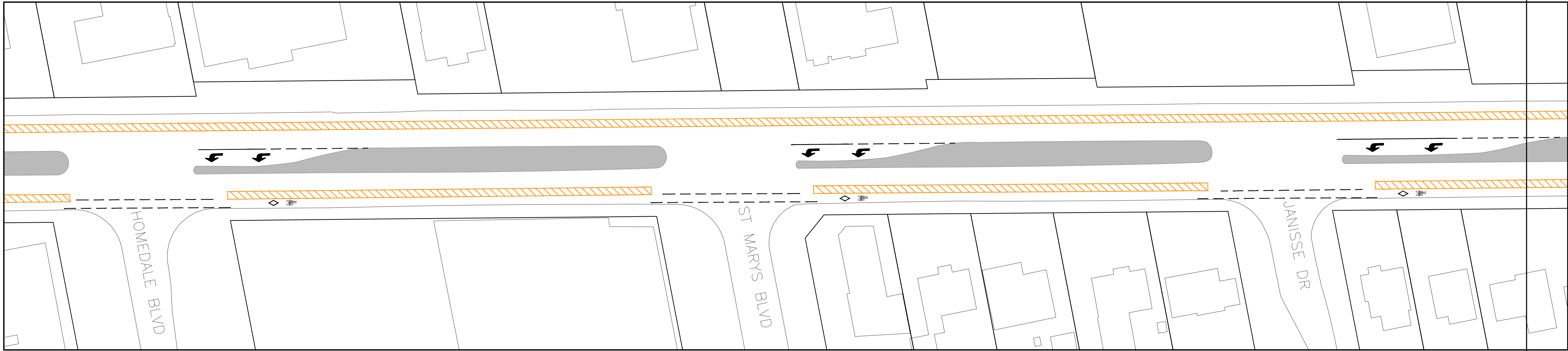
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No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :	<div>SCALES</div> <div></div> <div>HORIZONTAL 1 : 400</div>			DATE DRAWN: APRIL 2023		THE CORPORATION OF THE CITY OF WINDSOR ENGINEERING DEPARTMENT	2023 ROAD REHABILITATION PROGRAM	TENDER No. 1	
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							CHECKED:	CHRIS NEPSZEY, P.Eng. CITY ENGINEER					WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE



WYANDOTTE STREET EAST (Homedale Blvd to Janisse Dr)

SEE SHEET 20

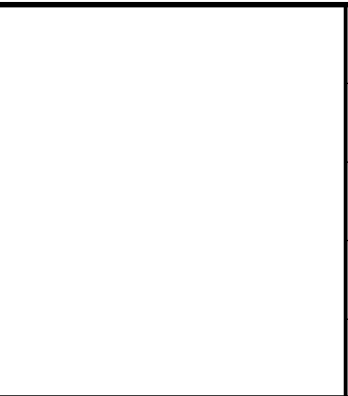
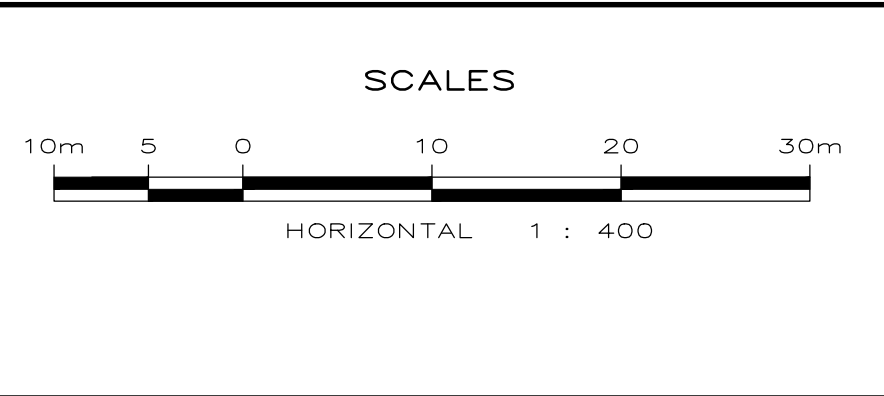


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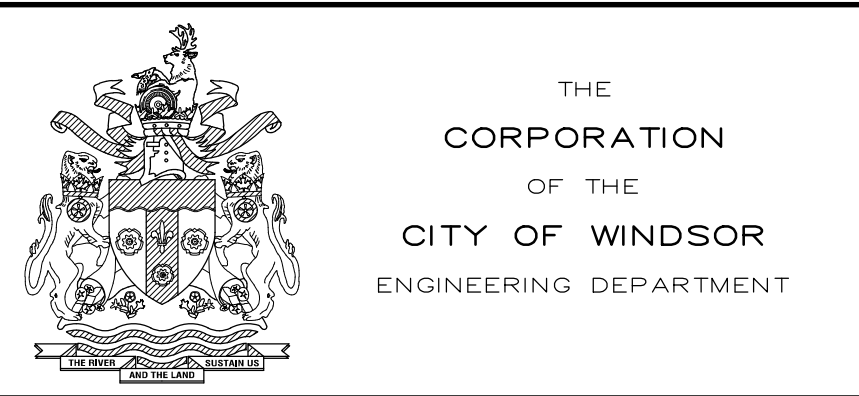
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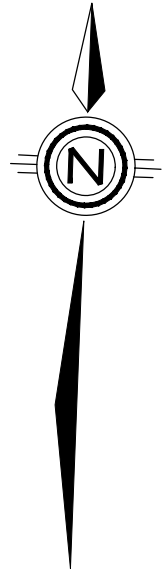
CHRIS NEPSZEY, P.Eng.
CITY ENGINEER



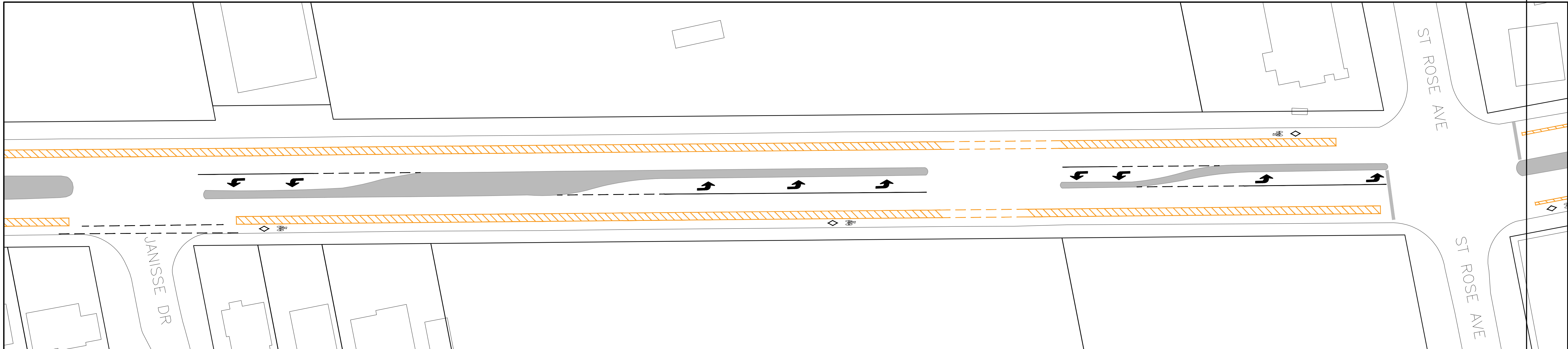
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WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

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SHEET 19	OF .

May 13, 2024 -- 4:04pm: C:\Users\benonj\AppData\Local\Temp\AcPublish_22852\S-x Wyandotte St East.dwg



WYANDOTTE STREET EAST (Janisse Dr to St Rose Ave)



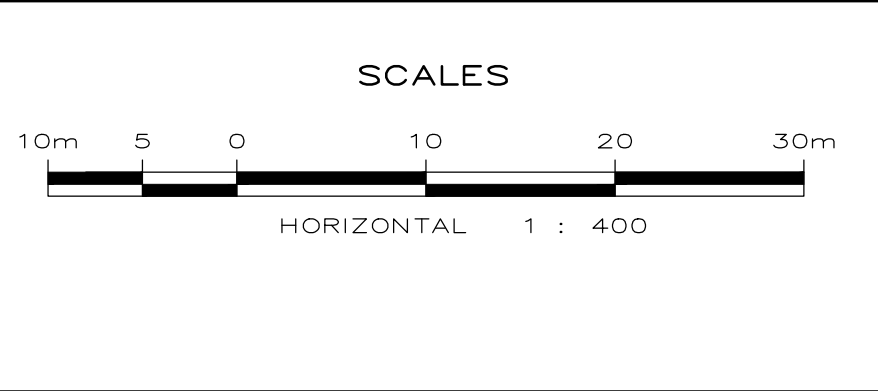
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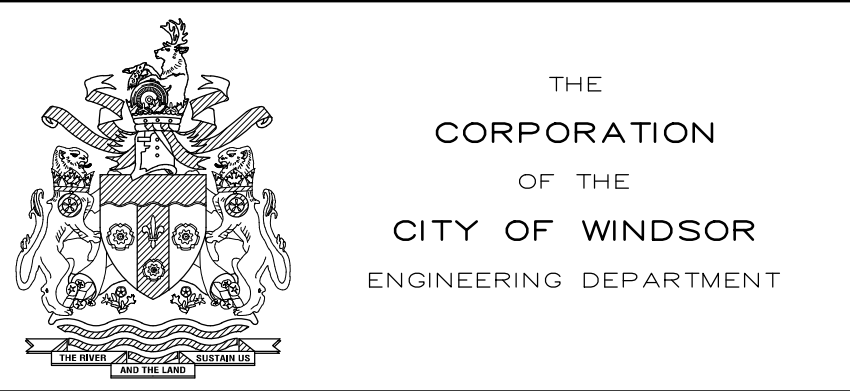
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DATE DRAWN: APRIL 2023
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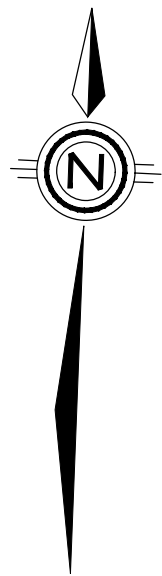
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CITY ENGINEER



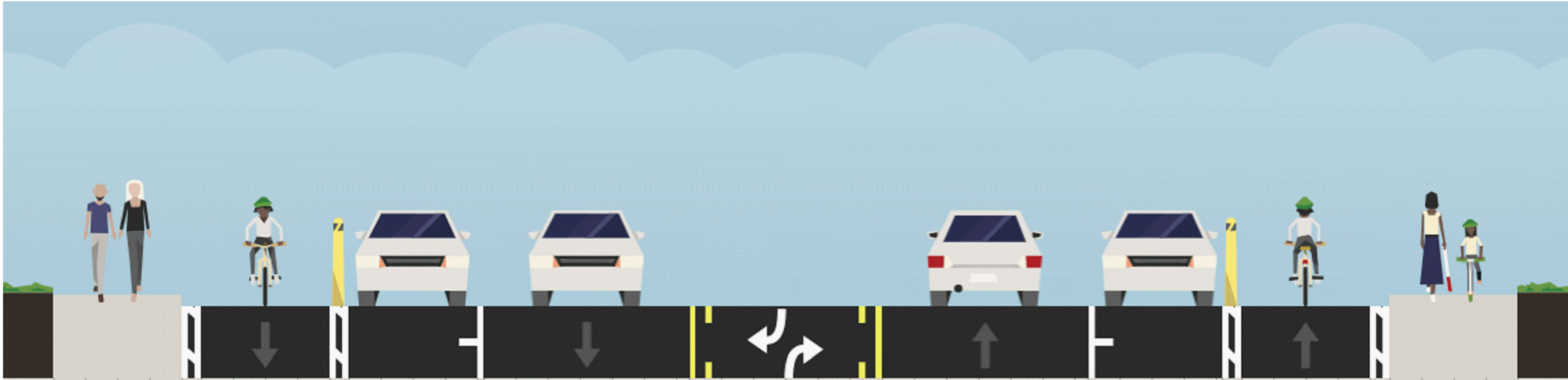
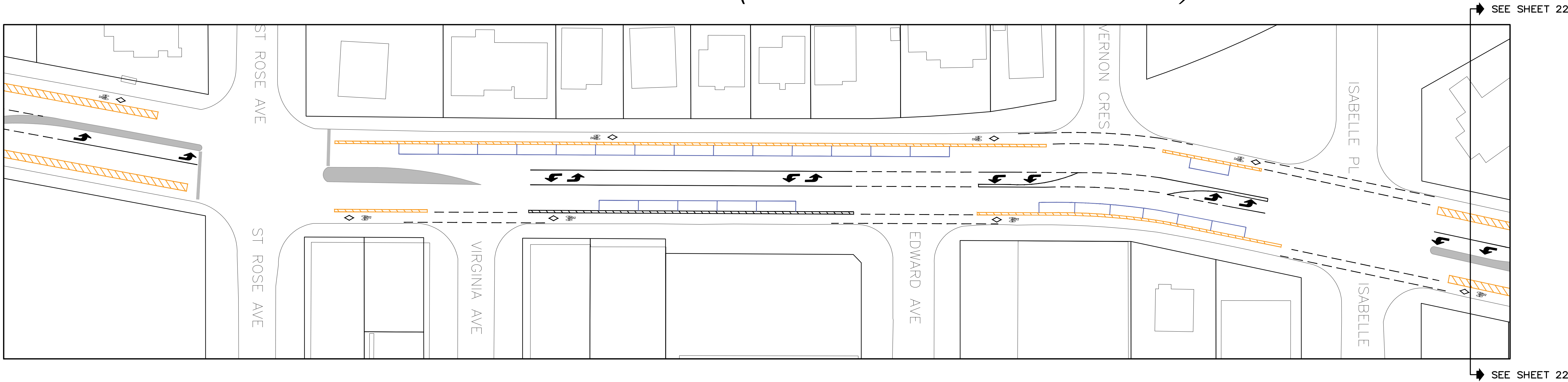
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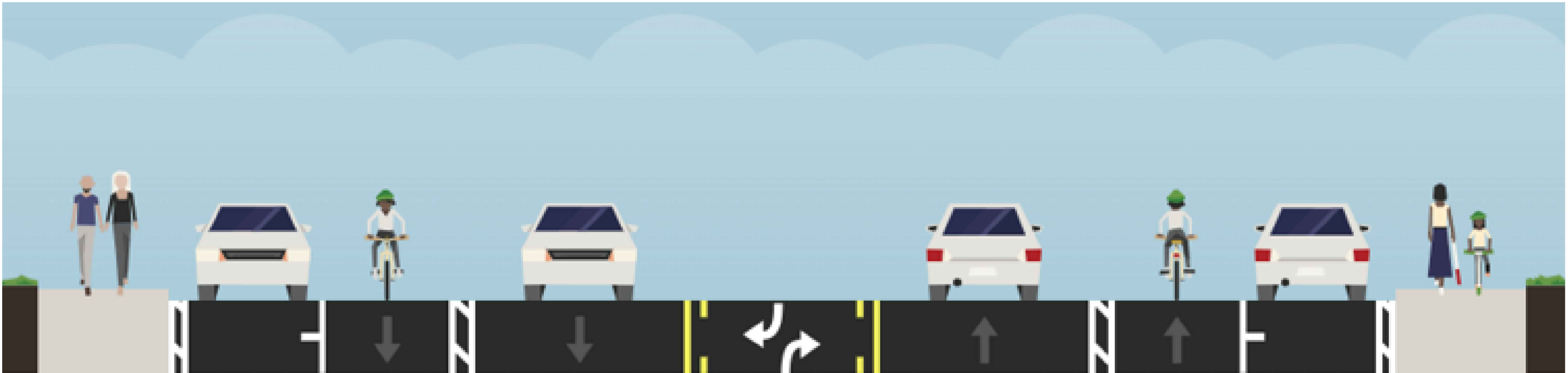
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WYANDOTTE STREET EAST (St Rose Ave to Isabelle Pl)



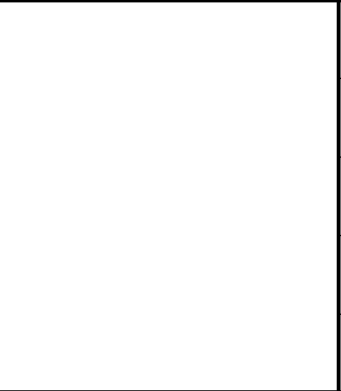
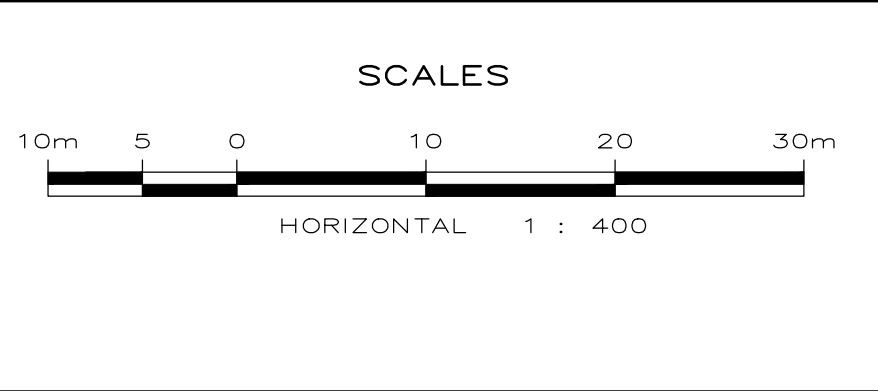
OPTION 1



OPTION 2

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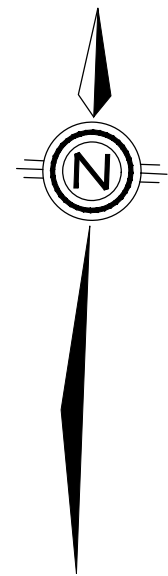
CHRIS NEPSZEY, P.Eng.
CITY ENGINEER



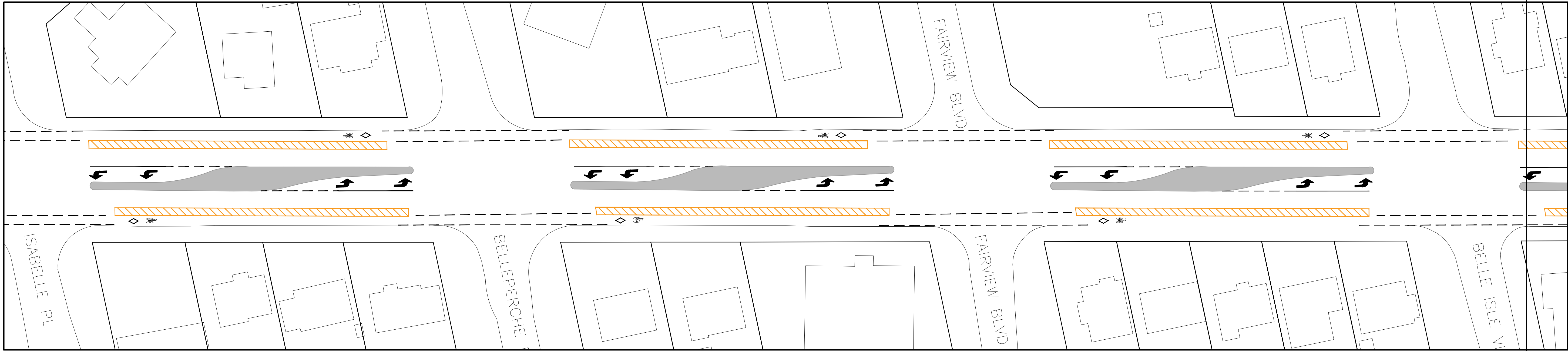
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OF THE
CITY OF WINDSOR
ENGINEERING DEPARTMENT

2023 ROAD REHABILITATION PROGRAM	
WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

TENDER No. 1	
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WYANDOTTE STREET EAST (Isabelle PL to Belle Isle View Blvd to)



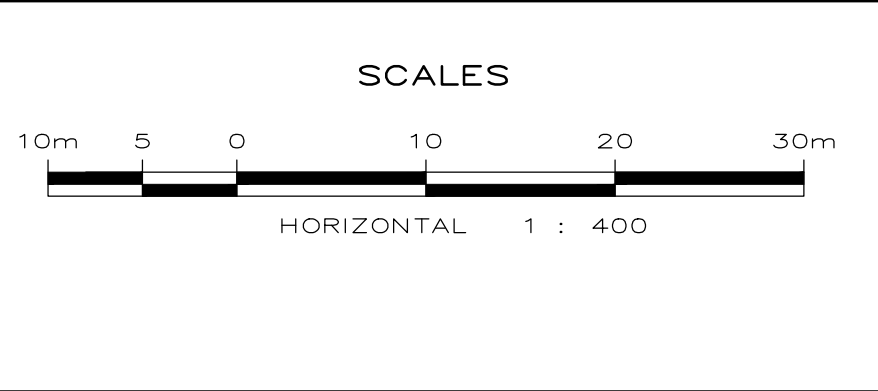
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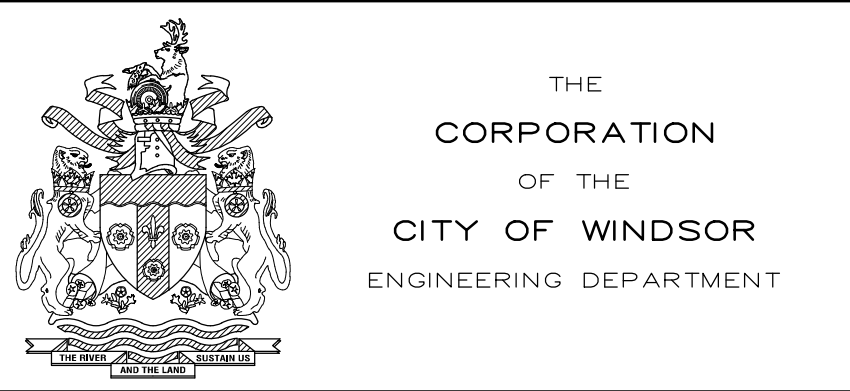
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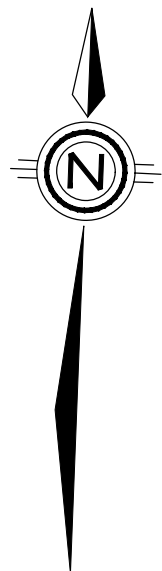
CHRIS NEPSZEY, P.Eng.
CITY ENGINEER



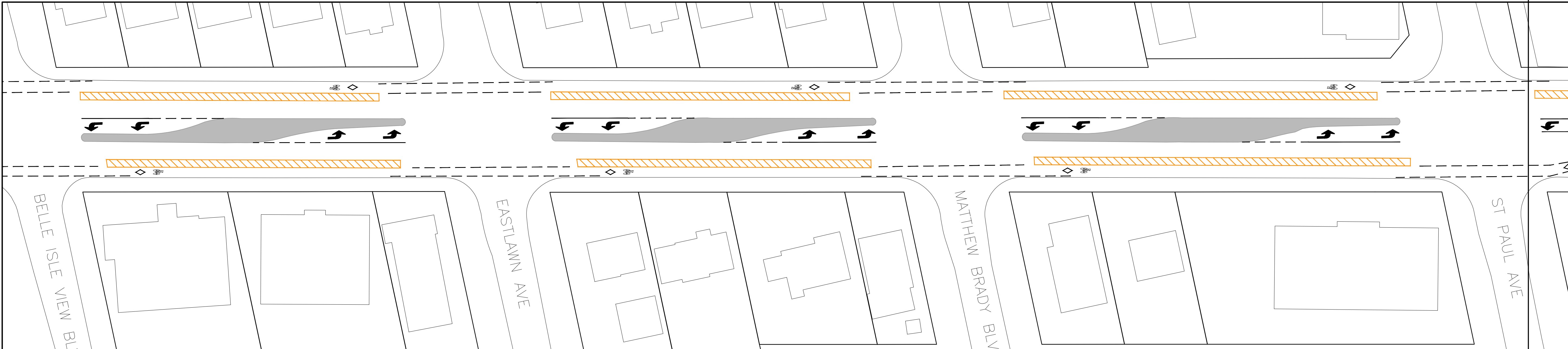
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WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

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WYANDOTTE STREET EAST (Belle Isle View Blvd to St Paul Ave)



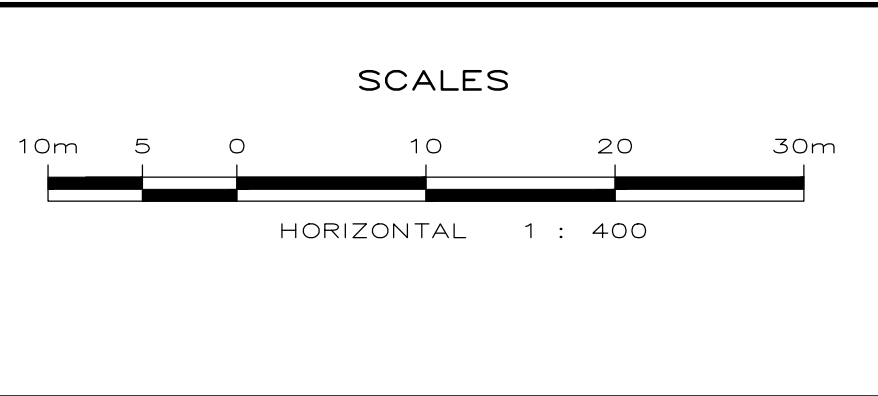
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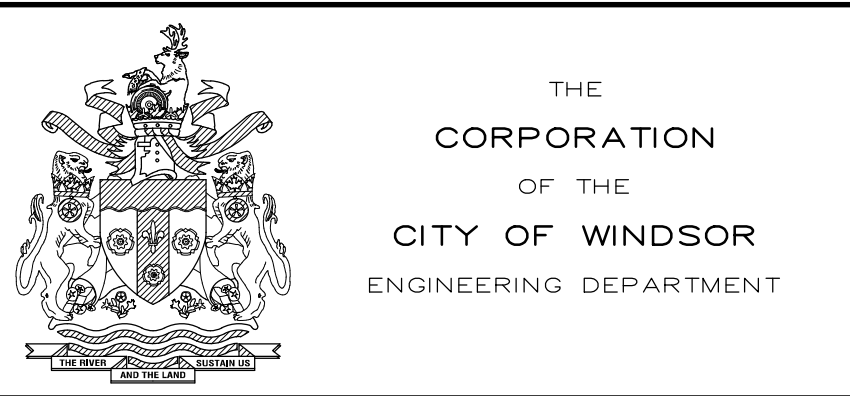
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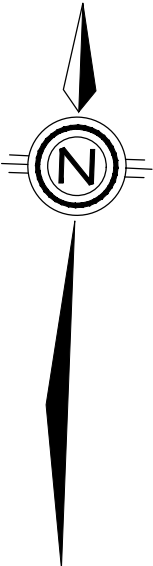
CHRIS NEPSZEY, P.Eng.
CITY ENGINEER



2023 ROAD REHABILITATION PROGRAM	
WYANDOTTE STREET EAST CORRIDOR REVIEW DEVONSHIRE ROAD TO WATSON AVENUE	

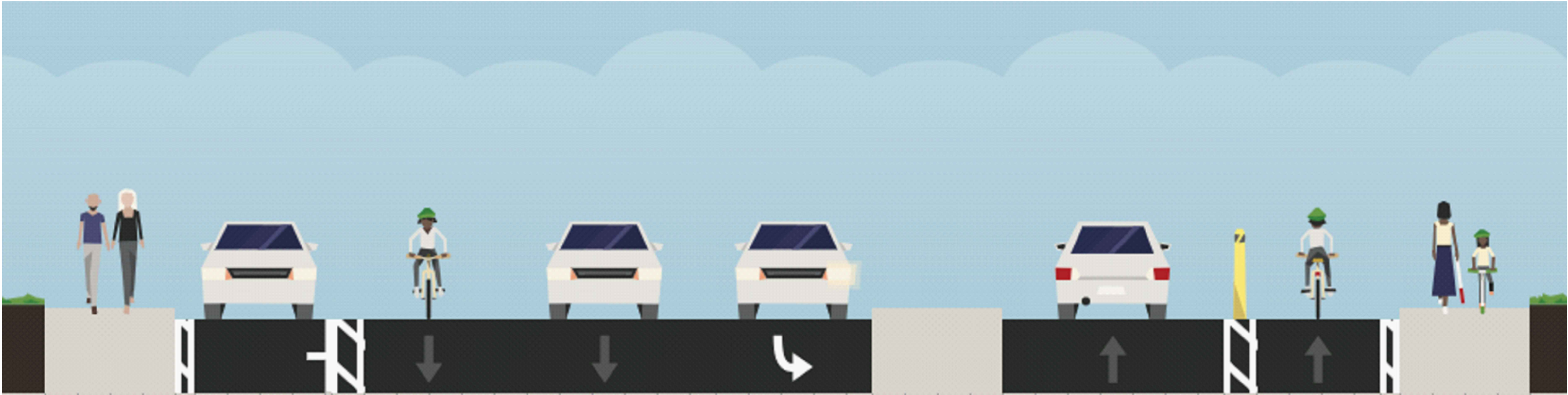
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WYANDOTTE STREET EAST (St Paul Ave to Frank Ave)



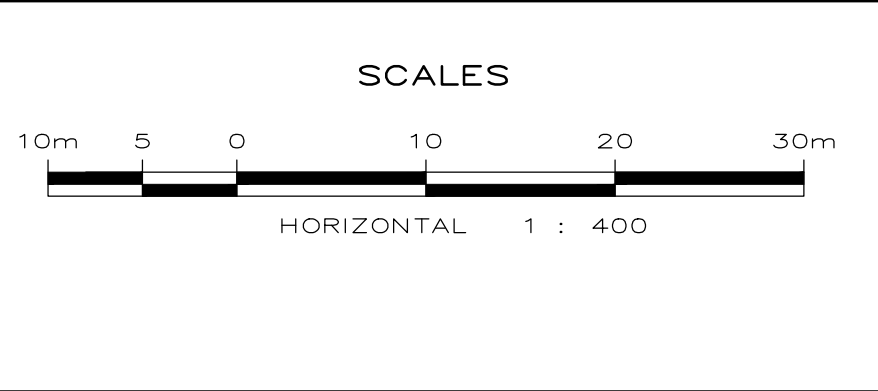
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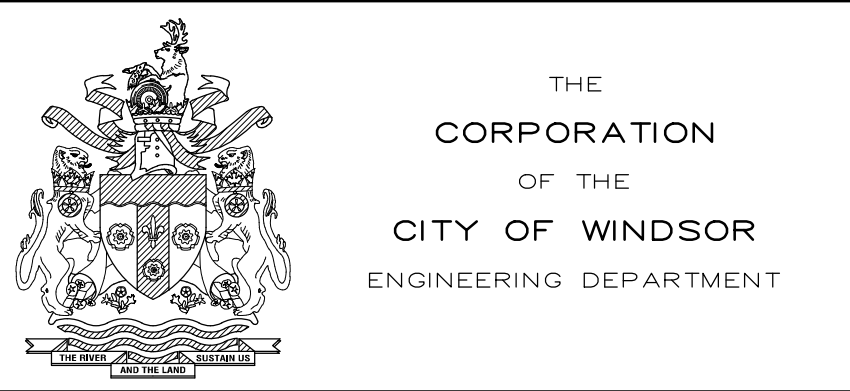
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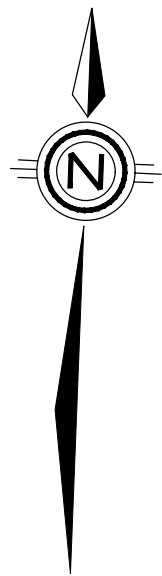
CHRIS NEPSZEY, P.Eng.
CITY ENGINEER



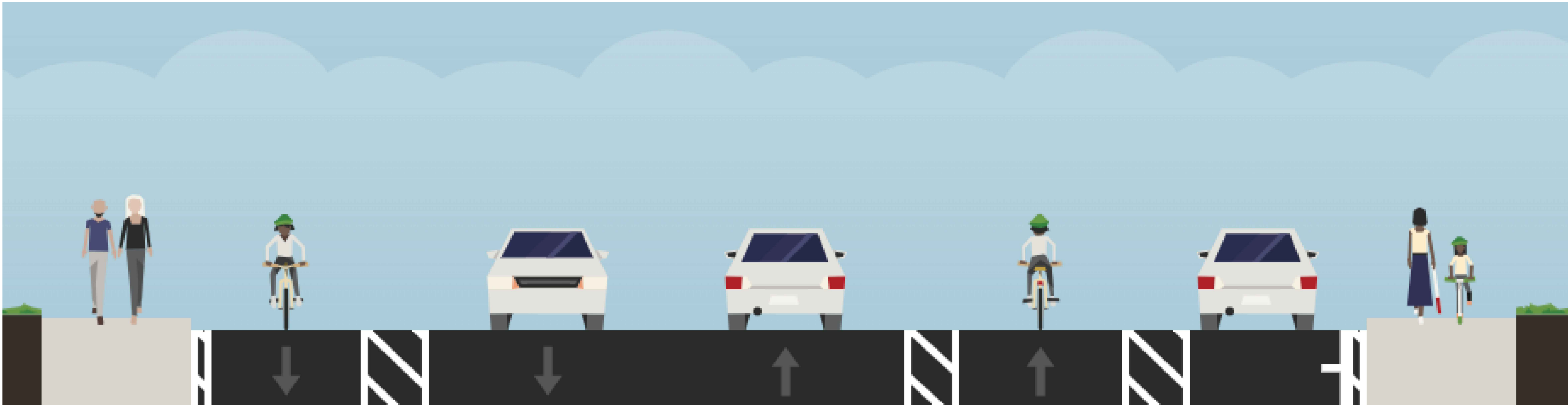
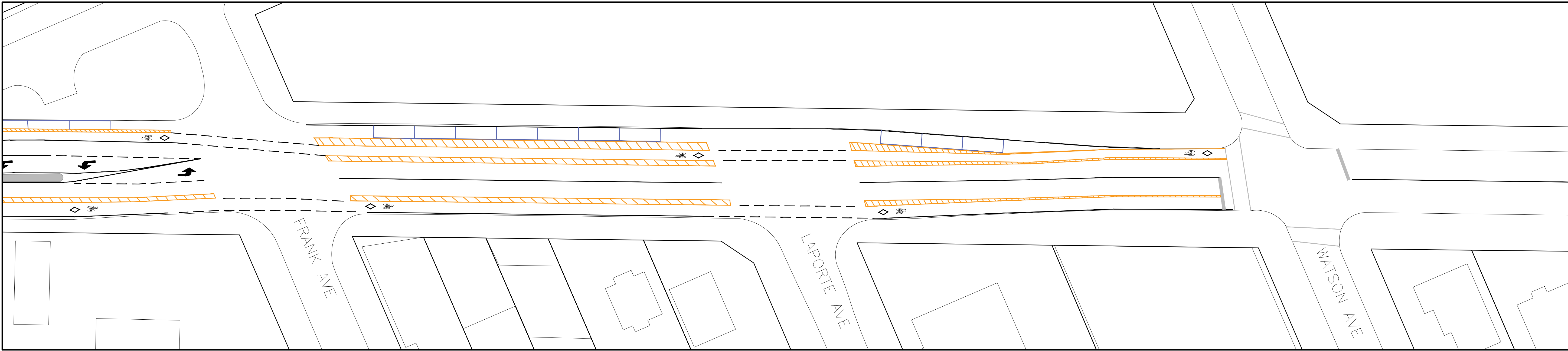
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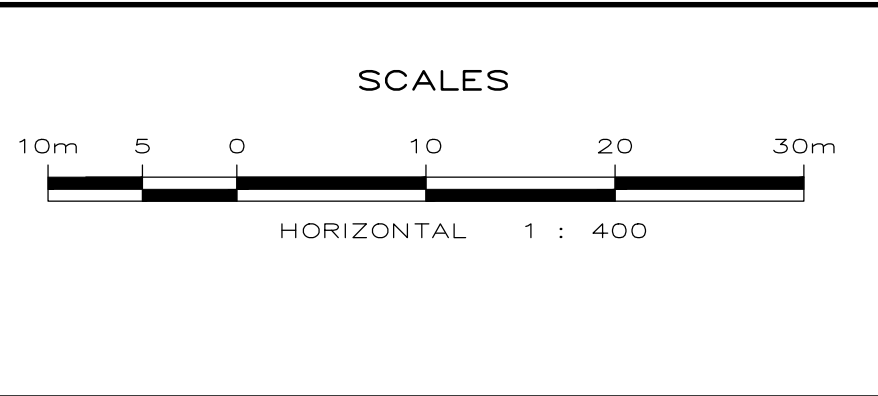


WYANDOTTE STREET EAST (Frank Ave to Watson Ave)



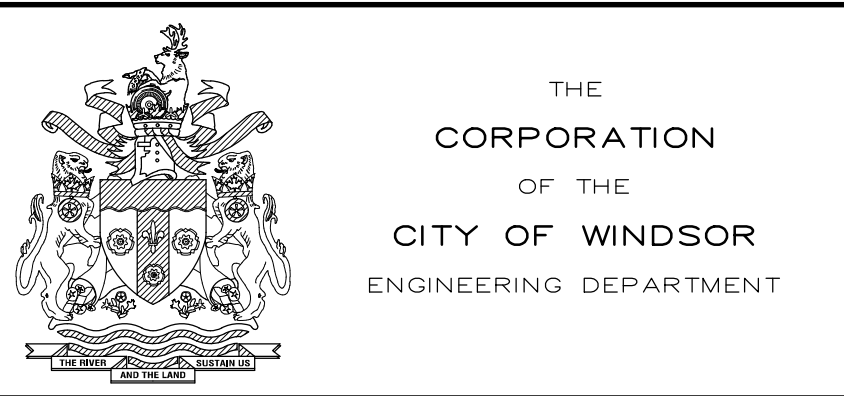
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DRAWN BY: G.P
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CHRIS NEPSZEY, P.Eng.
CITY ENGINEER



2023 ROAD REHABILITATION PROGRAM	
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May 24, 2024

REPORT TO THE ENVIRONMENT, TRANSPORTATION AND PUBLIC SAFETY STANDING COMMITTEE:

Since 2001 - 23 years - Wyandotte Street East has been recognized as needing bike lanes from St. Rose through to George.

Timeline:

- In 2001, the Bicycle Use Master Plan (the BUMP) was ratified by City Council. It called for bike lanes along the entire Wyandotte Street corridor. Over the following two decades, studies continued to identify the need for Wyandotte Street bike lanes to help close the Windsor Loop.
- In 2014, Mayor Drew Dickens said, “Residents today are looking for more walkable, liveable communities where they don’t need a car to go and buy groceries. Where they can sustain many elements of daily living within their own neighbourhoods.” Ten years later, the Mayor remains uncommitted to safe spaces on our streets for cycling.
- In 2016, Administration recommended bike lanes on Wyandotte Street East. City Council approved and funded the initiative.
- In 2017, The ETPS bypassed the proposed bike lanes that would have run from George Avenue to Vernon Crescent, instead recommending the infamous zigzag solution, giving Riverside and Gillette Village a wide berth. The subsequent City Council meeting drew dozens of cyclists who rode to City Hall to protest the zigzag solution. Five BIAs, the Windsor Bicycling Committee, and 11 delegations were there to speak to the need for bike lanes directly on Wyandotte Street. They spoke from different perspectives; teachers concerned about their students’ safety, local business owners who recognized the benefits of cycling to retailers. City Council deferred the issue to a future ATMP.



The proposed zigzag was so preposterous that the proposal drew attention and ridicule from news media across the province.

- In 2019, Council approved the Active Transportation Master Plan. It is worth noting that the plan was partially funded by the FCM's Municipalities for Climate and Innovation program. The ATMP identifies Wyandotte Street as a multi-modal corridor and stresses the importance of providing direct AAA routes to and through the City's commercial districts, i.e. Riverside and Pillette Village.
- In 2020 Councillor Gignac was quoted as saying that “people in the Riverside area have been waiting a long time for the narrowed road. I don’t want to come back at the end of the year and tell residents and business people we are still doing studies.” A second “zigzag” was proposed but not acted upon.
- In 2023, Council approved the Environmental Master Plan and in the State of Our Environment report, the importance of cycling and active transportation to help decrease our greenhouse house gas emissions and improve the health of residents is noted.
- In 2024, Council approved the Vision Zero Action Plan to reduce or eliminate fatalities and injuries of vulnerable road users on our streets.

The City of Windsor clearly states within these policies that it is committed to improving cycling and other mobility options. It commits to doing this by developing well connected, attractive active transportation networks that are safe, convenient and user friendly for all modes of transportation and for all residents.

City Administration seems to be claiming that “*carmageddon*” will occur if Wyandotte Street car lanes are reduced to facilitate space for cyclists. The transportation engineering concept of “reduced demand” explains why *carmageddon* never occurred in numerous documented instances where traffic lanes were reduced or suddenly eliminated. For example: a 60-foot

section of the West Side Highway in Manhattan collapsed in 1973. The highway carried 80,000 vehicles a day. The City measured the impact of the vehicles on nearby city streets. To their amazement, about half of the traffic could not be found at all on nearby streets, and the rest was absorbed without major impact on the city's grid.

Wyandotte is a critical arterial that urgently needs traffic calming to reduce rampant speeding between Riverside and Strabane. Residents have complained about the speeding for decades and there have been multiple collisions on that stretch.

BAIT & SWITCH

It feels as though the City is using the ATMP to NOT install infrastructure. For example, cycling facilities were not installed on Ypres during recent road reconstruction. Administration's response was that the ATMP calls for Triple A facilities on Ypres, work the city was not financially willing to do and so the road was reconstructed with no cycling facilities at all. We would argue that something is better than nothing.

Regarding Wyandotte East, Administration asserts that "the only facility that meets the recommendations for an arterial road servicing the volume of traffic currently being realized, is fully protected and/or off road facilities." However, if we consider Cabana Road that was to have protected bike lanes as voted on and approved by City Council. Unbelievably, at the 11th hour, Administration changed the plan providing a painted white line on the pavement - no buffer, no protection on a major arterial.

Let's also consider University Avenue West that was to have temporary bike lanes installed last year as approved by City Council. Then, the current council turned back that decision "to save the dollars needed for the final solution". Yet, we don't know what the final solution is, we haven't seen a plan, there has been no public announcement of a timeline or a budget. And so we continue to risk the lives of those cycling from the west end to downtown and further east. Will our first 'complete street' even happen in our lifetime?

OTHER BARRIERS:

Other barriers identified by administration include the issue of snow clearance. How many days did we see snow in 2024? 3? 4? We're going to decide not to provide safety for cyclists for more than 350 days because of possible snow fall on a handful of winter days? City Council saw fit to "invest" in a waterfront goose poop remover to clean up the trails; perhaps this machine could clear bike lanes in the winter months when it's not needed for the goose poop?

Let's also keep in mind that very snowy cities like Montreal, Edmonton, Calgary are all investing in year round cycling networks and are somehow managing the snow.

Administration appears to recognize that protected bike lanes on Wyandotte East would bring multiple benefits and acknowledges that protected bike lanes are the preferred option as determined through public consultation. We all now know that adding bikes brings vibrancy, life and cash to neighbourhoods and local businesses. It is a fact that cyclists spend more money more often than potential shoppers driving by in a car.

Yet, despite all of the economic, health and safety benefits, Administration claims that a Road Diet "would negatively impact the level of service (LOS) on Wyandotte in a number of segments". Progressive cities understand induced demand and recognize that sacrificing equity and safety on the road so that car drivers save seconds during "rush hour" is no longer acceptable.

We urge you to put this issue to bed for once and for all. Protected bike lanes will help meet the City's commitment to road safety, carbon reductions and connected neighbourhoods; let's get it done.

Respectfully,

A handwritten signature in black ink, appearing to read 'Lori Newton', with a stylized, flowing script.

Lori Newton, Executive Director
Bike Windsor Essex / the Bike Kitchen
862 Walker Road
Windsor, ON N8Y 2N5



Committee Matters: SCM 164/2024

Subject: Local Improvement Programme Implementation 2024 Update - City Wide

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 1004**

- I. THAT the report of the Engineer II dated May 6, 2024 entitled "Local Improvement Program Implementation 2024 Update - City Wide" **BE RECEIVED** for information; and,
- II. THAT Council **APPROVE** the prioritization of Local Improvement Projects (LIP) presented in this report; and,
- III. THAT Council **RECEIVE** for information the response to CQ 22-2024, and the attached list of outstanding LIPs in Appendix D; and,
- IV. THAT given significant time that has passed since previous notice was sent and construction costs have increased since the original notice, Administration **BE DIRECTED** to issue new notices to the benefitting property owners on the 3700 Block of Byng Road notifying them of the City's intention to proceed with a City initiated Local Improvement for Curb & Gutter, Storm Sewers, Private Drain Connections, and Boulevard Restoration, such notice to include updated cost estimates and to be prepared in accordance with O. Reg. 586/06 section 6.

Carried.

Report Number: S 24/2024

Clerk's File: SL2024

Clerk's Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are the same.
2. Please refer to Item 8.1 from the Environment, Transportation & Public Safety Standing Committee held on May 29, 2024.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240529/-1/10487>

Subject: Local Improvement Program Implementation 2024 Update - City Wide

Reference:

Date to Council: May 29, 2024

Author: Adam Mourad

Engineer II

(519) 255-6100 Ext. 6614

amourad@citywindsor.ca

Design – Engineering

Report Date: May 6, 2024

Clerk's File #: SL2024

To: Mayor and Members of City Council

Recommendation:

- I. THAT Council **RECEIVE** for information this report as an annual status update on the progress of the Local Improvement Program Implementation; and,
- II. THAT Council **APPROVE** the prioritization of Local Improvement Projects (LIP) presented in this report; and,
- III. THAT Council **RECEIVE** for information the response to CQ 22-2024, and the attached list of outstanding LIPs in Appendix D; and,
- IV. THAT given significant time that has passed since previous notice was sent and construction costs have increased since the original notice, Administration **BE DIRECTED** to issue new notices to the benefitting property owners on the 3700 Block of Byng Road notifying them of the City's intention to proceed with a City initiated Local Improvement for Curb & Gutter, Storm Sewers, Private Drain Connections, and Boulevard Restoration, such notice to include updated cost estimates and to be prepared in accordance with O. Reg. 586/06 section 6.

Executive Summary:

N/A

Background:

Local Improvement Policy Updates

Local improvement Projects (LIP's) are governed by Ontario Regulation 586/06 under the Municipal Act, 2001. Municipalities often develop policies related to the application of LIP's specific to that municipality, subject to complying with O. Reg. 586/06.

On July 8, 2019, Council endorsed the Priority Programme for Local Improvement Projects (LIPs) (report C 131/2019) through CR 317/2019. This programme identified all local roads with rural cross sections (lacking Curb & Gutters) and authorized administration to reconstruct the same through City Initiated LIPs with the benefitting property owners paying their share of the costs of new or upgraded services. Priority was given to road segments without sanitary sewers, with roads lacking curb & gutter and sanitary sewers ranking highest. As well, CR 317/2019 indicated that any Local Improvement Petitions certified prior to the adoption of the Consolidated Local Improvement Policy be allowed to proceed regardless of their position on the priority listing. A list of outstanding local improvements for consideration as future funding becomes available has been included in Appendix D.

On Aug. 24, 2020, City Council endorsed the recommendation of an updated version of the Consolidated Local Improvement Policy (report S 60/2020 and SCM 237/2020) through CR 431/2020. This consolidated and rescinded all existing local improvement policies into a single policy.

On Apr. 27, 2020, in response to CQ 3-2020, City Council endorsed through CR 136/2020 an option to fund and repay LIPs over a period of up to 20 years.

Private Works Added to the LIP Programme

In response to CQ 19-2019, City Council approved through CR 138/2020 utilizing local improvement charges to finance shoreline protection works. Further, on Oct. 30, 2023, City Council endorsed through CR 444/2023 and CR 260/2023 (report C 149/2023) a private Local Improvement Programme for residents who own their portion of the East Riverside Shorewalls along Riverside Drive as well as approving the addition of Shoreline Structures to the existing Consolidated Local Improvement Policy.

On Aug. 8, 2023, through CR 329/2023 (report S 78/2023), Council endorsed the use of O. Reg. 586/06 for the private local improvements related to decommissioning of existing septic systems to be funded under the Local Improvement Programme with the full costs of the work to be repaid over a 20 year period with appropriate interest.

CQ22-2024

On Mar. 18, 2024, Council through CQ 22-2024:

“Asks that Administration report back to Council with a list of Local Improvement Plans previously approved prior to the policy change enabling the City to initiate LIPs in areas that would serve to further City objectives and provide cost estimates for the previously approved projects for Council consideration in upcoming 2025 budget.”

This report provides a status update on the local improvement programme and a response to CQ 22-2024.

Discussion:

The Local Improvement Priority Programme provides a consistent and transparent means of allocating LIP project funding and priorities and identifies existing rural cross section roads. Prior to this, LIPs were carried out on a case-by-case basis, usually initiated by the residents of the street.

The evaluation of each rural road segment is based on four main components – the sanitary sewer, storm sewer, watermain, and pavement condition. These conditions are obtained through inspection and condition data from City departments and EnWin Utilities.

The Design Division in the Engineering Department annually reviews the prioritization of all capital projects based on the presence and condition of municipal infrastructure and recommends projects to be constructed in future years. The Programme contributes to decision making relating to annual funding allocations and budgetary planning.

LIPs initiated by the City (as opposed to a petition from residents) are prioritized in accordance with the list approved by Council as funding allows, focusing on installation of new sanitary sewers to eliminate septic systems which pollute waterways and groundwater. Following approval by Council for the construction of a sanitary sewer through a City Initiated LIP, residents are provided with an opportunity to petition for additional upgrades to other municipal services (sidewalks, streetlighting, etc.), to be completed during the LIP construction. Benefitting property owners are assessed their proportionate costs for all LIP works included in the project based on the Consolidated Local Improvement Policy.

Flankage roads consisting of a majority of adjacent side yards are not subject to the LIP policy and will continue to be reconstructed under CR 8/2012 based on their inclusion in the Road Rehabilitation Programme.

Although the current Priority Program for City Initiated LIP's include only local, rural cross section roads, road segments with curb & gutters, collector roads, and arterial roads without sanitary sewers will be inventoried, rated, and may be added to the priority list in the 2025 programme update.

Projects Updates:

In 2022 and 2023, Administration continued work on projects approved from previous years, identified future project priorities, and continued to process resident initiated LIPs for consideration.

The following list categorizes priorities based on rating criteria set in the previous LIP Programme council report (report C 131-2019),

1. Priority 1: Sanitary Sewer LIP Projects on rural cross section local roads.

Table 1 below identifies current Priority 1 projects in order from highest to lowest priority. Road segments with the lowest rating are the most deteriorated, and/or lacking in services and will be addressed first.

Two groups of roads have been removed from Table 1 below and are identified in Appendix A and B. Appendix A projects would service five (5) or fewer properties and the associated benefit to cost ratio would be low. Appendix B is dependent on the extension of the Malden Road Sanitary Trunk Sewer to serve as an outlet and cannot be completed in advance. Both will be reviewed on the basis of feasibility and resident interest as they arise.

Table 1 – Priority 1 - Rural Cross Section Roads Requiring Sanitary Services					
STREET	FROM	TO	IMPROVEMENT TYPE	PRIORITY RATING	WARD
JOY RD	8TH CON RD	JOY RD	CURB & GUTTER, SANITARY SEWER, SIDEWALK, STREETLIGHTS	1.90	9
RAY RD	8TH CON RD	RAY RD	CURB & GUTTER, SANITARY SEWER, STORM SEWER, SIDEWALK, STREETLIGHTS	2.10	9
WILKINSON LANE	CHIPPAWA ST.	SOUTH ST.	CURB & GUTTER, SANITARY SEWER, STORM SEWER	3.00	2
EVERTS AVE	TOTTEN ST	EVERTS AVE	CURB & GUTTER, SANITARY SEWER, SIDEWALK, STREETLIGHTS	3.20	10
MARK AVE	TOTTEN ST	MARK AVE	CURB & GUTTER, SANITARY SEWER, SIDEWALK, STREETLIGHTS	3.20	10
EVERTS AVE	TECUMSEH RD W	CAMPBELL AVE	CURB & GUTTER, SANITARY SEWER, STREETLIGHTS	3.80	10

2. Priority 2: Sanitary Sewer LIPs on Urban Cross Section Local Roads.

These projects are to be identified in the 2025 Local Improvement Programme Update.

3. Priority 3: Sanitary Sewer LIPs on Arterial and Collector Roads.

These projects are to be identified in the 2025 Local Improvement Programme Update.

4. Priority 4: Rural Cross Section LIPs (with existing sanitary sewers), as identified in Appendix C.

5. Priority 5: Outstanding Resident and City Initiated LIPs, as identified in Appendix D.

Completed and Active LIPs, are identified in Appendix E.

Administration will continue to follow the direction of Council and focus on improving roads with rural cross sections with no sanitary sewers according to Table 1.

This may result in the delay of successful Resident Initiated LIPs while existing priorities are completed. The timeline for completion of the existing priority projects is currently undetermined due to the number of projects and potential for appeals. As a result, Council may wish to consider reviewing successful LIPs as included in Appendix D individually from year to year which will reprioritize funding.

As per CR 317/2019, LIPs for Sanitary Sewers can proceed regardless their position on the existing priority list with a sufficient LIP petition.

3700 Block of Byng

In 2018, the City provided residents of the 3700 block of Byng Road with a notice of an intent to pass a Local Improvement Charges By-law for the construction Curb & Gutter, Storm Sewers, Private Drain Connections, and Boulevard Restoration. Residents were informed at the time that construction of this project was subject to budget approval. As this was passed under the previous local improvement policy, Administration is recommending that design of this project be allowed to proceed and that construction be prioritized as soon as funding becomes available despite its position on the new priority list. Completion of this project would close the final LIP conducted under the previous LIP policy.

Construction costs have escalated dramatically since the original notice and cost estimates sent to residents in 2018. In addition to this, many properties may have changed ownership in this time. As such, Administration recommends the benefitting residents be provided notice of the intention to move forward with this LIP including updated cost estimates and providing instructions to petition against the work, all in accordance with Section 6 of O. Reg. 586/06.

Should there be no objections or petitions against the LIP, it would be funded out of the Local Improvement Programme (7171002). It is anticipated that design could proceed as early as 2024. Existing funding in Project 7171002 is currently earmarked for Ray Road and Joy Road which are currently being opposed by residents, and expected to go before the Ontario Municipal Board (OMB) this year. Following the OMB decision, Administration will determine which projects may proceed in which order based on availability of funding and progress of design works.

Risk Analysis:

Overall risks to the programme to be considered during the prioritization of future projects, are primarily financial and economic in nature. This includes the following:

- Increased cost for future labour and materials due to typical annual inflation.

- Short-term fiscal and long-term economic impacts due to potential shortages of material and labour, delay in design and construction schedules, and decline of City revenue and unforeseen expenditures in the occurrence of future unforeseen circumstances.
- Decrease in the number of projects per year that can be funded under the current 10 year capital budget due to the above

Council has endorsed a priority programme for City initiated LIP's. As Administration moves forward with these priorities, resident initiated LIP's continue to be brought forward with uncertain frequency. These initiatives will compete for available funding. There is a benefit to constructing LIP's where residents are in support of the works (i.e. resident initiated) and City initiated LIP's carry a heightened risk of delays and administrative time due to OMB appeals as has been experienced in the case of the last 3 City initiated LIP's (Baseline, Ray and Joy Roads).

Financial Matters:

Investments in new infrastructure throughout the City of Windsor have continued to bring existing rights-of-way in line with current standards. The guide to project implementation outlined in the Priority Listing continues to be reviewed annually based on the forecasting of needs and available funding.

To date, Council has approved \$20.04M funding for the construction of LIPs (including the 2024 Capital Budget).

Since the beginning of 2020 when the new LIP policy was fully implemented, approximately \$8.72M has been spent through the Local Improvement Programme for construction of new services on local roads.

There is approximately \$6.74M available in Project #7171002 – Local Improvement Program Infrastructure. Costs to complete the work for the Byng Road Local Improvement are anticipated to be approximately \$2.4 million. Of these funds, \$291,000 will be recovered from the benefitting properties, leaving a net cost to the City of \$2,109,000. Therefore, there is sufficient funding available to complete the Byng Road Local Improvement as per Recommendation IV above. As noted, depending on timing, this could delay the implementation of the Ray and/or Joy Road LIP's.

The current listing of recommended budgeted projects is included in Appendix F.

As previously indicated, amounts recovered from benefitting properties may be paid through City funded payment plans which can extend from 10 to 20 years. A reasonable rate of interest, plus an percent for administrative time is applied to the outstanding annual payments. The rate of interest charged within each plan is tied to the City's cost of borrowing which can fluctuate with interest rates.

Consultations:

Kathy Buis - Financial Planning Administrator

Michael Dennis – Manager of Strategic Budget Development and Control

Pierfrancesco Ruggeri – Technologist III

Conclusion:

The Local Improvement Programme provides additional services to City residents and brings existing roads in line with current standards. The programme addresses the prioritization of projects based on the approved LIP Priority Programme with project priorities continuing to be updated on an annual basis.

Administration recommends that Council receive for information this report, and that Council approve the prioritization of sanitary sewer Local Improvement Projects (LIPs) presented in this report.

Approvals:

Name	Title
Paul Mourad	Manager of Design (Acting)
Stacey McGuire	Executive Director of Engineering / Deputy City Engineer
Mark Winterton	Commissioner, Infrastructure Services
Janice Guthrie	Commissioner, Corporate Services /City Treasurer
Janice Guthrie for Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

- 1 Table A: Low Density LIP Areas
- 2 Table B: LIP Areas Requiring Malden Road Trunk Sewer Extension
- 3 Table C: Rural Cross Section LIP Areas
- 4 Table D: Outstanding Resident and City Initiated LIP Petitions
- 5 Table E: Completed and In Progress LIPs
- 6 Table F: Recommended Local Improvements Programme

Appendix A – Low Density LIP Areas

Table A: Low Density LIP Areas				
STREET	FROM	TO	PRIORITY RATING	WARD
BETTS AVE	KENORA ST	BETTS AVE	1.00	10
BRISTOL ST	BRISTOL ST	MALDEN RD	1.00	1
CALIFORNIA AVE	NORTHWOOD ST	CALIFORNIA AVE	1.00	10
ELGIN ST	ELGIN ST	SECOND ST	1.00	1
KENT ST	KENT ST	SEVENTH ST	1.00	1
NICHOLS ST	NICHOLS ST	MALDEN RD	1.00	1
ORIOLE BLVD	ORIOLE BLVD	MALDEN RD	1.00	1
RICKARD AVE	MALDEN RD	RICKARD AVE	1.00	1
SECOND ST	ELGIN ST	SECOND ST	1.00	1
WENTWORTH ST	WENTWORTH ST	MALDEN RD	1.00	1
CHAPPUS ST	PERTH ST	MALDEN RD	1.20	1
ALEXANDRA AVE	SOUTH CAMERON BLVD	ALEXANDRA AVE	1.40	10
TITCOMBE RD	TITCOMBE RD	MATCHETTE RD	1.40	1
LAMBTON ST	LAMBTON ST	MALDEN RD	1.60	1
PITTSBURG ST	PITTSBURG ST	MALDEN RD	1.60	1
WENTWORTH ST	WENTWORTH ST	WERNER AVE	1.60	1
MELROSE AVE	PARKVIEW AVE	VIRGINIA AVE	1.60	6
WENTWORTH ST	WERNER AVE	WENTWORTH ST	1.80	1
WERNER AVE	WENTWORTH ST	WERNER AVE	1.80	1
ST CLAIR AVE	ST CLAIR AVE	CABANA RD W	2.00	1
BEECH AVE	CHAPPUS ST	BROADWAY ST	2.20	1
SOMME AVE	ELLROSE AVE	ARTHUR RD	2.50	5

Appendix B – LIP Areas Requiring Malden Road Trunk Sewer Extension

Table B: LIPs Requiring Malden Road Trunk Sewer Extension				
STREET	FROM	TO	PRIORITY RATING	WARD
KENT ST	KENT ST	MALDEN RD	2.70	1
LANSING ST	LANSING ST	MALDEN RD	1.70	1
GRATIOT ST	GRATIOT ST	MALDEN RD	1.00	1

Appendix C – Rural Cross Section LIPs

Table C Rural Cross Section LIP Areas				
STREET	FROM	TO	PRIORITY RATING	WARD
FACTORIA RD	MILLOY ST	TECUMSEH RD E	5.30	5
CADILLAC ST	SOMME AVE	CADILLAC ST	5.00	5
FACTORIA RD	ALICE ST	MILLOY ST	5.00	5
BENSETTE ST	REMINGTON AVE	LILLIAN AVE	4.80	10
BRUCE AVE	NORFOLK ST	LIBERTY ST	4.80	1
STANLEY ST	REMINGTON AVE	LILLIAN AVE	4.80	10
EDINBOROUGH ST	REMINGTON AVE	LILLIAN AVE	4.70	10
HILDEGARDE ST	REMINGTON AVE	LILLIAN AVE	4.60	10
RANDOLPH AVE	WEST GRAND CRT	NORFOLK ST	4.60	1
VANIER ST	VANIER ST	REMINGTON AVE	4.60	10
ALEXANDRINE ST	REMINGTON AVE	LILLIAN AVE	4.50	10
BYNG RD	FOSTER AVE	LAPPAN AVE	4.50	9
CAPITOL ST	REMINGTON AVE	LILLIAN AVE	4.50	10
MCKAY AVE	CURRY AVE	LABELLE ST	4.50	10
WOODLAWN AVE	E C ROW AVE E	MALCOLM ST	4.50	9
ALEXANDRINE ST	ALEXANDRINE ST	REMINGTON AVE	4.40	10
CENTRAL AVE	FAUST ST	ONTARIO ST	4.40	5
CHARLES ST	CHARLES ST	REMINGTON AVE	4.40	10
DANDURAND AVE	WEST GRAND BLVD	NORFOLK ST	4.40	1
MEIGHEN RD	TECUMSEH RD E	VIMY AVE	4.40	5
RADISSON AVE	WEST GRAND BLVD	NORFOLK ST	4.40	1
ROSSINI BLVD	SOMME AVE	GRAND MARAIS RD E	4.40	5
CHARLES ST	REMINGTON AVE	LILLIAN AVE	4.30	10
VANIER ST	REMINGTON AVE	LILLIAN AVE	4.30	10
CLOVER ST	CLAIRVIEW AVE	WYANDOTTE ST E	4.30	7
HILL AVE	SANDWICH ST	PETER ST	4.30	2
TURNER RD	LAPPAN AVE	CALDERWOOD AVE	4.30	9
ATKINSON ST	ATKINSON ST	REMINGTON AVE	4.20	10
BENSETTE ST	LILLIAN AVE	ELSMERE AVE	4.20	10
BRAZIL AVE	BRAZIL AVE	SOUTH PACIFIC AVE	4.20	10
CAPITOL ST	CAPITOL ST	REMINGTON AVE	4.20	10
PARKWOOD AVE	E C ROW AVE E	MALCOLM ST	4.20	9
PARKWOOD AVE	MALCOLM ST	SYDNEY AVE	4.20	9
RIBERDY RD	CALDERWOOD AVE	MELINDA ST	4.20	9
STANLEY ST	LILLIAN AVE	ELSMERE AVE	4.20	10
VANIER ST	LILLIAN AVE	VANIER ST	4.20	10
WOODLAWN AVE	MALCOLM ST	SYDNEY AVE	4.20	9
BYNG RD	LAPPAN AVE	CALDERWOOD AVE	4.10	9
DUFFERIN PL	ELLIOTT ST E	ERIE ST E	4.10	3
BYNG RD	MELINDA ST	LEDYARD AVE	4.10	9
CHARLES ST	LILLIAN AVE	CHARLES ST	4.10	10

Table C Rural Cross Section LIP Areas				
STREET	FROM	TO	PRIORITY RATING	WARD
CHURCH ST	NOTTINGHAM ST	NORFOLK ST	4.10	1
CLAIRVIEW AVE	MATTHEW BRADY BLVD	ST PAUL AVE	4.10	6
VIRGINIA PARK AVE	ROCK--ELL BLVD	LABELLE ST	4.10	10
VIRGINIA PARK AVE	LABELLE ST	GRAND MARAIS RD W	4.10	10
BENSETTE ST	ELSMERE AVE	PARENT AVE	4.00	10
CHARLOTTE ST	CHARLOTTE ST	REMINGTON AVE	4.00	10
HILDEGARDE ST	LILLIAN AVE	ELSMERE AVE	4.00	10
MCKAY AVE	LABELLE ST	EGLINGTON ST	4.00	10
MEIGHEN RD	SOMME AVE	ST JULIEN AVE	4.00	5
MEIGHEN RD	VIMY AVE	YPRES AVE	4.00	5
MELDRUM RD	YPRES AVE	SOMME AVE	4.00	5
RIBERDY RD	MOXLAY AVE	DIVISION RD	4.00	9
STANLEY ST	ELSMERE AVE	PARENT AVE	4.00	10
CHURCH ST	WEST GRAND BLVD	NOTTINGHAM ST	3.90	1
MATTHEW BRADY BLVD	CLAIRVIEW AVE	CEDARVIEW ST	3.90	6
PRATT PL	RIVERSIDE DR E	WYANDOTTE ST E	3.90	5
WOODLAWN AVE	SYDNEY AVE	FOSTER AVE	3.90	9
RIBERDY RD	LEDYARD AVE	AIRPORT RD	3.90	9
CHARL AVE	SOUTH PACIFIC AVE	NORTH TERMINAL RD	3.80	3
BROCK ST	EDISON ST	COLLEGE AVE	3.80	2
CHURCH ST	FRONTENAC AVE	GRANADA AVE W	3.80	1
CLAIRVIEW AVE	CLOVER ST	ADELAIDE AVE	3.80	7
HILDEGARDE ST	HILDEGARDE ST	REMINGTON AVE	3.80	10
MELDRUM RD	MONS AVE	GRAND MARAIS RD E	3.80	5
ROSSINI BLVD	YPRES ST	SOMME AVE	3.80	5
RUSSELL ST	WATKINS ST	HILL AVE	3.80	2
STANLEY ST	STANLEY ST	REMINGTON AVE	3.80	10
CURRY AVE	NORFOLK ST	RICHARDIE BLVD	3.70	1
LIBERTY ST	CHURCH ST	BRUCE AVE	3.70	1
MELDRUM RD	ST JULIEN AVE	MONS AVE	3.70	5
RUSSELL ST	BROCK ST	CHIPPAWA ST	3.70	2
RUSSELL ST	HILL AVE	CHAPPELL AVE	3.70	2
WOODLAWN AVE	FOSTER AVE	WOODLAWN AVE	3.60	9
RANDOLPH AVE	GRAND MARAIS RD W	RANDOLPH AVE	3.60	1
BYNG RD	SEYMOUR BLVD	FOSTER AVE	3.60	9
BYNG RD	LEDYARD AVE	MOXLAY AVE	3.60	9
BYNG RD	MOXLAY AVE	DIVISION RD	3.60	9
MCKAY AVE	EGLINGTON ST	GRAND MARAIS RD W	3.60	10
RIBERDY RD	AIRPORT RD	MOXLAY AVE	3.60	9

Table C Rural Cross Section LIP Areas				
STREET	FROM	TO	PRIORITY RATING	WARD
BLISS RD	SEYMOUR BLVD	FOSTER AVE	3.50	9
ERSKINE ST	ERSKINE ST	STRABANE AVE	3.50	5
HOWARD PL	DOUGALL PKY S/B OFF RAMP	TUSON WAY	3.50	1
LAFORET ST	BABY ST	LAFORET ST	3.50	2
LANGLOIS AVE	GRAND MARAIS RD E	NORTH SERVICE RD	3.50	10
MATTHEW BRADY BLVD	TRANBY AVE	MATTHEW BRADY BLVD	3.50	6
MEIGHEN RD	ST JULIEN AVE	MONS AVE	3.50	5
PICHE ST	RYAN ST	ROSEDALE AVE	3.50	2
PICHE ST	WYANDOTTE ST W	RYAN ST	3.50	2
RIBERDY RD	MELINDA ST	LEDYARD AVE	3.50	9
VIRGINIA PARK AVE	WEST GRAND BLVD	NORFOLK ST	3.50	1
CHURCH ST	NORFOLK ST	LIBERTY ST	3.40	1
DOUGALL AVE	DARCEY ST	DOWNEY DR	3.40	1
ADSTOLL AVE	BUCKINGHAM DR	ARMSTRONG AVE	3.40	8
ATKINSON ST	REMINGTON AVE	GRAND MARAIS RD E	3.40	10
BYNG RD	CALDERWOOD AVE	MELINDA ST	3.40	9
HILDEGARDE ST	ELSMERE AVE	PARENT AVE	3.40	10
ELINOR ST	WYANDOTTE ST E	ELINOR ST	3.30	7
MENARD ST	FRANK AVE	LAPORTE AVE	3.30	6
PARKWOOD AVE	SYDNEY AVE	SEYMOUR BLVD	3.30	9
PARKWOOD AVE	SEYMOUR BLVD	FOSTER AVE	3.30	9
PARKWOOD AVE	FOSTER AVE	PARKWOOD AVE	3.30	9
BLISS RD	E C ROW AVE E	SYDNEY AVE	3.20	9
BLISS RD	SYDNEY AVE	SEYMOUR BLVD	3.20	9
CHURCH ST	BEALS ST W	MEDINA ST W	3.20	1
CHURCH ST	MEDINA ST W	FRONTENAC AVE	3.20	1
CLAIRVIEW AVE	ADELAIDE AVE	CLAIRVIEW AVE	3.20	7
ELINOR ST	MENARD ST	WYANDOTTE ST E	3.20	7
ELSMERE AVE	HILDEGARDE ST	CHARLOTTE ST	3.20	10
FRANKLIN ST	ROSSINI BLVD	BERNARD RD	3.20	5
JARVIS AVE	CASTLE HILL RD	JARVIS AVE	3.20	7
MATTHEW BRADY BLVD	MCHUGH ST	MATTHEW BRADY BLVD	3.20	6
RONALD AVE	SALINA AVE	RONALD AVE	3.20	9
DAYTONA AVE	DAYTONA AVE	TOTTEN ST	3.10	10
JOHN M ST	CLAIRVIEW AVE	MENARD ST	3.10	7
NORTHWAY AVE	ALGONQUIN ST	TOTTEN ST	3.10	10
RUSSELL ST	SOUTH ST	WATKINS ST	3.10	2
ST CLAIR AVE	TECUMSEH RD W	ALGONQUIN ST	3.10	10
TOURANGEAU RD	GRAND MARAIS RD E	ANTHONY CRT	3.10	5
CAPITOL ST	LILLIAN AVE	PARENT AVE	3.10	10
QUEEN ST	PRINCE RD	QUEEN ST	3.10	2

Table C Rural Cross Section LIP Areas				
STREET	FROM	TO	PRIORITY RATING	WARD
SOUTH PACIFIC AVE	TECUMSEH RD W	JANETTE AVE	3.10	3
ROSELAWN DR	DANDURAND AVE	ACADEMY DR	3.00	1
ROSELAWN DR	ACADEMY DR	MORRIS DR	3.00	1
ROSELAWN DR	MORRIS DR	LONGFELLOW AVE	3.00	1
TURNER RD	SEYMOUR BLVD	FOSTER AVE	3.00	9
TURNER RD	FOSTER AVE	LAPPAN AVE	3.00	9
WATKINS ST	RUSSELL ST	SANDWICH ST	3.00	2
LENS AVE	LOUIS AVE	MARENTETTE AVE	3.00	4
LENS AVE	MARENTETTE AVE	ELSMERE AVE	3.00	4
BLISS RD	FOSTER AVE	LAPPAN AVE	2.90	9
REGINALD ST	ELLROSE AVE	ARTHUR RD	2.90	5
TURNER RD	MOXLAY AVE	DIVISION RD	2.90	9
COUSINEAU RD	COUSINEAU RD	GOLFCOURSE CRES	2.90	1
COUSINEAU RD	GOLFCOURSE CRES	SUTHERLAND AVE	2.90	1
DAYTONA AVE	MALDEN RD	MANITOBA ST	2.90	10
DAYTONA AVE	KENORA ST	NORTHWOOD ST	2.90	10
ELINOR ST	CLAIRVIEW AVE	MENARD ST	2.90	7
HILL AVE	PETER ST	QUEEN ST	2.90	2
MELDRUM RD	SOMME AVE	ST JULIEN AVE	2.90	5
TURNER RD	CALDERWOOD AVE	MELINDA ST	2.90	9
BLISS RD	LEDYARD AVE	MOXLAY AVE	2.80	9
CHURCH ST	LIBERTY ST	BEALS ST W	2.80	1
NORTHWAY AVE	TECUMSEH RD W	ALGONQUIN ST	2.80	10
ROSELAWN DR	VIRGINIA PARK AVE	DANDURAND AVE	2.80	1
DOUGALL AVE	DOWNEY DR	DOUGALL AVE	2.80	1
MEIGHEN RD	MONS AVE	GRAND MARAIS RD E	2.80	5
MORTON DR	OJIBWAY PKY	RAMBLEWOOD DR, LASALLE	2.80	1
MORTON DR	RAMBLEWOOD DR, LASALLE	RAMBLEWOOD DR, LASALLE	2.80	1
VIRGINIA PARK AVE	NORFOLK ST	RICHARDIE BLVD	2.80	1
WOODLAND AVE	WEST GRAND BLVD	NORFOLK ST	2.80	1
BABY ST	CHIPPAWA ST	BABY ST	2.70	2
HANNA ST E	BENJAMIN AVE	PIERRE AVE	2.70	4
LONGFELLOW AVE	SOUTH CAMERON BLVD	ARCADIA ST	2.70	10
LONGFELLOW AVE	ARCADIA ST	OJIBWAY ST	2.70	10
LONGFELLOW AVE	OJIBWAY ST	NORTHWOOD ST	2.70	10
MEIGHEN RD	YPRES AVE	SOMME AVE	2.70	5
ALEXANDRINE ST	LILLIAN AVE	ALEXANDRINE ST	2.70	10
CLEMENCEAU BLVD	QUEEN ELIZABETH DR	NORTH SERVICE RD E	2.70	8
HOWARD PL	TUSON WAY	HOWARD PL	2.70	1
WOODWARD BLVD	LEDYARD AVE	MOXLAY AVE	2.70	9
WOODWARD BLVD	MOXLAY AVE	DIVISION RD	2.70	9

Table C Rural Cross Section LIP Areas				
STREET	FROM	TO	PRIORITY RATING	WARD
BLISS RD	LAPPAN AVE	CALDERWOOD AVE	2.60	9
BROADWAY ST	BROADWAY ST	OJIBWAY PKY	2.60	1
COUSINEAU RD	SUTHERLAND AVE	COUSINEAU RD	2.60	1
DAYTONA AVE	MANITOBA ST	KENORA ST	2.60	10
LILLIAN AVE	ALEXANDRINE ST	EDINBOROUGH ST	2.60	10
LILLIAN AVE	CAPITOL ST	CHARLES ST	2.60	10
WELLINGTON AVE	WYANDOTTE ST W	ELLIOTT ST W	2.60	3
CLAIRVIEW AVE	ELINOR ST	CLOVER ST	2.60	7
DAYTONA AVE	NORTHWOOD ST	DAYTONA AVE	2.60	10
PENANG LANE	PENANG LANE	TECUMSEH RD E	2.50	7
G N BOOTH DR	OJIBWAY PKY	G N BOOTH DR	2.40	1
LAUZON RD	FOREST GLADE DR	STELLA CRES	2.40	7
LAUZON RD	STELLA CRES	HEMLOCK RD	2.40	7
BLISS RD	CALDERWOOD AVE	MELINDA ST	2.30	9
JARVIS AVE	RIVERSIDE DR E	WYANDOTTE ST E	2.30	7
JARVIS AVE	DILLON DR	CASTLE HILL RD	2.30	7
ONTARIO ST	LAURENDEAU AVE	CENTRAL AVE	2.30	5
ONTARIO ST	CENTRAL AVE	LABADIE RD	2.30	5
RAYMOND AVE	VILLAIRES AVE	ST LOUIS AVE	2.30	6
TURNER RD	MELINDA ST	LEDYARD AVE	2.30	9
TURNER RD	LEDYARD AVE	MOXLAY AVE	2.30	9
AIRPORT RD	RIBERDY RD	AIRPORT RD	2.20	9
BLISS RD	MELINDA ST	LEDYARD AVE	2.20	9
LILLIAN AVE	CHARLES ST	GRAND MARAIS RD E	2.20	10
MORTON DR	RAMBLEWOOD DR, LASALLE	WALES AVE, LASALLE	2.20	1
MORTON DR	WALES AVE, LASALLE	QUICK AVE, LASALLE	2.20	1
MORTON DR	QUICK AVE, LASALLE	MATCHETTE RD	2.20	1
ROSELAWN DR	ROCKWELL AVE	VIRGINIA PARK AVE	2.20	1
JARVIS AVE	WYANDOTTE ST E	DILLON DR	2.10	7
CARMICHAEL RD	PRINCE RD	CARMICHAEL RD	2.00	3
CARON AVE	ELLIOTT ST W	CARON AVE	2.00	3
ROSELAWN DR	WOODLAND AVE	ROCKWELL AVE	2.00	1
CALIFORNIA AVE	CALIFORNIA AVE	CABANA RD W	1.90	1
NORTHWAY AVE	NORTHWAY AVE	CABANA RD W	1.80	1
QUEEN ST	QUEEN ST	HILL AVE	1.80	2
WERNER AVE	ARMANDA ST	WENTWORTH ST	1.80	1
MEMORIAL DR	GLADSTONE AVE	LINCOLN RD	1.80	4
COLUMBUS DR	COLUMBUS DR	NORTHWOOD ST	1.70	10
HANNA ST E	LANGLOIS AVE	BENJAMIN AVE	1.70	4
RANDOLPH AVE	CLEARY ST	NORTHWOOD ST	1.70	10
ST PATRICK'S AVE	TOTTEN ST	ST PATRICK'S AVE	1.60	10
BLISS RD	BLISS RD	DIVISION RD	1.40	9

Table C Rural Cross Section LIP Areas				
STREET	FROM	TO	PRIORITY RATING	WARD
CHAPPUS ST	MIDDLESEX ST (FUTURE RD)	PERTH ST	1.40	1
BETHLEHEM AVE	SECOND ST	MALDEN RD	1.30	1
HANDY ST	HANDY ST	FRANK AVE	1.30	6
STRATHMORE ST	GIRARDOT ST	MULFORD CRT	1.30	2
DAYTONA AVE	DAYTONA AVE	CABANA RD W	1.00	1
TITCOMBE RD	MALDEN RD	TITCOMBE RD	1.00	1
MONARCH ST	MCDUGALL ST	MONARCH ST	0.70	10

Appendix D – Outstanding Resident and City Initiated LIPs

Table D Outstanding Resident and City Initiated LIPs					
STREET	FROM	TO	IMPROVEMENT TYPE	WARD	Estimated Cost
BYNG AVE*	MELINDA AVE	LEDYARD AVE	CURB & GUTTER AND STORM SEWER	9	\$2,360,000
WOODLAND AVE**	WEST GRAND BLVD	NORFOLK ST	CURB & GUTTER	1	\$4,870,000
RADISSON AVE**	NORLFOK ST	W GRAND BLVD	CURB & GUTTER AND STORM SEWER	1	\$4,810,000

*City Initiated LIP conducted under previous policy.

**Resident Initiated LIPs conducted under current policy.

Appendix E - Completed and Active LIPs 2020-2023

Table E Completed and Active Local Improvements - 2020 to Present				
STREET	FROM	TO	IMPROVEMENT TYPE	Ward
Clemenceau Blvd.	North Service Rd.	CNR Tracks	Curb & Gutter, Storm Sewer	8
Baseline Road	7 th Con.	8 th Con.	Sanitary Sewer	9
Electricity Dr.	Electricity Dr.	Rhodes Dr.	Sidewalk	9
Curry Ave.	Norfolk St.	Richardie Blvd.	Curb & Gutter, Storm Sewer	1
Randolph Ave.	Cleary St.	Northwood St.	Curb & Gutter, Storm Sewer, Streetlights	10
Mark Ave.	Campbell Ave.	Algonquin St.	Sanitary Sewer	10
Matthew Brady Blvd.	Tranby Ave.	Lauzon Pkwy.	Street Lighting	6

Appendix F – Recommended 10 Year Local Improvement Programme

Table F Recommended Local Improvement Programme					
Street	From	To	Improvement Type		Ward
			Primary	Secondary	
Joy Rd.	Joy Rd.	8th Con.	Sanitary	Sidewalk, Curb & Gutter, Streetlights	9
Ray Rd.	Ray Rd.	8th Con.	Sanitary	Sidewalk, Curb & Gutter, Storm, Streetlights	9
Wilkinson Ln.	Chippewa St.	South St.	Sanitary	Curb & Gutter, Storm	2
Everts Ave.	Totten St.	Quebec St.	Sanitary	Sidewalk, Curb & Gutter, Streetlights	10



Committee Matters: SCM 165/2024

Subject: Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide

Moved by: Councillor Renaldo Agostino
Seconded by: Councillor Kieran McKenzie

Decision Number: **ETPS 1006**

THAT the report of Coordinator, Parking Services dated April 25, 2024 entitled “Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide” **BE RECEIVED** for information; and further,

Whereas on February 2, 2024, the 2024 10-year Capital Plan was approved via Mayoral Directive MD05-2024 and subsequently City Council **SUPPORTS** improvements to parking meters as outlined in Option 1 which requires additional capital funding of \$144,745.04, be it further resolved:

THAT the City Treasurer **BE DIRECTED** to transfer funding in the amount of \$144,745.04 from the On-Off Street Parking Reserve Fund 138 to the Parking Equipment Replacement Project 7135001; and further,

THAT Council **DIRECT** Administration as to which, if any, additional parking revenue sources identified in the report to implement; and further,

THAT if required, the 2024 Fees and Charges By-Law **BE UPDATED** to reflect any changes to parking fees.

Carried.

Councillor Mark McKenzie voting nay.

Report Number: S 46/2024

Clerk's File: ST2024

Clerk's Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are the same.
2. Please refer to Item 8.4 from the Environment, Transportation & Public Safety Standing Committee held on May 29, 2024.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240529/-1/10487>

Subject: Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide

Reference:

Date to Council: May 29, 2024
Author: Bill Kralovensky
Coordinator, Parking Services
(519) 255-6247 ext. 6103
bkralovensky@citywindsor.ca

Public Works - Operations
Report Date: April 25, 2024
Clerk's File #: ST2024

To: Mayor and Members of City Council

Recommendation:

THAT City Council **RECEIVE** report S46/2024, "response to CQ 4-2024 – Options for Modernizing Parking Operations" **FOR INFORMATION**; and further,

Whereas on February 2, 2024, the 2024 10-year Capital Plan was approved via Mayoral Directive MD05-2024 and subsequently City Council **SUPPORTS** improvements to parking meters as outlined in Option 1 which requires additional capital funding of \$144,745.04, be it further resolved:

THAT the City Treasurer **BE DIRECTED** to transfer funding in the amount of \$144,745.04 from the On-Off Street Parking Reserve Fund 138 to the Parking Equipment Replacement Project 7135001; and further,

THAT Council **DIRECT** Administration as to which, if any, additional parking revenue sources identified in the report to implement; and further,

THAT if required, the 2024 Fees and Charges By-Law be updated to reflect any changes to parking fees.

Executive Summary:

N/A

Background:

On Monday, January 15, 2024, Councillor Agostino asked the following Council Question:

CQ 4-2024:

Asks that Administration look into removing parking meters across the city and replacing them with modern technology. I would like to know the costs of upgrading our system and the savings we could realize or any additional revenue sources.

This report is provided in response to CQ 4-2024.

Discussion:

The City of Windsor's current parking meter system primarily relies on traditional coin and card payments. However, these methods have become increasingly outdated in the era of digital transactions. In early 2018, the City entered into an agreement with Passport Canada for a mobile Pay-for-Parking app. After months of making a Windsor based zone system, this app was put for public use at both meters and in lots, in December of 2018. Since then 750,000 transactions have been recorded. The percentage number of app transactions to cash and or payment card continues to grow each month. The 2023 breakdown of the revenue earned through the app versus cash/debit/credit at meters and lots is as follows:

Payment Method	Percentage	Amount
Credit/Debit Cards	15%	\$321,977
Cash Deposits	58%	\$1,224,593
App Payments	27%	\$561,697
Total Revenue	100%	\$2,108,267

The City currently has 1,440 coin, and app payment operated on-street meters. These are in use between Walker Rd to the east to Huron Church to the west, Tecumseh Rd northerly to Riverside Dr. Given the shift towards digital payments, the following changes are proposed to align the City's parking management practices with current trends.

Proposed Changes:**App-Only System on Streets**

Implementing an app-only payment system for street parking will encourage users to transition to digital payments, reducing the need for physical cash handling and maintenance. Cash and card users would be directed to use parking lots and garages.

Handheld and Mobile Licence Plate Recognition (LPR) Technology

The current industry standard is what is known as LPR, License Plate Recognition technology. Either a handheld device, or mobile vehicle mounted, reader scans a vehicle's license plate, and processes this plate to see the validity of the current parking area. This technology works for parking payments as well as permit parking locations. This technology will be expanded to include permit areas, residential and pay for parking, to widen in customer service and satisfaction. A trial of handheld LPR devices to enforce parking regulations more effectively and efficiently is currently being undertaken since March, 2024. If successful, this technology will be expanded to vehicle-mounted LPR systems, which will promote further cost reductions and enhanced customer service, and be funded from the Parking equipment replacement capital program, Project OPS-001-13.

Meter Head Retention

Existing meter heads will remain in place as parking space number identifiers. These are currently in use with the app, and located on the street side of each meter head, (Figure A below) and will remain until such time as we are in the position to rezone parking areas.

Figure A.



Vehicle mobile LPR will handle the larger zone areas, allowing the removal of individual space numbers. Each vehicle will be identified by its license plate number. Coin slots will be blocked and the internal electronics will be disabled to prevent coin payments.

Updated Pay and Display Machines

Pay and Display machines, currently used in the City's off street parking lots, will replace individual space meters, and be centrally located within a city block of on street pay for parking areas. One (1) machine will be able to replace up to twenty (20) individual meters. These newer-style and most recent up to date technology, Pay and

Display machines may be installed within restructured streets and new pay-for-parking areas if Council so chooses. However, due to costs for this hardware, it is recommended that for street parking areas, the city remain with app-only purchases. For example, to replace Ouellette Ave. meters with new single location Pay & Display machines, at 1 unit per block, per side of traffic, would require 22 new technology machines. The price per unit is \$8,720 excluding HST. Installing the Pay & Display machines on Ouellette Ave would currently cost \$191,840 excluding HST plus additional cost for associated infrastructure (i.e. electrical power hookups). Other associated costs are discussed further in the Financial Matters section below. Pay and Display, dashboard presented tickets, would be phased out over time as vehicle-mounted LPR systems are installed, enhancing cost reductions and promoting further customer service enhancements.

Pros and Cons of Parking Modernization

Modernizing the city's parking system to be cashless, app-based, and utilizing smart meters can have several pros and cons including the following:

Pros:

1. Convenience: Using the App offers greater convenience for users, who can easily pay for parking using their smartphones without needing to carry coins.
2. Efficiency: Smart meters cover multiple spots and reduce the number of physical individual meters required, making the system more streamlined and easier to manage as well as requiring less maintenance.
3. Dynamic Pricing: Modern systems can allow for dynamic pricing based on demand, time of day, or special events, which can optimize parking space utilization and potentially increase revenue.
4. Data Collection: Digital systems can collect valuable data on parking patterns.
5. Accessibility: The App offers features such as reminders and notifications thereby enhancing the user experience.
6. Security: A cashless system reduces the temptation of theft and vandalism of cash containing meters and vault intrusions of Pay and Display hardware.
7. Keeping up with changing industry standards: Typical municipal comparator cities throughout the Province are adapting to more modern technologies, such as these mentioned in this report.

Cons:

1. Digital Divide: Not all residents and visitors may have access to smartphones or be comfortable with using the App style payment methods to pay, potentially excluding some demographics. Currently, in the Downtown core area, there are 22 defined privately owned parking lots consisting of approximately 1,037 parking

spaces that may be utilized by customers wishing to continue to pay by traditional means.

2. **Privacy Concerns:** The collection of data through digital systems raises concerns about privacy and the security of personal information. While the technology is Payment Card Industry (PCI) compliant, hardware can be tampered with.
3. **Dependence on Technology:** System outages or technical issues can disrupt the parking system and inconvenience users. If a system outage lasts too long in duration, the City will lose revenue.
4. **Implementation Costs:** The initial investment in modernizing the parking system can be significant, including costs for new meters, software and enforcement technology upgrades.
5. **Resistance to Change:** There may be resistance from residents and visitors who are accustomed to the traditional parking system, requiring a concentrated effort to educate and persuade them about the benefits of the new system.

Options for Moving Forward

Option #1: Immediate cessation of cash payments at all metered street parking

This is the swiftest and most cost-efficient of the three options presented in this report. Parking Maintenance staff can convert the meters by placing stickers over the coin acceptance slots, over one weekend. These parking spots are already listed in the Passport app and can be utilized immediately as the meter poles would remain for space number indicators. As the right of ways are upgraded where these meters exist, poles will be removed and replaced with larger zone sizes and indicated with signage throughout these areas where individual space numbers will no longer be required. This will enable Parking Services and Signs and Markings to efficiently incorporate new zones. While current handheld LPR devices can be utilized immediately, these devices are less efficient and require more labour-intensive efforts as the enforcement officers are required to snap a photo of each licence plate with the device. Mobile LPR units would be acquired, installed, and put into operation as soon as possible to improve enforcement efficiency. The City's collaboration with Windsor Police Services on outstanding fines and stolen vehicle detection programs will be significantly improved through the use of mobile-mounted LPR technology, enabling the scanning of a greater number of legally parked vehicles. Delivery and installation are the unknown inhibitors to a quick start of mobile LPR. Through the communications department, social media tutorials can be taped and posted to guide customers on the new processes for parking payments. These tutorials would also address the locations where cash payments will still be accepted for those wishing to do so.

Option #1 would also allow for different pay-for-parking time models as fees can be structured for different reasons i.e.: time of day, day of week, sponsored parking, discounted parking, etc.

Option 1 – estimated time to implement: 1 month from approval.

Table 1 - Option 1 – Estimated Costs and Funding:

Purchase	Price / Unit (Excluding HST)	Quantity	Cost (Excluding HST)	Funding Source
Stickers to close meters	\$1.99	1,500	\$2,985.00	Transfer from the On-Off Street Parking Reserve Fund 138 to the Parking Equipment Replacement Project 7135001
Mobile LPR Cameras and software including hardware, installation, and extended warranty	\$44,955.47	3	\$134, 866 .41	
Annual Licencing and Support for LPR cameras			\$6,893.63	
TOTAL ESTIMATED 1ST YEAR UP FRONT COST			\$144,745.04	

Administration's preferred option is Option #1. Option #1, the immediate cessation of cash payments at all metered street parking is the fastest and most economical solution among the available options. The simple installation of stickers over coin slots during a single weekend allows for an instant transition without substantial downtime or disruption.

This option, with the aid of educational tutorials uploaded to social media and local news outlets will aid customers in the switch from coin-operated street meters.

Option #2: Phased-in approach to new technology Pay-and-Display machines

This option would entail remapping the current parking zone structure and installing new signage in the affected areas appropriately for customer notification. The app provider would also be required to assist in the zone renumbering to ensure that these new zone numbers are available for use. Option 2 would require mobile LPR set up prior to engaging, as this option would result in an increase in the size of the zones that existing officers would be required to patrol without the current individual meter indicating a "No Payment" flash for the officer to see. Officers would have to check each license plate in a zone by hand to see if the vehicle was in fact in contravention. All efforts will be made to strategically place hardware near current power sources to reduce costs, but this option may not always be available. All improvements listed in Option 1 above also apply to Option 2, just over a longer implementation time frame. If current budget funding models are insufficient, Administration will bring a recommendation back to Council detailing a proposed funding plan.

Option 2 – estimated time to implement: 1-year from approval.

Table 2 - Option 2 – Estimated Costs and Funding:

Purchase	Price Per Unit (Excluding HST)	Quantity	Cost (Excluding HST)	Funding Source
APP zone signage plus installation labour and materials	\$462.33	3 per city block 144 blocks = 432 signs	\$199,726.56	On-Off Street Parking Reserve Fund 138
New Technology Pay and Display Machines	\$8,720.00	1 per city block 144 blocks = 144 machines	\$1,255,680.00	On-Off Street Parking Reserve Fund 138
Mobile LPR Cameras and software including hardware, installation, and extended warranty	\$44,955.47	3	\$134, 866 .41	On-Off Street Parking Reserve Fund 138
Annual Licencing and Support for LPR cameras			\$6,893.63	On-Off Street Parking Reserve Fund 138, 1 st year Annual operating budget increase required
Infrastructure Connection – Power Source Prep	\$105	Per 400 meters 144 – 400 meter sections <i>ESTIMATED</i>	\$42,000 / section \$6,048,000 total	On-Off Street Parking Reserve Fund 138
Infrastructure Connection – Machine Hook Up	\$5,000	144 machines	\$720,000	On-Off Street Parking Reserve Fund 138

Option #3: Status quo with gradual hardware upgrades

In this option, the status quo would be maintained and upgrades of current hardware would occur as areas are renewed by either street or sidewalk upgrades. The costs would be the same as Option #2 above but would occur gradually over time. This option allows for necessary parking infrastructure upgrades to be completed simultaneously as street repairs are undertaken, thus lowering infrastructure costs.

Option 3 – estimated time to implement: As resources permit and projects occur.

Implementation Plan

If approved, the modernization project implementation can begin immediately following the news release, with exact timelines to be determined based on the Option chosen and the LPR trial phase results. Administration recommends implementation of all changes simultaneously to minimize disruption and consolidate the period of public adjustment.

A news release along with social media tutorials would be issued to inform the public about the upcoming changes, emphasizing the benefits of the modernized system.

The accompanying confidential memo to Council details the impact that modernizing parking operations will have on current staff.

Additional Parking Revenue Sources

CQ 4-2024 also requested any additional parking revenue sources be identified. Listed below are additional parking revenue sources that, if Council so chooses, can be implemented. Council may select any, all or none of the following:

1. Increased time of enforcement at meters by the hour. Each hour of extra enforcement time will add approximately \$118,000 in revenue. Council may choose the amount, if any, of extra enforcement time.
2. Parking lot Flat Fee can be raised from the current \$3.00 to \$5.00 per hour. This change is expected to add approximately \$92,000 in revenue.
3. Parking lot flat fee for lots that do not currently have an after six p.m. flat fee. Currently, six off-street lots in various BIA areas do not have this fee added and will bring an estimated \$8,850 of additional revenue.
4. Lot 22, Aquatic Centre area, all-day fee. The current fee is \$5.00 per day and falls below the per-hour rate. This rate is requested to be increased to \$10.00 per day with a total increase of approximately \$52,000.
5. Over Stay Fee. Several complaints consistently received are that the meter times are sometimes not long enough for business and or pleasure outings. A \$5.00 overstay fee is suggested. Once a maximum stay period has been passed, an option to extend will be offered. The \$5.00 fee, plus the hourly rate for the amount of time needed will be added. This increase is unquantifiable at this time.
6. Sunday enforcement. Currently, there are no parking fees or any parking enforcement on Sundays. All current fees and regulations could be added on Sundays. If all 52 Sundays throughout the year were added this would bring in an estimated \$267,000 in revenue.

7. Riverfront Parking Lots. Currently, there are several parking lots along Riverside Drive, stretching from the Ambassador Bridge easterly to Sandpoint Beach, which have no fees for use. Pay and Display machines can be added to these lots and the revenues could be used for the maintenance and upgrading of these locations. Estimated revenue increases resulting from this change are not quantifiable at this time.
8. Extension of Pay-for-Parking areas. Currently, the Pay-for-Parking areas border Walker Rd. westerly to Huron Church and Tecumseh Rd. northerly to Riverside Drive. These boundaries could be extended to other parking locations in both the east and west ends of the city. Estimated revenue increases resulting from this change are not quantifiable at this time.

Risk Analysis:

One of the primary concerns is public resistance to the shift to an app-only system. This resistance may be particularly pronounced among individuals who are less tech-savvy or prefer traditional payment methods. To mitigate this risk, it is essential to provide clear communication about the benefits of the new system and offer support to help users adapt to the changes.

Technical issues also pose a significant risk, as the implementation of new technologies such as handheld and mobile LPR devices and app-based payment systems can be prone to glitches, connectivity problems, and software bugs.

Data security is another concern, given the increased reliance on digital payments. Protecting user information and payment details from potential data breaches or cyber-attacks requires stringent security measures and regular monitoring. These security measures are dictated to the City through the Payment Card Industry, and all vendors must provide their proof of PCI compliance. With on the street payment transaction hardware, corporate staff must ensure and document regular checks that no visible tampering or signs of security breaches have infiltrated revenue processing devices. Compliance and regulatory issues related to digital payments and data privacy must be carefully managed to avoid legal complications and ensure user trust in the system.

A heavy dependence on technology for parking management increases the vulnerability to system failures, which can disrupt operations and enforcement. Developing rapid response protocols in place will help mitigate this risk.

Equity concerns may arise due to the app-only system, particularly for individuals without access to smartphones or digital payment methods.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

Option 1 for the immediate cessation of cash payments at all metered street parking is the quickest more cost effective option for modernizing parking operations. As outlined above in Table 1, the estimated first year up-front cost of implementation is \$144,745.04. The estimated funding required for option 1 would be transferred from the On-Off Street Parking Reserve Fund 138 to the Parking Equipment Replacement Project 7135001 as there are currently no capital funding allocations approved for this implementation. Operating funding for the annual licencing and support costs for the LPR cameras will be referred to the 2025 operating budget. An increase in operating expenses for On-Off Street Parking results in a decreased transfer of net revenues to the On-Off Street Parking Reserve Fund 138.

Option 2 for the full modernization plan will incur additional costs for new zone signage, LPR equipment and licensing fees, and the purchase and installation of updated Pay and Display machines. The cost of implementing a full modernization plan is estimated above, Option 2, in Table 2. More detailed cost estimates can be provided upon the completion of a LPR trial phase. Funding for all modernization costs would be provided from the Parking Equipment Replacement Project OPS-001-13, which is funded from the On-Off Street Parking Reserve Fund 138. The current 10-year capital plan for Project OPS-001-13 includes annual funding allotments for equipment replacement of \$110,000 in 2024 (approved) with annual capital budget allotments increasing each year, up to \$129,010 in 2033.

Any additional funding required to implement a modernization plan would need to be funded from additional transfers from the On-Off Street Parking Reserve Fund 138 to the Parking Equipment Replacement Project OPS-001-13. Ongoing annual operating costs associated with the LPR equipment would require an increase in the On-Off Street Parking operating budget. Administration will submit future operating budget requests for approval. Administration will also include funding for modernization as required in the 2025 capital budget submission for On-Off Street Parking as well as the 10-year reserve projections. The balance in the On-Off Street Parking Reserve Fund as at December 31, 2023 is \$2,212,820.

Additional revenues generated provide additional funding which would be deposited to the On-Off Street Parking Reserve annually, net operating revenue. This additional revenue could provide additional funding required to implement modernization of the equipment as outlined in this report.

The Parking Operations division is deemed commercial for the purposes of HST collection and payment, and therefore, non-refundable HST costs are not applicable. The City receives a 100% credit of any HST paid.

Consultations:

Rob Slater, Executive Initiatives Coordinator

Conclusion:

The modernization of the City's parking operation will result in improved efficiency in parking enforcement and revenue collection, increased convenience for users through app-based payments, and the adoption of modern technology in parking management. Total app-only payment systems will further streamline enhancements to software such as curbside, off-street lot, and garage parking space availability and reservations. Additionally, current scofflaw and stolen vehicle detection programs, in conjunction with Windsor Police Services, will be further enhanced with mobile-mounted LPR as more legally parked vehicles can be scanned.

Planning Act Matters:

N/A

Approvals:

Name	Title
Cindy Becker	Financial Planning Administrator – Public Works
Ian Day	(A) Senior Manager Traffic Operations and Parking Services
Shawna Boakes	Executive Director of Operations
Mark Winterton	(A) Commissioner, Infrastructure Services and City Engineer
Janice Guthrie	Commissioner, Finance and City Treasurer
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:



Committee Matters: SCM 166/2024

Subject: Response to CQ 2-2024 Enhanced Street Sweeping Initiative – City Wide

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1007**

THAT the report of the City Engineer dated May 8, 2024 entitled “Response to CQ 2-2024 Enhanced Street Sweeping Initiative – City Wide” **BE RECEIVED** for information.Carried.

Report Number: S 61/2024

Clerk’s File: SW2024

Clerk’s Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are the same.
2. Please refer to Item 8.5 from the Environment, Transportation & Public Safety Standing Committee held on May 29, 2024.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240529/-1/10487>

Subject: Response to CQ 2-2024 Enhanced Street Sweeping Initiative – City Wide

Reference:

Date to Council: May 29, 2024
Author: Anne-Marie Albidone
Manager, Environmental Services
519-974-2277 ext. 3123
aalbidone@citywindsor.ca
Public Works - Operations
Report Date: May 8, 2024
Clerk's File #: SW2024

To: Mayor and Members of City Council

Recommendation:

THAT the report of the City Engineer dated May 8th, 2024 in response to CQ 2-2024 regarding an enhanced street sweeping initiative **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

At the January 15, 2024 Council meeting, Councillor Marignani requested the following:

CQ 2-2024 - Asks administration to report back on an enhanced street sweeping initiative. The Public Works department to develop and implement a comprehensive street sweeping plan including increase frequency in coverage in areas prone to flooding.

This report serves as a response to CQ 2-2024.

The current street sweeping program in the City of Windsor includes a target service level of 3 passes per year for all residential streets, and 8 passes per year for all arterial/collector streets. As previously reported to Council, the target levels for residential streets have not been met for the last 5 years. While targets for arterials and collector roads have been met, in recent years residential streets have received only 2 passes per year. This report will evaluate an enhanced street sweeping program that would, at minimum, address established target service levels.

Discussion:

The council question specifically requested increased service in flood prone areas of the city. The Sewer Master Plan's Short-Term Solutions Report, section 5.2.5, recommends enhanced maintenance practices. One of the recommendations is *"Increased street cleaning frequency in areas with identified concerns for sewer and/or catchbasin clogging"* In order to determine these areas, Administration reviewed 311 reported flooding calls from 2016 to 2023. Figure 1 illustrates the areas that indicated flooding, either on the road, property, or basement, to 311 from 2016 to 2023. The data is dispersed across the city with no truly defined areas as being 'flood prone'. Therefore, Administration has reviewed opportunities to increase service levels across the city.

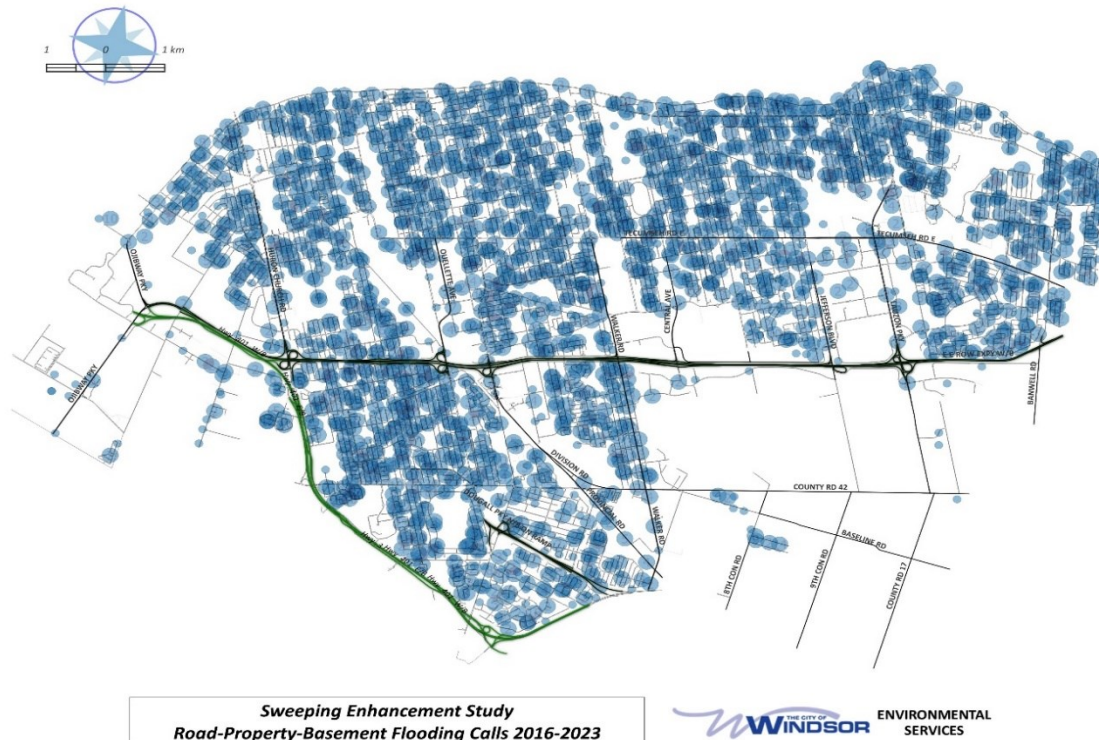


Figure 1: Road, property or basement flooding calls received by 311 from 2016 to 2023.

As illustrated in previous reports, the current dedicated fleet and staffing levels are insufficient to provide the targeted level of service for residential streets. This is particularly true in the first sweep of the year (spring) when all the debris from the winter has accumulated, as well as in the fall after the majority of leaves have fallen.

There are approximately 1,975 km of paved residential roadway in the City of Windsor. Each road requires 2 passes in order to sweep both sides of the road. Therefore, one full sweep of the city would involve completing 3,950 km (assuming average debris) in approximately 12 weeks or approximately 329 km per week.

During the heaviest debris (spring/fall) GPS data indicates that the productivity levels are approximately 1.72 km/hr (taking into consideration standard down time for travel,

breaks, inspections and repairs). Based on the productivity level, this would require 191.28 hours (329 km / 1.72 km/hr) of sweeping per week, to complete a full cycle. However, the reality is that it is rare to have 4 sweepers available all week, due to equipment issues or staffing issues. If 3 sweepers were available 10 hours per day for 6 days/week, 180 hours could be completed per week, leaving us short 11.28 hours per week, or approximately 136 hours over a 12-week period. It is clear that the service needs to be supplemented with other equipment during these times to complete the service level targets.

It is challenging to develop an enhanced street sweeping initiative with the existing fleet and staffing levels. Any enhancement would need to come from additional equipment and staffing. In addition to fleet augmentation, Administration is also in the process of reviewing route optimisation technology that will assist in maximizing sweeping route times, minimizing fuel consumption and providing real-time analytics to identify trends, optimize schedules and allocate resources effectively.

Council is reminded, as part of the Stormwater Financing Study LOS, it identified a street sweeper and 2 FTE as increased service levels. As such, funding is being recommended as part of the Stormwater LOS increase in 2025 for the purchase of a new vehicle with 2 FTE being funded in the 2026. The delay in funding for the 2 FTE is due to the time lapse between ordering the truck, and when it would be ready to use. The recommended Stormwater LOS increases will be brought forward to council in the fall for approval as part of the Stormwater update. To be clear, should the LOS allocation be approved, it will serve to reach the established target levels of three sweeping cycles per year for residential roads. This in and of itself could be viewed as an enhancement as the department has not met service level targets for the last 5 years.

Although street sweeping initiatives will assist in some reduction of street flooding, Administration cautions that it will not eliminate street or basement flooding. To be clear, even the doubling of the existing street sweeping fleet would not eliminate flooding. The greatest impact of street sweeping is in sewer maintenance and wastewater treatment costs.

Risk Analysis:

Failure to increase our ability to meet the established target service levels will contribute to increased street flooding, increased sewer maintenance issues, and increased sewage treatment costs. Street sweeping not only contributes to a positive City image but is an important component in reducing on street flooding and sewer maintenance.

Increasing in-house services would give the city the greatest flexibility as units can be deployed or reassigned in the most optimal scenario since the department has an established 6 days a week operation both on day and night shifts. Contracted services are typically more restrictive, or have a premium charge for afternoon, night, or weekend shifts.

Climate Change Risks

Climate Change Mitigation:

In 2023, the City's street sweepers accounted for 156 tonnes of greenhouse gas emissions. Adding another street sweeper is expected to increase ghg emissions by an additional 50 tonnes.

Increased street sweeping to meet or enhance the existing level of service would provide additional benefit for cyclists. Miscellaneous materials that collect along road edges can reduce rideability and comfort for cyclists and can lead to an increase in tire punctures. Cycling is a zero emissions method of transportation.

Climate Change Adaptation:

The City of Windsor climate change projections indicate both an increase in annual precipitation amounts as well as an increase in the intensity of extreme precipitation events. Material gathered on top of catch basins can slow drainage of roadways leading to ponding or flooding of roads. Materials that manage to get through catch basins may lead to blockages within the sewer system, leading to a decrease in sewer capacity. These issues may be reduced with increased street sweeping.

Providing additional street cleaning during fall may also promote tree health, as diseased leaves can be collected and reduce the risk of spread. In addition, leaf debris on roadways is one reason residents may oppose a tree on their property as they identify the additional work required to clean leaf litter on the right-of-way. Additional street sweeping may show additional support to the residents for maintaining trees in the right-of-way.

Financial Matters:

All street sweeping operations are currently funded from the Sanitary Sewer Surcharge budget. Starting in 2025, the funding for street weeping operations will shift to the stormwater budget, along with other stormwater related expenditures, and will be funded from the more appropriate Stormwater Financing Fee. The proposed stormwater budget includes a recommendation for one additional street sweeper is being recommended for 2025, with 2 FTE being recommended for 2026. The addition of a sweeper and 2 FTE will allow Administration to meet the set targets of 3 residential cycles per year. Any increases above the current LOS increase for street sweeping may require the reprioritization of other Stormwater funded initiatives in the Stormwater budget. As with all services, street sweeping LOS will be reviewed annually and recommendations brought forward to City Council for their consideration.

Consultations:

Carrie McCrindle, Financial Planning Administrator – Engineering

Cindy Becker, Financial Planning Administrator – Public Works

Ian Wilson, Water & Wastewater Engineer

Karina Richters, Supervisor Environmental Sustainability & Climate Change

Yemi Adeyeye, City Forester

Kathy Quenneville, Active Transportation Coordinator

Conclusion:

Street sweeping enhancement can only occur with the addition of resources. The current established fleet and FTE are insufficient to meet the established target of 3 full sweeping cycles per year for all residential streets. The addition of one sweeper and two FTE would increase service to the residential target level of 3 cycles per year. In order to further enhance that service, a second sweeper and 2 additional FTE would be required.

Planning Act Matters:

N/A

Approvals:

Name	Title
Cindy Becker	Financial Planning Administrator – Public Works
Shawna Boakes	Executive Director of Operations
Mark Winterton	(A) Commissioner of Infrastructure Services, City Engineer
Janice Guthrie	Commissioner, Finance and City Treasurer
Janice Guthrie for Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:



Committee Matters: SCM 167/2024

Subject: Response to CQ15-2024 - Excess Soil Reuse Site Update - City Wide

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 1008**

- I. THAT the report of the Environmental Compliance Coordinator dated May 9, 2024 entitled "Response to CQ15-2024 - Excess Soil Reuse Site Update - City Wide" **BE RECEIVED** for information.

Carried.

Report Number: S 62/2024

Clerk's File: EI2024

Clerk's Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are the same.
2. Please refer to Item 8.6 from the Environment, Transportation & Public Safety Standing Committee held on May 29, 2024.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240529/-1/10487>

Subject: Response to CQ15-2024 - Excess Soil Reuse Site Update - City Wide

Reference:

Date to Council: May 29, 2024
Author: Sarah Meneses
Environmental Compliance Coordinator
(519) 255-6100 ext. 6336
smeneses@citywindsor.ca
Design – Engineering
Report Date: May 9, 2024
Clerk's File #: EI2024

To: Mayor and Members of City Council

Recommendation:

- I. That City Council **RECEIVE** the response to CQ 15-2024 for information.

Executive Summary:

N/A

Background:

At the March 18, 2024 meeting of City Council, Councillor Fred Francis asked the following question, CQ 15-2024:

Asks that Administration provide a status report regarding the excess soil/earth project from 2021. This is important as it can save some money when we take projects to tender.

The following information is provided in response to Council Question 15-2024.

In December 2019, the Ontario Ministry of Environment, Conservation and Parks (MECP) introduced Ontario Regulation 406/19 On Site and Excess Soil Management (the Regulation), under the Environmental Protection Act. This Regulation provides rules and requirements for the reuse and management of excess soil from construction projects.

The Regulations were phased in over time, as follows:

- January 1, 2021: Reuse Rules, including risk based standards, waste designation and approvals
- January 1, 2023: Testing, tracking, and registration (some exemptions apply)
- January 1, 2025: restrictions on landfilling soils.

A business case was completed by the University of Windsor's Masters of Business students in August 2021 discussing the development of a beneficial reuse site in the City of Windsor that can serve the purpose of accepting soil from nearby construction projects. The report explored several considerations related to creating this site.

Discussion:

The sole responsibility for regulatory compliance with the Regulation lies with Project Leaders, defined as the person or persons who are ultimately responsible for making decisions relating to the planning and implementation of the project. Responsibility and liability can no longer be transferred to a third party contractor. This means that the City is ultimately responsible for the management of excess soils created by our projects.

The Regulation promotes the beneficial reuse of excess soils which can lead to environmental benefits. By encouraging the classification and reuse of soils that meet environmental standards, the Regulation supports the reduction of waste and the conservation of natural resources.

The Regulation requires Project Leaders to assess and classify soil based on its environmental quality in order to determine the potential for reuse and/ or the need for landfill disposal. To ensure soils are properly classified and managed during construction, the Regulation outlines the following requirements for any projects that will generate excess soil:

1. Preparation of an Assessment of Past Uses
2. Preparation and implementation of Sampling & Analysis Plan
3. Preparation of a Soil Characterization Report
4. Preparation of Excess Soil Destination Assessment Report
5. Submittal of Notice on Registry
6. Development and implementation of a tracking system

It should be noted that there are several exemptions to the above noted requirements, such exemptions based on volume of excess soil or the property type as well as moving excess soils from one infrastructure project to another. A majority of city projects would not qualify for such exemptions at this time.

Since its implementation, the Regulation has had significant impacts on City projects primarily through increased project costs to complete planning requirements and delays while trying to secure appropriate reuse sites. Based on a review of the Engineering

department projects in 2023, the City generated over 100,000 cubic metres of excess soil suitable for reuse and over 1,000 cubic metres of excess soil that required landfill disposal. The management of the excess soil generated from a City project is reflected in tender unit prices related to excavation; in fact it has been estimated that the excavation costs between 2019 and 2023 have increased by almost three times. In addition, excess soil registry fees have increased approximately 500% in 2024.

Establishing a dedicated reuse site or multiple reuse sites for managing excess soils can yield substantial benefits, including:

- improve the value of land for sale/ readiness of the site for construction upon sale,
- reduce excess soil planning requirements,
- eliminate the onus on the contractor to secure applicable reuse sites and in turn decrease costs in tenders associated with excavation of excess soils,
- provide savings related to trucking, dumping and tipping fees, diesel, and labour, and
- create jobs related to the management of the reuse site(s).

Based on the above, and as supported by the business case completed, Administration has created a committee to review the potential of establishing a City owned reuse site(s) comprised of support staff from Engineering, Real Estate Services, Planning, Operations and Parks. The committee will report back with recommendations on next steps and funding.

Risk Analysis:

As this is an informational report to Council, there are no significant or critical risks associated with the recommendations in this report.

There are risks associated with non-compliance of these regulations, such as imposing compliance orders and penalties against the Corporation and even potential prosecution.

The establishment of a committee to review the potential for City owned reuse site(s) has the potential to mitigate the escalation of construction costs currently observed through tender results that are directly attributable to the Regulation.

Climate Change Risks

Climate Change Mitigation:

The recommendations related to this Council Report do not facilitate Climate Change Mitigation in a material way.

Client Change Adaption:

The recommendations related to this Council Report do not facilitate Climate Change Adaptation in a material way.

Financial Matters:

There are no costs related to this Council Report. The committee will consider financial impacts, if any, of sites identified such as land acquisition, direct costs related to the Regulation, potential savings from construction projects, trucking and gas, testing, loss of use of a site, recreation opportunities and associated user fees, etc and report the same to Council for direction at a later date.

Consultations:

Jane He – Engineer III – Construction Standards Lead

Shawna Boakes – Executive Director of Operations

Conclusion:

The above information is provided in response to Council Question 15-2024.

Planning Act Matters:

N/A

Approvals:

Name	Title
Paul Mourad	Manager of Design (Acting)
Stacey McGuire	Executive Director of Engineering / Deputy City Engineer
Mark Winterton	Commissioner of Infrastructure Services / City Engineer
Janice Guthrie for Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:



Committee Matters: SCM 168/2024

Subject: Response to CQ 18-2024 - Little River Dyke Flood Protection System - Ward 6

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1009**

- I. THAT the report of the Engineer III / Drainage Superintendent dated May 10, 2024 entitled "Response to CQ 18-2024 - Little River Dyke Flood Protection System - Ward 6" **BE RECEIVED** for information.

Carried.

Report Number: C 59/2024

Clerk's File: SW2024

Clerk's Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are the same.
2. Please refer to Item 8.7 from the Environment, Transportation & Public Safety Standing Committee held on May 29, 2024.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240529/-1/10487>

Subject: Response to CQ 18-2024 - Little River Dyke Flood Protection System - Ward 6

Reference:

Date to Council: May 29, 2024
Author: Tom Graziano
Engineer III / Drainage Superintendent
(519) 255-6257 ext. 6490
tgraziano@citywindsor.ca
Development - Engineering
Report Date: May 10, 2024
Clerk's File #: SW2024

To: Mayor and Members of City Council

Recommendation:

- I. THAT the report titled Response to CQ 18-2024 - Little River Dyke Flood Protection System **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

On Monday, March 18, 2024, Councillor Gignac asked:

CQ 18-2024

That Administration provide an update on the Little River flood control plan progress and how we are monitoring encroachments along the berm and waterway.

This report is provided in response to CQ 18-2024.

The Little River Dyke Flood Protection System (the Dyke) consists of a series of earth dykes and/or retaining wall systems along both sides of the Little River from McHugh Street to its outlet at the Detroit River to provide protection to the adjacent lands from flooding due to overtopping of the banks of the Little River in extreme storm events.

The Dyke was the result of the Little River Drainage Report that was completed in 1983. The report was subsequently adopted by the City through By-Law 7635 and in accordance with the provisions of the Drainage Act. Between 1982 and 1986, the City, in partnership with Essex Region Conservation Authority (ERCA), implemented the improvements noted in the report. The improvements were constructed under six contracts, including the installation of the steel retaining walls and reconstruction of the dyke.

On July 8, 2019, City Council authorized CR352/2019 as follows:

- I. *That City Council AUTHORIZE Administration to RETAIN a consultant in accordance with Purchasing By-law 93-2012, to undertake a topographic survey of the Little River Dyke Flood Protection System to identify the extent of obstructions, encroachments and damage to the dyke system, to prepare tender documents and to provide project administration and inspection for the work required.*
- II. *That City Council AUTHORIZE the City Engineer to expend to an upset limit of \$250,000 (plus taxes) for costs related to retaining a consultant pursuant to Recommendation I. All costs to be charged to Project ID # 7141019, Little River Steel Retaining Walls.*
- III. *That the Chief Administrative Officer and City Clerk BE AUTHORIZED to sign the construction contract based on the tendering results pursuant to Recommendation I and II, subject to the amount being within the project budget, satisfactory in form to the City Solicitor, in financial content to the Chief Financial Officer and City Treasurer and in technical content to the City Engineer. All costs to be charged to Project ID # 7141019, Little River Steel Retaining Walls.*
- IV. *That City Council DIRECT Administration to notify all property owners between Riverside Drive and Little River Road, abutting the east and west sides of the Little River Municipal Drain ("Little River") to remove obstructions identified in the consultant's report from the top of the dyke to the water's edge and from within the channel within 90 days of receipt of notification. That items approved by Essex Region Conservation Authority ("ERCA") and City Engineer as shown on Appendix "D" – Permitted Items (the "Permitted Items"), may be allowed to remain. Any new items installed in this area would need to be in accordance with the provisions of By-Law 7635 and in compliance with the Drainage Act. In addition, prior to placing any future items in this area, detailed designs for such items will need the approval by ERCA and the City Engineer.*
- V. *In the event that the property owners do not remove obstructions as requested, that Administration BE AUTHORIZED to cause the removal of the obstructions in accordance with the provisions of the Little River Drain Dyke Repair By-Law 7635 and Section 80(1) and Section 80(2) of the Drainage Act.*

- VI. *That City Council DIRECT Administration to notify all property owners between Little River Road and McHugh Street, abutting City-owned land located on the west side of Little River to either:*
- (a) remove existing obstructions from the City-owned land within 90 days of receipt of notification; or*
 - (b) enter into an temporary easement agreement with the City in accordance with Recommendation VII below.*
- VII. *THAT APPROVAL BE GIVEN to grant temporary easements in favour of the abutting property owners between Little River Road and McHugh Street (the "Property Owners") over the City-owned lands legally described as Part Lot 134, Concession 1, designated as Parts 2 to 46, inclusive, on Plan 12R-9244 (the "Easement Lands") in accordance with the following terms and conditions:*
- (a) Easement Price: \$1.00;*
 - (b) Easement Term: Twenty-five (25) years from the date of registration of the easement;*
 - (c) City shall be responsible for the cost of registration of the easements, in an amount not to exceed \$5,000, plus HST, if applicable, to be charged to Project ID # 7141019, Little River Steel Retaining Walls;*
 - (d) Property Owners shall be required to retain their own lawyer to complete the transaction on their behalf and shall pay all costs associated therewith;*
 - (e) The Temporary Easement will indicate that Property Owners can only maintain Permitted Items, as approved by ERCA and the City Engineer, within the Easement Lands and that said Property Owners are responsible to maintain the Permitted Items in good repair and free of hazards, including ensuring they are cleared of snow, ice and other debris;*
 - (f) The Temporary Easement will grant said Property Owners the right to access the Easement lands;*
 - (g) The Temporary Easement will require the Property Owners to be responsible for the maintenance of the Easement Lands, including grass cutting;*

(h) Any new items installed in this area would need to be in accordance with the provisions of By-Law 7635 and in compliance with the Drainage Act. In addition, prior to placing any future items this area, detailed designs for such items need to be approved by ERCA and the City Engineer; and

(i) Throughout the term of the Easement, Property Owners are to maintain general liability insurance on an annual basis, in an amount not less than \$2,000,000 per occurrence, naming The Corporation of the City of Windsor as an additional insured, and to include cross liability and 30 days' notice of cancellation, or any other insurance in any other amount and/or with any other requirements that the City may reasonably require. The Property Owners agree to provide proof of same, but failure by the City to demand proof or full compliance is not to be construed as a waiver of the Property Owners' obligation.

VIII. That the Chief Administrative Officer and the City Clerk BE AUTHORIZED to sign any required written documents satisfactory in form and content to the City Solicitor with respect to the temporary easements and that the transactions BE COMPLETED electronically pursuant to By-Law 366-2003 and that the City Solicitor or designate BE AUTHORIZED to sign any documents related to the completion of a real estate transaction.

IX. That City Council DIRECT Administration to establish an inspection and maintenance program for Little River between Riverside Drive East and Via Rail Tracks that will consist of:

(a) A yearly visual inspection, a detailed survey inspection every other year and maintaining natural changes as required to comply with By-Law 7635; all survey and maintenance work to be funded from future Capital Works Budget; and

(b) The removal of any obstructions and repair of breaches in the system in compliance with By-Law 7635 and pursuant to Section 80(1) and Section 80(2) of the Ontario Drainage Act.

On April 27, 2020, Council appointed a drainage engineer, via CR143/2020, to undertake a topographic survey of the Little River Dyke Flood Protection System to identify the extent of obstructions, encroachments and damage to the dyke system, to prepare tender documents and to provide project administration and inspection for the work required.

In 2021, property owners were sent letters explaining that the City will be taking measures to restore the design elevations of the Dyke along the Little River from Riverside Drive to Bayswater Crescent. The letter stated that unauthorized encroachments and obstructions were to be removed by the property owners at their

own cost prior to the City's work, failing which they would be disposed of by the City's contractor at the time of the City's work with the removal costs assessed to the properties as a charge on their municipal tax bill. The letters were specific to each property with specific instruction and pictures of the subject encroachments and obstructions.

The drainage engineer is preparing construction drawings and specifications to tender the Dyke restoration project. Administration intends to tender the work in the fall of this year for construction during the winter of 2024/2025.

Discussion:

After giving property owners an opportunity to remove items identified in the letters, a few have complied, while others have not. Another letter will be sent to property owners this summer 2024 reminding them of the 2021 letter, updating them on the proposed start of construction, and what to expect in the coming months.

As part of the construction in the winter of 2024/2025, dyke elevations will be restored and all obstructions will be removed. Fences will be reinstated with new 1.2m high chain-link fence, and any stairs that were approved as part of By-law 7635 will remain and be repaired if required. If property owners wish to install any other items, they must be reviewed and approved by the City Engineer and ERCA prior to the start of construction, and a permit will be issued.

Once the project is complete, the Dyke will be inspected periodically to ensure that new unauthorized items are not placed within the dyke limits. If unauthorized obstructions are observed, the property owner will be directed to remove them, and if they don't comply, the City will have them removed at the property owner's expense.

Risk Analysis:

Encroachments, or obstructions, cause hydraulic deficiencies in the Little River channel by restricting flow. With the current obstructions and breaches, there is a risk of flooding depending on the severity of a storm event.

Rising water levels could have enough force to lift obstructions in the Little River channel and carry them downstream, possibly causing damage as they float freely downstream. This could impact the bridges located at Little River Road, Wyandotte Street East and Riverside Drive. In addition to possibly damaging the bridges, obstructions could butt up against the bridges, creating a damming effect and leading to further flooding upstream.

A flood could result in damage to any of the surrounding properties, especially those that abut the dyke system. However, under the worst circumstances there is a possibility that up to 6,000 homes located within the Little River floodplain could be impacted.

The removal of obstructions and repair of breaches will return the system to the design level of service and reduce the risk of flooding.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

The dyke elevations were determined and set in the 1980s to reduce the risk of overland flooding from the Little River channel. Windsor's climate change projections include an increase in annual precipitation and in intensity of extreme storm events, both of which have the possibility of impacting the water levels in the Little River. In addition, climate change modelling for the great lakes predicts a wider variation in water levels (i.e. higher high water levels and lower lows). Reinstating and maintaining the dyke will reduce the risk of overland flooding from the Little River.

Financial Matters:

There are no financial consequences arising from this response to CQ 18-2024. Funding for the project has been provided in the capital budget (ENG-001-13).

Consultations:

N/A

Conclusion:

Construction to restore the design elevations of the top of dykes along the Little River is planned to take place in the Winter of 2024/2025. Residents will be notified in advance of the work occurring.

Planning Act Matters:

N/A

Approvals:

Name	Title
Patrick Winters	Manager of Development
Stacey McGuire	Executive Director of Engineering / Deputy City Engineer
Mark Winterton	City Engineer
Wira Vendrasco	City Solicitor
Dana Paladino	Commissioner of Corporate Services

Name	Title
Janice Guthrie for Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:



Committee Matters: SCM 169/2024

Subject: Pedestrian Generator Sidewalk on the North Side of Adstoll Avenue from the Sainte-Therese School Driveway Entrance to Rivard Avenue (approximately 116m) - Ward 8

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1010**

- I. THAT Council **APPROVE** the construction of a Pedestrian Generator Sidewalk on the north side of Adstoll Avenue from the Sainte-Therese School Driveway Entrance to Rivard Avenue as proposed in this report; and further,
- II. THAT the estimated cost of \$ 61,938 **BE CHARGED** to the Pedestrian Safety Improvement Project (Project No. 7045034); and further,
- III. THAT Council **PRE-APPROVE** and **AWARD** the Tender related to this project, provided that the Tender amount is within the approved budget, pursuant to the Purchasing By-Law 93-2012 and amendments thereto; and further,
- IV. THAT the CAO and the City Clerk **EXECUTE** an agreement with the low bidder, provided that the Tender amount is within the approved budget, with said contract being satisfactory in form to the City Solicitor, in technical content to the City Engineer, and in financial content to the City Treasurer.

Carried.

Report Number: S 63/2024
Clerk's File: SW2024

Clerk's Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are the same.
2. Please refer to Item 8.8 from the Environment, Transportation & Public Safety Standing Committee held on May 29, 2024.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240529/-1/10487>

Subject: Pedestrian Generator Sidewalk on the North Side of Adstoll Avenue from the Sainte-Therese School Driveway Entrance to Rivard Avenue (approximately 116m) - Ward 8

Reference:

Date to Council: May 29, 2024

Author: Rajan Ray

Engineer II

(519) 255-6257 ext. 6168

rray@citywindsor.ca

Design - Engineering

Report Date: 5/9/2024

Clerk's File #: SW2024

To: Mayor and Members of City Council

Recommendation:

- I. THAT Council **APPROVE** the construction of a Pedestrian Generator Sidewalk on the north side of Adstoll Avenue from the Sainte-Therese School Driveway Entrance to Rivard Avenue as proposed in this report; and further,
- II. THAT the estimated cost of \$ 61,938 **BE CHARGED** to the Pedestrian Safety Improvement Project (Project No. 7045034); and further,
- III. THAT Council **PRE-APPROVE** and **AWARD** the Tender related to this project, provided that the Tender amount is within the approved budget, pursuant to the Purchasing By-Law 93-2012 and amendments thereto; and further,
- IV. THAT the CAO and the City Clerk **EXECUTE** an agreement with the low bidder, provided that the Tender amount is within the approved budget, with said contract being satisfactory in form to the City Solicitor, in technical content to the City Engineer, and in financial content to the City Treasurer.

Background:

A request was received from Councillor Gary Kaschak to investigate the need for a new sidewalk on the north side of Adstoll Avenue to provide a connection between Buckingham Avenue and Rivard Avenue to improve safety for children walking to the school.

The City's Pedestrian Generator Policy created in 2007 and updated in 2024 allows for the construction of sidewalks on local roads and school approach streets, at no cost to the residents. Administration undertook a review of the above request to determine if the subject area would qualify under the policy.

Discussion:

Pedestrian Generator Sidewalk Policy:

The definition of a Pedestrian Generator Sidewalk is contained within the Pedestrian Generator Sidewalk Policy adopted by CR 120/2024 on March 18, 2024, and reads as follows:

- 1.2 A Pedestrian Generator Sidewalk and related pedestrian facilities may be warranted where any of the following conditions exist:
 - 1.2.1 It is located on a route leading to significant pedestrian destination(s);
 - 1.2.2 It serves more than the abutting properties, including institutional and parkland access;
 - 1.2.3 Where separation of pedestrians from vehicles is lacking in the road cross-section in the community;
 - 1.2.4 It is requested or endorsed by the significant pedestrian operator; or
 - 1.2.5 It would be inequitable to charge the full cost of the sidewalk to the abutting property owners.

The evaluation below is based on the above definition confirming that this section qualifies as a Pedestrian Generator Sidewalk.

1. The proposed sidewalk is on a route that leads to the following pedestrian generating locations all within 1 kilometer of the Adstoll and Rivard intersection:

Heavy Pedestrian Generators:

Saint Therese Catholic School

Moderate Pedestrian Generators:

Windsor Community Housing Corporation

Freshco Tecumseh and Rivard

2. The proposed sidewalk would connect from the driveway entrance of Sainte Therese Catholic School to Rivard Avenue. The south side of Adstoll Avenue has an existing sidewalk from Buckingham Avenue to Rivard Avenue. However the roadway section between the school entrance and Buckingham Avenue to the west, has a rural cross section with no existing curbs and gutter. Administration does not recommend extending the sidewalk in this location due to drainage issues and pedestrian safety concerns.

3. Adstoll Avenue is considered a school approach street as it provides pedestrian access to Sainte Therese Catholic School.
4. The pavement width on Adstoll Avenue is 8.5 meters and carries two-way traffic (40KM/hr speed limit) with a parking lot located on the north side. The students coming from the school do not have any sidewalk unless they cross to the south side of Adstoll Avenue at Rivard Avenue. The pedestrians from the community housing residence have to walk to the south side of Adstoll to walk all the way to Buckingham Avenue. There is no existing physical space on the north side for pedestrians to travel that is separate from vehicles which increases the probability of a pedestrian-vehicle conflict.
5. The French Catholic School Board, has submitted a letter of support for the construction of this sidewalk to ensure the safety of the students and residents while travelling to Saint Therese Catholic School. This letter is attached as Appendix A.
6. This sidewalk would serve the whole community of the project location, as shown above. Thus, it would be inequitable to charge the abutting property owners for this project.

Administration has determined that this section of Adstoll Avenue qualifies under the Pedestrian Generator Sidewalk Policy, as established by CR 120/2024.

Risk Analysis:

Associated risks to the City resulting from the undertaking of this project include risks typical of construction projects, such as bodily injury, property damage, and matters arising from violations of the Occupational Health and Safety Act. These risks will be transferred to the successful Contractor through the contract entered into with the City. As part of the contract with the successful Contractor, the Contractor will be required to provide proof of insurance to the City, as well as indemnify the City from any claims which may arise from their work during or after construction.

Providing a sidewalk in this location would reduce the risks associated with pedestrians/students having to travel down Adstoll Avenue and crossing the road mid-block, especially at peak traffic times.

Climate Change Risks:

N/A

Financial Matters:

The required estimated funds are outlined below.

EXPENSES	
Estimated Sidewalk Construction Budget	\$ 38,000
Non-Recoverable HST	\$ 1,938
Engineering/Inspection/Geomatics/Soils	\$ 12,000
Contingency	\$ 8,000
TOTAL EXPENSES	\$ 61,938

Costs associated with this project will be charged to Project 7045034 - Pedestrian Safety Improvements which has been established to address projects based on warrant and priority analysis. There is currently \$355,735 in available funding which will be sufficient for this project to proceed if approved.

Consultations:

Kathy Buis – Financial Planning Administrator
Michael Dennis – Financial Manager of Asset Planning
Paul Mourad – Engineer III – Design Standards Lead

Conclusion:

Administration recommends that Council approve the construction of the proposed Adstoll Avenue sidewalk presented in accordance with the Pedestrian Generator Sidewalk Policy (CR 120/2024).

Planning Act Matters:

N/A

Approvals:

Name	Title
Paul Mourad	Manager of Design (Acting)
Stacey McGuire	Executive Director of Engineering / Deputy City Engineer
Mark Winterton	Commissioner of Infrastructure Services
Wira Vendrasco	City Solicitor
Dana Paladino	Commissioner of Corporate Services

Name	Title
Janice Guthrie	Commissioner of Finance and City Treasurer
Janice Guthrie for Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

- 1 Letters of Support from Conseil Scolaire Catholique Providence (French Catholic Board)
- 2 Proposed Pedestrian Generator Sidewalk, Adstoll Avenue from Saint Therese Catholic School driveway to Rivard Avenue - schematic drawing



ÉCOLE ÉLÉMENTAIRE CATHOLIQUE Sainte-Thérèse

October 6, 2023

To the attention of Mr. Gary Kaschak
Ward 8 Councillor, City of Windsor,

School safety is of utmost importance as a school administrator and for a school community at large. However, concerns have been raised by parents and staff members from École élémentaire catholique Sainte-Thérèse, as well as from community members. These concerns include the lack of a crossing guard and school crosswalk behind the school at the Kiss & Ride exit point, the lack of a school area and zone on Tecumseh Road and on Adstoll, as well as a reduced speed for a school zone.

School crossing guards play an important role in securing the lives of our students and their families. Unfortunately, for a second year in a row, our request for a crossing guard at the exit of the Kiss & Ride on Adstoll has been denied. We kindly ask that this decision be revisited.

Many of our students and families are walking to and from school via the Adstoll school access point. Given there are no sidewalks on the North side of the road, students are forced to cross to the South side in order to walk home safely. The absence of trained crossing guards at this exit point is forcing the school administration to act as crossing guards to assist children crossing the road safely which detracts from their primary duties. I have heard from countless parents and have seen for myself the dangers. As such, many other families are opting to drive instead of walking, which in turn results in vehicular congestion and increased dangers during peak hours. It is imperative that this crossing become safe with the help of trained crossing guards and a school crosswalk.

Furthermore, we are requesting the establishment of a school area (including initial warning signs) and of a school zone (with reduced speeds) in and around our school, on Tecumseh Road and Adstoll. According to the City of Windsor School Neighbourhood Policy (May 2016, page 19) "[t]he HTA does allow a municipality to reduce speed limits in school zones. (...) A lower operating speed has been shown to reduce the severity of collisions and provides additional time for drivers as well as non-motorized users to avoid potential collisions."

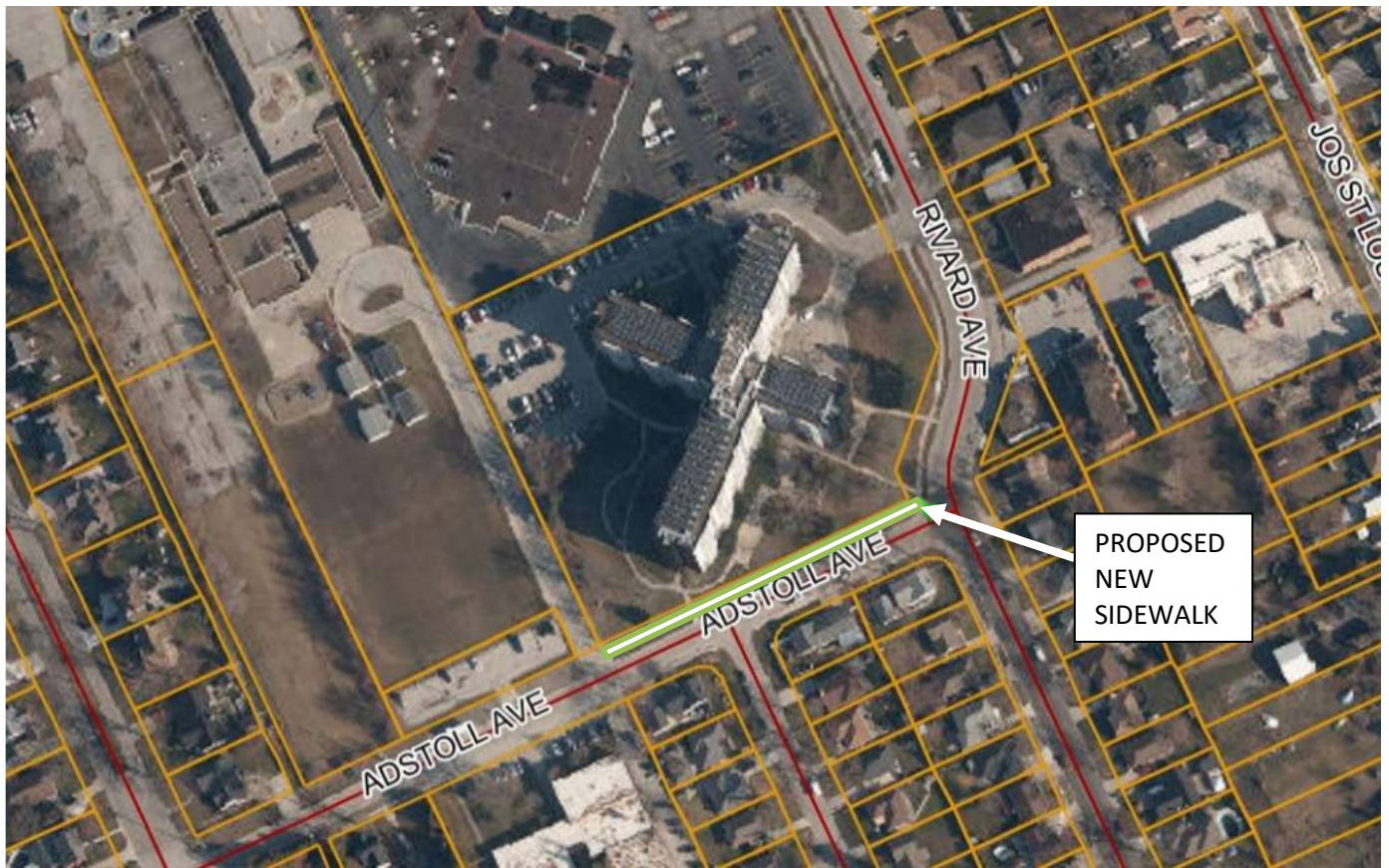
In closing, student safety is very much on the minds of all parents, school staff and administration. The safety of children needs to be everyone's priority; as such, we implore you and the City of Windsor's council to act on these concerns by implementing our requests. We look forward to hearing from you and working together to ensure school safety.

Sincerely,

Mélanie Moir
Principal of É.é.c. Sainte-Thérèse

Jean-Paul Gagnier
Superintendent of Education, CscProvidence

Proposed Concrete Sidewalk on North Side of Adstoll Avenue
LOCATION OF WORK





Committee Matters: SCM 170/2024

Subject: CQ 4-2023 and CQ 37-2023 – Electric Vehicles – City Wide

Moved by: Councillor Renaldo Agostino
Seconded by: Councillor Kieran McKenzie

Decision Number: **ETPS 1011**

1. THAT the report of the Supervisor of Energy Contracts, Asset Planning dated May 10, 2024 entitled “CQ 4-2023 and CQ 37-2023 – Electric Vehicles – City Wide” **BE RECEIVED** for information; and,
2. THAT based on the content and discussion of this Report, City Council **DIRECT** Administration to develop a “Policy for Municipal Electric Vehicle (EV) Charging Stations”; and,
3. THAT in an effort to support the expansion of EV charging station infrastructure throughout the municipality, that City Council **DIRECT** Administration continue to explore proposed projects facilitating third-party ownership of EV charging stations in municipally-owned parking lots and garages; and,
4. THAT City Administration **PROVIDE SUPPORTS** for the installation of privately-owned EV Charging Infrastructure for residential, commercial, and municipally-owned properties through:
 - a. The support and facilitation of third-party ownership of EV charging infrastructure in municipally-owned parking lots and garages on municipally-owned properties; and
 - b. Exploring amendments to the Zoning By-law for new residential development; and
 - c. Exploring amendments to Zoning By-law for new multi-residential and non-residential development; and,

5. THAT administration **BE REQUESTED** to report back with information related to a fee model and enforcement options for not moving vehicles from the charging station after being fully charged.

Carried.

Report Number: S 64/2024

Clerk's File: SW2024

Clerk's Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are **NOT** the same.
2. Please refer to Item 8.9 from the Environment, Transportation & Public Safety Standing Committee held on May 29, 2024.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240529/-1/10487>

Subject: CQ 4-2023 and CQ 37-2023 – Electric Vehicles – City Wide

Reference:

Date to Council: May 29, 2024

Authors: Cole Nadalin

Supervisor of Energy Contracts, Asset Planning

(519) 255-6100 Ext. 6151

cnadalin@citywindsor.ca

And

Rob Slater

Executive Initiatives Coordinator, Office of the Commissioner of Infrastructure Services

(519) 255-6247 ext. 6029

rslater@citywindsor.ca

Report Date: May 10, 2024

Clerk's File #: SW2024

To: Mayor and Members of City Council

Recommendation:

1. THAT City Council **RECEIVE** the following information in response to CQ 4-2023 and CQ 37-2023;
2. THAT based on the content and discussion of this Report, City Council **DIRECT** Administration to develop a "Policy for Municipal Electric Vehicle (EV) Charging Stations";
3. THAT in an effort to support the expansion of EV charging station infrastructure throughout the municipality, that City Council **DIRECT** Administration continue to explore proposed projects facilitating third-party ownership of EV charging stations in municipally-owned parking lots and garages;
4. THAT City Administration **PROVIDE SUPPORTS** in the installation of privately-owned EV Charging Infrastructure for residential, commercial, and municipally-owned properties through:
 - a. The support and facilitation of third-party ownership of EV charging infrastructure in municipally-owned parking lots and garages on municipally-owned properties; and
 - b. Exploring amendments to the Zoning By-law for new residential development; and

- c. Exploring amendments to Zoning By-law for new multi-residential and non-residential development

Executive Summary:

N/A

Background:

At the meeting of City Council on February 13, 2023, Councillor McKenzie (Ward 4) asked CQ 4-2023 as follows:

“Asks that Administration develop a report and policy for Council on the feasibility of Electric Vehicle Charging Stations be installed to all current and future municipally owned parking lots and garages.”

At the meeting of Council on December 11, 2023, Councillor Agostino (Ward 3) asked CQ 37-2023 as follows:

“Asks that Administration report back on EV charging - How will cars in our neighbourhoods, especially those who don't have driveways or garages, charge their electric vehicles? If you park on the street how do you charge your car?”

This report addresses both of the aforementioned CQ's.

Discussion:

The Municipality's Role in Providing for EV Charging

The question raised by Councillor Agostino regarding how residents in neighborhoods without private driveways or garages can (or will be able to) charge their electric vehicles is not unique to our City alone; it is a concern shared by virtually every urban area globally. As cities around the world are increasingly embracing electric vehicles as part of a broader move towards sustainability and reducing carbon emissions, governments are also grappling with the challenges of providing accessible charging infrastructure.

In densely populated urban environments, where many residents rely on street parking due to a lack of private parking facilities, the need for convenient and efficient EV charging becomes more critical. A practical solution necessitates action by various levels of government and the private sector. A multifaceted approach is required, involving municipal actions, policy changes, and public-private collaborations. This was highlighted in Council Report S 147/2020 that provided Council with information regarding the necessary policy and/or bylaw changes, along with best practices, to allow for both new and existing buildings to prepare for electric infrastructure to support the transition to electric vehicles.

In December 2023, the Federal Government announced “Canada's Electric Vehicle Availability Standard (regulated targets for zero-emission vehicles)”. Auto manufacturers and importers must meet annual ZEV (“Zero Emission Vehicle”) sales

targets starting in 2026, with a gradual increase to 100% by 2035. This phased-in approach aims for a zero-emission future.

Other significant highlights relevant to the Councillor's question include:

1. **Charging Infrastructure Development:** The Government of Canada has allocated over \$1.2 billion to support the deployment of more charging stations across the country. This includes funding for over 43,000 chargers, aiming to double the number of public charging stations.¹ The Corporation was a recipient of funding for its 11 public stations through the associated Zero Emissions Vehicle Infrastructure Program (ZEVIP).
2. **Credit System for Compliance:** The regulations include a credit system for manufacturers, with provisions for early action credits (EACs) for ZEV sales in model years 2024 and 2025. There are also credits for investments in fast-charging infrastructure, encouraging private sector investment in charging stations. These stations must be opened between January 1, 2024, and December 31, 2027.²

Together, these initiatives are poised to dramatically expand Canada's public EV charging network. The government's financial commitment lays the groundwork for a comprehensive charging infrastructure, while the credit system motivates the private sector, particularly auto manufacturers, to invest in and expand the charging network. This dual approach ensures not just an increase in the quantity of charging stations, but also an enhancement in their quality and accessibility, making electric vehicles a more viable option for a broader segment of the population.

In the short-term, to support this transitions, the City can:

- **Enter into Public-Private Partnerships:** The City can collaborate with private entities to establish charging infrastructure in public areas, such as municipal parking lots.
- **Implement Policies:** The City can enact policies that promote the installation of charging stations in new construction.

However, in the long-term, the challenges faced by EV owners without private charging access are likely to be addressed through technological advancements. The responsibility of meeting EV consumers' core needs, including longer battery range and quicker charge times, mainly lies with the automotive industry and technology developers. Key advancements in EV technology, especially in battery and charging

¹ Environment and Climate Change Canada. (2023). Canada's Electric Vehicle Availability Standard (regulated targets for zero-emission vehicles). Retrieved January 16, 2024, from <https://www.canada.ca/en/environment-climate-change/news/2023/12/canadas-electric-vehicle-availability-standard-regulated-targets-for-zero-emission-vehicles.html>

² Ibid.

systems, are essential to overcome the obstacles for those without private charging solutions.

Current technological advancements under development or investigation include:

Longer Battery Range: Efforts are being made to develop batteries that offer ranges of 500 miles or more per charge, drastically reducing the frequency of charging.³

- **Faster Charging Technology:** Innovations in ultra-fast charging batteries allow for charging times that are minutes instead of hours, bringing convenience to public charging similar to refueling at gas stations.⁴
- **Wireless and Over-the-Air Charging:** Future technologies may allow for charging vehicles parked on the street without physical cable connections, using methods like Wi-Fi or ultrasound.⁵
- **Portable Charging Solutions:** Development of portable or mobile chargers is underway to enable on-the-spot charging in areas without established charging stations.⁶
- **Battery Swapping:** Partnerships to integrate Modular Battery Swapping technology into electric vehicles may ultimately offer a solution for a fully charged battery in under five minutes. The ability to swap an EV's battery would address common concerns such as charging time and battery lifespan as well as reduce range anxiety.⁷

While municipalities play a supportive role in establishing infrastructure and policy frameworks for EV charging, the responsibility to meet consumer demands for extended range and faster charging primarily rests with the automotive industry and technology innovators.

As noted in Council Report S 147/2020, a multifaceted approach involving municipal actions, policy changes, and public-private collaborations are required to promote the widespread adoption of EVs, especially in urban areas where residents may not have access to private charging facilities. However, the long-term solution to challenges such as range anxiety and charging convenience hinges on technological advancements driven by the automotive industry and technology developers. Cooperative efforts between municipal governments and the private sector are essential in navigating the transition to widespread adoption of EVs.

EV Charging Stations in Municipal Lots and Garages

³ Dave Nichols, "The Future of EV Batteries," *GreenCars*, August 2023, <https://www.greencars.com/greencars-101/the-future-of-ev-batteries>.

⁴ Ibid.

⁵ Ibid.

⁶ Ibid.

⁷ <https://www.stellantis.com/en/news/press-releases/2023/december/stellantis-and-ample-establish-partnership-to-leverage-ample-s-modular-battery-swapping-technology-for-use-in-stellantis-electric-vehicles>

The question put forward by Councillor McKenzie questions the feasibility of installing EV charging facilities in all current and future municipal lots and garages. As the preliminary source of information, the Corporation's currently operating network of EV charging stations was examined.

2022 Municipal EV Charging Stations Pilot Project

The 2019 Federal Budget announced \$130 million over five years (2019-2024) to deploy a network of zero-emission vehicle (ZEV) refuelling stations (level 2 and higher) in localized areas where Canadians live, work, and play.

In June 2019, Natural Resources Canada (NRCan) introduced the Zero Emission Vehicle Infrastructure Program (ZEVIP) to support the deployment of electric vehicle (EV) chargers and hydrogen refuelling stations across Canada. The first phase of the ZEVIP targeted public places and on-street/curbside charging locations.

With the ambition of leading the community by example, through CR447/2019 Council authorized the Asset Planning Department's Energy Initiatives Unit (EIU) to submit an application to the ZEVIP toward a pilot project. Primary intentions of this pilot project were the assessment of costs, collection of data regarding station use, and the potential for greenhouse gas emissions avoidance.

This application was approved for funding and an agreement was signed in July 2020 to support the installation of eleven (11) level 2, dual-connector electric vehicle charging stations. NRCan's contribution of \$110,000 (\$10,000 per dual-connector EV station) joined \$250,000 allocated from the Corporation's Energy Reserve (Fund 188) to satisfy remaining capital project costs of equipment, installation, and commissioning.

The City of Windsor's electricity distribution company, EnWin Utilities Ltd. contributed \$22,000 in-kind toward utility connection, administration, and accounts activation. A third-party sponsor, Atura Power, later added funding totalling \$91,818.15 toward the project's forecasted operational costs (electricity and network fees [\$18,363.63 per year, over five years]).

RFP 13-21 (March 2021) awarded the project to Precise ParkLink Inc. (Toronto, Ontario) with equipment supplied by ChargePoint, Inc. (Campbell, California) and employed subcontracted civil and electrical works by Amico Infrastructures Inc. (Oldcastle, Ontario). The "Municipal EV Charging Stations Pilot Project" was completed and began serving the community in April 2022.

Considerations for the Installation of EV Charging Infrastructure

1.) Technology selection

In selecting a technology, the EIU endeavoured to serve the greatest population of zero-emission and low-emission vehicles. Electric vehicles are represented by three categories:

Battery Electric Vehicle (BEV)	Plug-in Hybrid Electric Vehicle (PHEV)	Hybrid Electric Vehicle (HEV)
Powered solely by an electric battery with no gasoline engine parts i.e. zero emissions.	Has both a gasoline tank and a charging port, and can utilize electric vehicle charging stations.	A vehicle that uses an electric motor to assist a gasoline engine.
Can be served by municipal EV charging stations.	Can be served by municipal EV charging stations.	Cannot be served by any EV charging stations.

In applying for EV charging station funding through the ZEVIP, support for both level 2 and level 3 technologies was available. A comparison of level 2 and level 3 stations (equipment only) is described in the table below:

Technology	Level 2	Level 3
Electrical output	Approximately 7 kW AC current	Approximately 60 kW DC current
Range	Approximately 30 km of range per hour of charging	Approximately 250 km of range per hour of charging
Equipment cost	Approximately \$9,000 for municipal dual-connector*	Approximately \$47,000 for municipal dual-connector*

* 2019 costs considered

Based on the capital equipment cost and estimated installation and operating costs of level 3 stations, it was determined that the application could pursue:

- 1.) up to 11 level 2 EV charging stations
- 2.) up to two level 3 EV charging stations
- 3.) one level 3 and up to four level 2 EV charging stations

In the interest of greatest city-wide impact, ten strategic and unique locations, destinations, and points of interest throughout the municipality were selected for 11 level 2 EV charging stations.

2.) Site selection

In determining suitable locations for EV charging stations, the availability of electricity is paramount. The electricity distribution company (EnWin Utilities Ltd.) must have capacity available within the station's locality and the ability to deliver electricity to the site.

A particular site's probability of driver utilization is also an important consideration. The locations below were chosen based on the likelihood that drivers would reside in the immediate location for one hour or longer e.g. viewing/participating in a sporting event, visiting a park or venue, etc.

	Property	Address
1	Windsor International Aquatic & Training Centre	401 Pitt Street West
2	Capri Pizzeria Recreation Complex	2555 Pulford Street
3	Downtown Parking Garage 2	406 Pelissier Street
4	Municipal Parking Lot 10 (City Hall Square)	445 City Hall Square West
5	Municipal Parking Lot 35 (Via Italia)	1031 Elsmere Avenue
6	Municipal Parking Lot 4-1 (Walkerville)	1319 Lincoln Road
7	Mic Mac Family Fun & Sports Park	1125 Prince Road
8	WFCU Centre; two stations	8787 McHugh Street
9		
10	Windsor International Airport	3200 County Road 42
11	Windsor Public Library - John Muir Branch	363 Mill Street

Additional sites were considered and determined less suitable based primarily on impedances to electrical connection and associated infrastructure cost.

3.) Operating costs

a. Electricity cost and annual fees

Operating costs in the form of electricity delivered to the EV charging stations include monthly commodity (\$/kwh), delivery, and regulatory charges determined by EnWin Utilities Ltd. To-date, the average monthly commodity cost of electricity based on driver use of the combined eleven EV charging stations is considered negligible at approximately \$2,100/month.

Vendor fees associated with the EV charging stations include an annual Commercial Network Service Plan required to facilitate networking and owner access to data (\$1,052 per connector, per five-year term) and an optional extended warrantee (\$2,620 per station, per five years).

b. Damage/vandalism

From the first EV charging station activation in April 2022 to date, the Corporation has experienced one instance of vandalism (metal theft), one instance of accidental damage (vehicle impact to infrastructure), and three instances of naturally occurring damage (normal wear-and-tear). These types of loss are not covered under the EV charging station vendor warrantee and were absorbed by the Corporation.

Where a charging handle, cable, or head unit are damaged, the replacement cost to the Corporation is approximately \$6,800 in parts and labour. Where a complete system replacement is required (not including civil works), the cost to the Corporation is \$9,800 in parts and labour.

Based on the first year of operation, it is forecasted that the cost of an extended warrantee will not be justified when compared to unanticipated repair costs. Should damage or vandalism to the sites increase, this will be re-evaluated.

c. Cost to drivers

A primary goal of the Municipal EV Charging Stations Pilot Project is to assess the community's need for a distributed network of charging infrastructure. In the interest of collecting the upper limit of user uptake, these EV charging stations offered free charging to EV drivers for the first year of operation (April 2022 – 2023).

In consultation with the region's network of electric vehicle owners, EV Society Windsor-Essex, it was determined that a cost of between \$1.00 and \$2.00 per hour of charging would be suitable based on the alternative cost of home charging. This prospective cost to drivers was contingent upon regular maintenance of the locations by the Corporation to ensure safe and reliable operation.

Upon completion of the first free-of-charge year of operation in April 2023, the Energy Initiatives Unit began evaluating the impact of introducing a cost to drivers. The EIU is currently consulting with other Ontario municipalities to determine the effects upon usage and resulting impacts to corporate and community greenhouse gas emissions avoidance if a cost to drivers is introduced. While the user uptake of the municipally-owned charging stations has been significant (averaging approximately 500 charging sessions per month), the average charging time of 2.5 hours at a rate of \$1.50 per hour would result in negligible revenue (approximately \$1,875 monthly).

4.) Safety/security

Selected sites for EV charging stations are electrically connected either to an onsite facility through the building's electrical panel or coupled directly to the local utility's electrical distribution network via a utility pole. Interior access to electrical panels is locked by facility staff, and exterior equipment is secured inside a locked enclosure to prevent unauthorized access and the potential for harm.

Because the EV stations must network to provide their operational status to system owners and EV drivers, install software updates, and facilitate payments, unauthorized external access to the corporate network was considered a significant risk. This was mitigated by selecting equipment which does not require connection via Ethernet or WiFi, and instead communicates separately over 4G LTE mobile connection.

5.) Availability of parking

Ontario's Bill 123, the Reserved Parking for Electric Vehicle Charging Act, 2019 stipulates that *"No person shall park a vehicle in an electric vehicle charging station that is identified by a sign that satisfies the prescribed requirements unless the vehicle is an electric vehicle and the vehicle is attached to the station's charging equipment."*

Such an infraction carries a fine of \$125 to the driver of a non-electric vehicle, but also means that the installation of EV charging stations at existing properties will reduce the number of spaces available to drivers of traditional internal combustion engine vehicles.

Ontario's market share of zero-emissions vehicles stands at 6.9 per cent, making up 31.5 per cent of all ZEV registrations in Canada.

Average cost of EV stations

Site-specific requirements generate the greatest variance in EV charging station cost. Where direct connection to a facility's existing electrical panel and utility meter is not possible, an exterior enclosure and cable trenching/directional drilling to a utility pole connection add to the installation cost.

Observed costs of the municipal EV charging stations pilot project (11 level-2, dual-connector commercial charging stations; 2021):

<i>Average capital cost of a building-connected EV charging station:</i>	\$29,470
<i>Average capital cost of a utility pole connected EV charging station*:</i>	\$41,807

*Exclusive of connection services and fees provided in-kind by EnWin Utilities Ltd.

ices and fees provided in-kind by EnWin Utilities Ltd.

Operating costs include annual vendor fees to support mobile network service and electricity costs of commodity, regulatory, and delivery:

<i>Average annual operating cost of one EV charging station*:</i>	\$1,581
<i>Average annual operating cost of eleven EV charging stations*:</i>	\$17,391

*Based on first year of operation, not considering unanticipated maintenance and City of Windsor employee salaries for administration

In the event of catastrophic damage to the EV charging station through vehicle impact, vandalism, or natural disaster, a full system replacement may be required. Where civil and electrical infrastructure remain intact:

<i>Cost of EV charging station replacement (system only)*:</i>	\$9,800
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*Exclusive of HST

Municipalities pursuing the installation and operation of an electric vehicle charging network are largely dependent on federal funding programs, as they are generally considered infrastructure and do not fully recover their lifecycle cost. For-profit third-parties exist for EV charging station network expansion, though affordability of vehicles themselves is currently hindering rapid growth.

Recommended measures to enhance EV charging infrastructure within the community are described below.

1.) Third-party ownership opportunities:

The Corporation currently has insufficient resources, both in personnel and budget to administrate, operate, and maintain an electric vehicle charging network. However, the City is able to utilize its position as a municipality holding public properties to drive local network expansion with minimal added resource requirements.

In April 2022 as the first stations in the municipal network were becoming operational, the Corporation began exploring opportunities to host third-party owned and operated electric vehicle charging stations on Corporately owned properties. A pilot project is currently under development in cooperation with the joint venture of major Canadian telecom and electric vehicle charging station vendor to install two privately owned and operated electric vehicle charging stations in Windsor's Legacy Park and riverfront parking lots 5 (Dieppe Gardens) and 34 (Great Western Park).

Appendix A provides a presentation of the proposed pilot project partnership, and Appendix B portrays a draft agreement developed in collaboration with the potential joint-partnership.

These stations are expected to be operational in Q3 2024, and this pilot project will serve to further specify the internal and external requirements of third-party operators locating electric vehicle charging stations within municipal parking lots and parking garages. Pending their successful implementation and operation, Administration could pursue similar agreements to lease municipal parking spaces at public properties in the interest of increasing the number of publicly available electric vehicle charging stations throughout the City of Windsor.

2.) Examination of a Policy which includes:

a. Amendment to Zoning By-law/Site Plan Control/Approval Process for new residential development

Both the Federal and Provincial Governments are aggressively pursuing measures to improve housing availability for Canadians. The City of Windsor's strong support for new residential development as described in the 2021 *Windsor Works Economic Development Strategy* presents an opportunity to increase requirements for electric vehicle charging infrastructure while demonstrating the municipality's commitment to greenhouse gas emissions reduction.

At minimal added cost to construction, an amendment to the Corporation's Zoning By-law for new residential development can mandate that all new detached, semi-detached, and townhomes be required to have roughed-in electrical infrastructure for the later installation of an electric vehicle charging station. This inexpensive addition of a dedicated circuit breaker, electrical cable, and its termination in a garage/driveway is a simple measure which allows the municipality to state that 100 per cent of new homes constructed in the City of Windsor are "EV charging station ready".

b. Amendment to Zoning By-law/Site Plan Control/Approval Process for new multi-residential and non-residential development

Throughout the course of the pilot project, the City's Energy Initiatives Unit has fielded many inquiries toward additional EV charging infrastructure from citizens residing in multi-residential properties. Electric vehicle owners living in apartment complexes and condominiums are often required to travel specifically to charge their vehicles because infrastructure does not exist at their place of residence.

As compared to the average cost of a stand-alone EV station, the cost of installing a building-connected EV charging station is considerably less than when a direct utility connection is required, particularly in new construction where parking is being constructed, conduit is already being laid to the building's electrical room to supply electricity to parking lot lighting. When also subtracting the EV station equipment cost (as this is not proposed as a requirement and will likely be borne by a third-party owner/operator) the addition of dedicated EV charging station infrastructure is considered to be of minimal added cost.

Examples of other Ontario municipalities who have taken this approach include:

- a) *Kitchener: Mandatory; 20% (non-residential is 17.5%) of parking spaces required for multiple dwellings shall be designed to permit the future installation of electric vehicle supply equipment.*
- b) *Whitby: Optional; At least 20% of parking spaces are equipped with electric vehicle charging stations. All remaining spaces are designed to enable future charging station installation.*
- c) *Toronto: Mandatory; Residential: For each dwelling unit with a residential parking space, provide an energized outlet or full Electric Vehicle Supply Equipment (EVSE) capable of providing Level 2 charging; AND in multi-unit apartments or townhomes with shared, common onsite residential parking spaces: each residential parking space, excluding visitor parking, shall include an adjacent energized outlet capable of providing Level 2 charging or higher to the parking space, either dedicated to the parking space or using an Energy Management System.*

Mandatory; Residential and Non-residential Uses: Parking spaces must be equipped with an energized outlet, which is clearly marked and identified for electric vehicle charging: (A) all residential parking spaces provided for dwelling units located in an apartment building, mixed use building, multiple dwelling unit building, excluding visitor parking spaces, must include an energized outlet capable of providing Level 2 charging or higher to the parking space; and, (B) in cases other than those set out in (A) above, 25 percent of the residential and non-residential parking spaces in a building must include an energized outlet capable of providing Level 2 charging or higher.

Toward the development of an EV Policy, Administration could consider the impact of requiring new multi-residential and non-residential developments to achieve a minimum of 10 per cent “roughed-in” EV parking spaces with infrastructure for later installation of an owned or third-party EV charging station (circuit breakers and conduit to a concrete pedestal). This recommendation could also be applicable to future municipal parking lots and parking garages constructed by the Corporation.

Individuals in existing developments who are considering a plug-in hybrid or electric vehicle are encouraged to approach their building owner(s) with a request for one or more electric vehicle charging stations. Privately owned, existing non-residential and multi-residential properties are generally considered outside the applicability of zoning or by-law amendments to require EV charging stations.

Risk Analysis:

Investing substantial funds in municipal infrastructure for electric vehicles carries inherent risks due to the swift pace of technological advancements in this sector. A primary concern is that the infrastructure being installed today might soon become obsolete or insufficient as technology rapidly evolves.

The evolving nature of EV technology, particularly in the areas of batteries and charging systems, further compounds this risk. Improvements in battery technology are leading to longer ranges and quicker charging times, potentially reducing the need for an extensive network of charging stations or altering their required specifications significantly. Such advancements could quickly make today's charging infrastructure less relevant or even obsolete. Furthermore, the emergence of alternative technologies like battery swapping and wireless or over-the-air charging could drastically alter the infrastructure requirements for EVs.

Climate Change Risks

Climate Change Mitigation:

The Government of Canada has set ambitious federal targets for zero-emission vehicles. Proposed federal regulations would require that at least 20 percent of new light-duty vehicles offered for sale be zero-emission vehicles for the 2026 model year, increasing annually to at least 60 percent by 2030, and 100 percent for 2035.

Increasing the percentage of low carbon vehicles is also a significant component of the Provincial Government's target of reducing emissions by 12 megatons carbon dioxide equivalent (CO₂e) greenhouse gas emissions from current levels by 2030. The *Powering Ontario's Growth* plan also sees substantial investment in power generation, energy storage, and electricity transmission infrastructure to meet the growing needs of Ontarians through 2040.

In 2022, transportation emissions accounted for 42% of our Community's greenhouse gas emissions, while 34% of the Corporate greenhouse gas emissions are attributed to the City's fleet including transit buses. Supporting the transition to electric vehicles is a significant strategy required to reduce these emissions. The development of charging infrastructure is critical to the promote the transition to electric vehicles both Corporately and within the Community.

Increasing the availability of EV charging stations within the community supports numerous corporate and community goals for the City of Windsor:

- Corporate Climate Action Plan (CCAP): The CCAP aligned the corporate fleet replacement target with the provincial target of 15% of non-transit fleet by 2041.
- Community Energy Plan (CEP): The 2017 CEP includes a target participation rate of 10% of all light duty cars and trucks to be alternate fuel (or electric) by 2041. However, the 2020 Acceleration of Climate Changes Actions in response to the Climate Change Emergency Declaration recommending increasing this target to 30%.
- Active Transportation Master Plan
- Corporate Energy Management Plan
- Windsor Works Economic Development Strategy

Since their activation in April 2022, the municipality's 11 EV charging stations have dispensed more than 180 megawatt-hours of electricity through over 13,000 charging sessions.

Climate Change Adaptation:

N/A

Financial Matters:

To-date, the municipal electric vehicle charging stations pilot project has been considered a success with 1,043 unique users and 6,962 charging sessions in 2023. However, future installations of EV Charging Stations in municipal garages and lots, and the municipality's role in providing this service, must consider the following:

- Operating & Capital infrastructure needs (acquire, maintain, repair, replace)
 - Appropriate budget's need to be put in place for the initial installation, maintenance, utilities, and the eventual replacement of units. As identified, the cost of EV charging infrastructure installation can vary considerably based on the servicing required at the point of installation with the average cost in the range of \$30,000 - \$45,000 per unit, inclusive of annual operating costs.
 - Staffing needed to manage the infrastructure – either through in-house program administration or via contract management of a third-party provider.
- User fees and fines administration
 - While the municipality could look to develop a model whereby the rates for EV charging would cover the aforementioned costs, it is likely that a full-cost recovery model would result in a rate that is higher than the average market rate resulting in subsidy being provided by the general tax base for this program. Rates would need to be determined based on industry best-practice.
 - The Corporation has observed repeated instances of a small number of drivers occupying EV charging spaces significantly longer than required to charge their vehicles. For corporately owned and operated EV charging stations, fines for non-compliance to the Parking By-law, along with any other penalties imposed for overstaying in an EV charging space would require administration and collection.

There is currently no dedicated funding in place for corporately-owned EV charging stations in public lots or garages. The current 11 dual-port charging station implemented under the ZEVIP pilot program are managed by the Asset Planning department, under sponsorship of Atura Power. Administration recommends the development of a "Policy for Municipal Electric Vehicle (EV) Charging Stations" which will include consideration of the Corporation's ownership and management of existing and future City of Windsor EV charging stations, inclusive of both location determination, operational and capital cost requirements, and fees and fines, in municipally-owned public lots and garages.

Consultations:

Angela Marazita – Fleet Manager

John Revell – Chief Building Official
Denise Wright – Manager, Real Estate Services
Karina Richters – Supervisor, Environment, Sustainability & Climate Change
Alex Vucinic – Manager, Purchasing

Conclusion:

The challenge of providing accessible electric vehicle charging in urban areas without private parking is essentially a global concern. The Federal Government's "Canada's Electric Vehicle Availability Standard" and initiatives like the allocation of over \$1.2 billion for charging infrastructure development, along with a credit system for auto manufacturers, are pivotal steps towards expanding Canada's public EV charging network. These efforts, complemented by local actions such as public-private partnerships and policy implementation, are important in addressing the near-term needs for charging infrastructure. However, the long-term resolution of issues like range anxiety and charging convenience largely depends on technological innovations in the automotive sector.

Municipalities play a supportive role, but the advancement and widespread adoption of electric vehicles by those without ready access to charging infrastructure at home will ultimately depend on the ability of the automotive industry and technology innovators to deliver vehicles equipped with batteries that offer extended range and quicker charging capabilities compared to those offered today.

Planning Act Matters:

N/A

Approvals:

Name	Title
Cole Nadalin	Supervisor, Energy Contracts
Kristan Karam	FPA – Asset Planning
Sokol Aliko	Manager, Energy Initiatives
Natasha Gabbana	Senior Manager, Asset Planning
Rob Slater	Executive Initiatives Coordinator
Shawna Boakes	Executive Director of Operations and Deputy City Engineer
Wira Vendrasco	(A) City Solicitor
Mark Winterton	Commissioner of Infrastructure Services and City Engineer (A)
Dana Paladino	(A) Commissioner, Corporate Services
Janice Guthrie	Commissioner of Finance and Chief Financial Officer
Janice Guthrie for Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:



Committee Matters: SCM 171/2024

Subject: Red Light Camera Update – City Wide

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 1012** CR76/2024

THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to execute the agreement with TrafficPax LLC to provide work and services related to the installation and maintenance of ten (10) additional red light camera systems, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the CFO and City Treasurer; and,

THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to execute the agreement with the City of Toronto to utilize the resources of the Joint Processing Centre (JPC) for ten (10) additional red light camera systems, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the CFO and City Treasurer; and,

THAT any net profits from the City's red light camera program **BE REDIRECTED** towards speed calming and traffic calming initiatives in the City.
Carried.

Report Number: C 19/2024 & AI 10/2024
Clerk's File: ST/13765

Clerk's Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are **NOT** the same.
2. Please refer to Item 8.10 from the Environment, Transportation & Public Safety Standing Committee held on May 29, 2024.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240529/-1/10487>

Subject: Red Light Camera Update – City Wide

Reference:

Date to Council: February 26, 2024

Author: Ian Day

Senior Manager Traffic and Parking (A)

519-255-6247 x 6053

iday@citywindsor.ca

Public Works - Operations

Report Date: February 9, 2024

Clerk's File #: ST/13765

To: Mayor and Members of City Council

Recommendation:

THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to execute the agreement with TraffiPax LLC to provide work and services related to the installation and maintenance of ten (10) additional red light camera systems, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the CFO and City Treasurer; and,

THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to execute the agreement with the City of Toronto to utilize the resources of the Joint Processing Centre (JPC) for ten (10) additional red light camera systems, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the CFO and City Treasurer.

Executive Summary:

N/A

Background:

At the meeting of City Council on February 25, 2019, Councillor Costante asked CQ5-2019 as follows:

“Asks that administration report back on implementing red light cameras and photo radars, including what other municipalities have these installed, pros and cons of implementation and costs of implementation. ST: 2019 February 25, 2019.”

An initial report SCM 401/2019 S 165/2019 was presented at Council on November 18, 2019. At the meeting, Council directed administration to prepare additional information, CR574/2019 ETPS 720:

*“That administration **BE REQUESTED** to provide a report related to reviewing the potential locations for the use of red light cameras, and automated speed enforcement including location and quantity recommendations and that this information, when it is available **BE BROUGHT FORWARD** for Council’s consideration.”*

At the meeting of Council on May 25, 2020 CR259/2020 directed Administration as follows:

“That Administration **PROCEED** to engage the Ontario government in discussion regarding the implementation of red light cameras in the City of Windsor and utilize the Joint Municipal Processing Centre operated by the City of Toronto; and,

That Administration **BE REQUESTED** to issue a letter of intent to the Ministry and to report back with recommended funding options related to the potential one-time implementation costs and other related matters; and,

That Administration **APPLY** to the Ministry of Transportation to obtain an amendment to Ontario Regulation 277/99 and be added to the list of designated Municipalities under this program; and,

That Administration **ENTER INTO AN AGREEMENT** with both the City of Toronto to use the Joint Municipal Processing Centre and with the vendor approved by the City of Toronto for installation and maintenance of the equipment.

Discussion:

The City of Windsor’s first Red Light Camera (RLC) system was activated on January 1, 2022 with a total of 10 systems coming online by the end of February 2022.

Red Light Camera systems were deployed at the following intersections:

1. Wyandotte Street East @ Goyeau
2. Wyandotte Street @ Ouellette Avenue
3. Howard Avenue @ EC Row E/B Off Ramp
4. University Avenue West @ Crawford Avenue
5. McHugh Street @ Clover Avenue
6. Giles Blvd @ Ouellette Avenue
7. Seminole Street @ Central Avenue
8. Erie Street East @ Goyeau Street
9. Huron Church Road @ Tecumseh Road West
10. Eugenie Street East @ McDougall Avenue

These locations were chosen based on a review of the five-year history of collisions for both side impact collisions and rear end collisions, and through consultation with Windsor Police and the vendor.

The key reasons why municipalities have installed Red Light Cameras are to change driver behaviour, reduce angled collisions, and increase safety. At this time, Administration has not completed a fulsome analysis of the reduction of collisions at these locations versus others around the City. Industry best practice is to review the three or five-year collision history immediately prior to the installation of a new traffic control measure and compare it against the three or five-year collision history occurring at this same location immediately following the installation of the control measure. At this time, the cameras have only been installed for two years. Anecdotally, the number of collisions at these locations appear to have reduced for side impact and not significantly increased for rear end types.

At this time, Administration would recommend increasing the number of cameras in the City of Windsor. Many other Municipalities have significantly increased the number of cameras after initial pilot programs. While the City of Windsor has not had the cameras running long enough to complete a fulsome analysis, the analysis of the other Municipalities supports the success of the program in general.

At this time, there are 296 signalized intersections in the City, therefore we have camera enforcement at only 3% of the intersections. The locations are spread out to a point that many drivers can alter their routes to the point that they never have to drive through one of the 10 cameras. Hence, those drivers are still behaving in a manner that they did prior to the initial installation. With 10 additional cameras, the saturation of cameras would increase to 6% of the signalized intersections. The higher the saturation levels, the higher the chance that a driver is required to drive through at least one of the locations with a camera and therefore changing their behaviour.

The location of the new cameras will be selected through careful consideration and analysis of current collision data, a review with Windsor Police, and based on installation limitations as set out by the vendor.

Consultation with Provincial Offences has confirmed that there is capacity internally to process the additional tickets that will need processing with the addition of 10 more Red Light Cameras.

The 2022 Provincial Offences Annual Report indicated during the first year of the program there were 5,318 tickets issued with revenue and expenses listed as follows;

YTD RLC Revenue Received	\$822,823
YTD RLC Expenses	<u>\$214,085</u>
Net	\$608,738

Note that this net revenue figure includes expenses directly related to the RLC program and does not include shared operating expenses such as staffing costs, office supplies, etc.

In 2023 RLC tickets increased to 6,141 with revenue and expenses as follows:

RLC Revenue Received	\$1,224,201
RLC Expenses	<u>\$215,063</u>
Net	\$1,009,138

The increase in revenue from 2022 to 2023 can largely be explained by the delay between the issuing of the ticket and the payment of the ticket. That is to say, even though the Red Light Camera system became fully operational in February 2022, payment of the corresponding fines would have been delayed by several months. The 2023 numbers represent a full 12 months of consistent fine payments.

Administrative Penalty (AP) Process

The AP program is an emerging approach to dealing with minor provincial offence violations for vehicle owner contraventions detected using camera systems and other municipal bylaws such as parking. A municipally operated AP program removes these minor charges from the Provincial Offences Court stream to a system that is fair, effective, efficient, and is managed by the municipality.

The Province has adopted Legislation that provides municipalities authority under the APS Program to deal with owner type offences including: Automated Speed Enforcement, Red Light Cameras, Streetcar Cameras and School Bus Camera charges.

An AP process moves these types of disputes out of the court system and gives municipalities the discretion to resolve tickets at a screening review. A person who disagrees with the decision of the screening officer can request a hearing before a hearing officer. Typically, an AP program can provide a more effective, automated, standalone system where most all elements are controlled by the municipality, without the need to rely upon the availability of judicial officers. The system is not limited by capacity but rather easily expandable should the need arise.

Currently, the City of Windsor's red light camera program is being operated through the Provincial Offense Act (POA) process. The dispute rate of RLC charges is less than regular ticket dispute rates (40%+) as there are no demerit points associated with convictions, and because the evidence provided by the Joint Processing Centre is so clear that they are typically not worth fighting. As a result, operating the RLC program through the POA process has been efficient, and administering and prosecuting these tickets has been at no additional cost to the POA program.

The City of Windsor already has a fully functioning Administrative Municipal Penalty (AMP) process in place through our Parking Enforcement division. AMP and AP are very similar in nature, with only a few minor changes that would need to be made to things like security and training. The City's current POA agreement with municipal partners is such that the City is sharing approximately 50% of expenses for the red light cameras but we are also sharing approximately 50% of the revenue as well. This was

determined at the inception of the program because it was on a pilot basis, it was simple, and it reduced the risk of any potential losses.

At this time, no other Municipality has transitioned their red light camera program over to the AP process. Some are currently in the process of transitioning their Automated Speed Enforcement (ASE) programs over to AP. Generally, Municipalities have noted that the quantity of ASE tickets was overwhelming the POA court system, while the number of red light camera tickets was manageable with existing staff compliments.

Currently the City has 2 years remaining in our initial 5 year contracts. Prior to the expiration of the 5 year contracts, Administration will prepare a report to Council that will advise on the feasibility of moving to an AP system, including what, if any, additional staff or other costs would be required, the potential impact it could have on the POA program, and the feasibility of keeping the administration and prosecution of RLCs within the POA program.

Risk Analysis:

There is a risk that revenue may not offset the costs. To date, the revenue received by Provincial Offences has exceeded any costs, and there have been no additional resources expended to administer the program and prosecute the RLCs. There are options available to the City in order to mitigate this, in the chance that it happens. Cameras can be relocated to other locations within the City, if it is determined that the decline of revenue is due to a specific location. The City is also able to terminate the agreements; however, this option would come with a cost. To date, no Municipality has reported a loss on their red light camera program.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

As per Council Report 172/2020, there is no up front cost associated with the implementation of the Red Light Camera program. The costs are monthly and are based on the number of cameras installed at that time. The costs are expected to be offset by revenue.

The costs for the program would be paid for through operating dollars within the Provincial Offences budget. Expenses and revenues will be managed and shared appropriately with the other Municipalities based on the existing Inter-Municipal Court Services agreement.

Consultations:

Rosa Scalia, Financial Planning Administrator – POA

Conclusion:

Administration recommends increasing the number of red light cameras in 2024.

Planning Act Matters:

N/A

Approvals:

Name	Title
Cindy Becker	Financial Planning Administrator – Public Works
Shawna Boakes	Executive Director of Operations
Mark Winterton	(A) Commissioner, Infrastructure Services and City Engineer
Chris Carpenter	Manager, Provincial Offences
Wira Vendrasco	City Solicitor
Dana Paladino	(A) Commissioner, Corporate Services
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

-----Original Message-----

From: Duane Francis <[REDACTED]>
Sent: Friday, May 24, 2024 9:01 AM
To: clerks <clerks@citywindsor.ca>
Subject: Item 8.10 - Notice of ETPS Meeting - May 29, 2024

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Meeting - May 29, 2024
Item 8.10 - Red Light Camera Update – City Wide

New Red light cameras are being recommended throughout the city of Windsor. These installation should include countdown timers. According to a study in the U.S.A back in 2017, it was found that when presented with a situation where it is uncertain if one should proceed or stop at the traffic light - also known as a dilemma zone - the countdown timer made it 13% more likely for a motorist to stop instead of making a dangerous dash to beat the light. This reinforces the point that traffic light countdown timers help to reduce ambiguity for drivers when they approach a traffic light, hence resulting in safer decisions. Other jurisdictions in ON have also implemented the countdown timers. I've included the source links below:

https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.thewhig.com%2fnews%2flocal-news%2fkingston-city-council-&c=E,1,kHvPG-fGm0-bpL9RZHyviEgy6I73mOyzXH19ZafXdKCUavukboQXIRsV-rfhm1Fg9JwIWF3kMJIPJlrl-8aeapwkXSdJWz3jCK5MlhK4wv_pN4PFSdj8FVce-Q&typo=1gives-green-light-to-red-light-cameras/wcm/d7395377-b886-474c-86a1-2c04c97432ee/amp/

Thank you,
Duane Francis

*I request my contact information be removed from print documents.

Subject: Additional Information to Report C 19/2024 – Red Light Camera Update – City Wide

Reference:

Date to Council: May 29, 2024
Author: Ian Day
Senior Manager Traffic and Parking (A)
519-255-6247 x 6053
iday@citywindsor.ca

Public Works - Operations
Report Date: May 9, 2024
Clerk's File #: ST/13765

To: Mayor and Members of City Council

Additional Information:

Recommendation:

THAT report AI 10/2024 "Additional Information to Report C 19/2024 – Red Light Camera Update" **BE RECIEVED** for information; and,

THAT Council **SUPPORT** the installation and maintenance of ten (10) additional red light camera systems as per Administrations recommendations; and,

THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to amend the agreement with TraffiPax LLC to provide work and services related to the installation and maintenance of ten (10) additional red light camera systems, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the City Treasurer; and,

THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to amend the agreement with the City of Toronto to utilize the resources of the Joint Processing Centre (JPC) for ten (10) additional red light camera systems, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the City Treasurer; and,

THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign any agreement or document required to effect ten (10) additional red light camera systems, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the City Treasurer.

Executive Summary:

N/A

Background:

Administration prepared a report to Council February 26, 2024 titled Red Light Camera Update – City Wide.

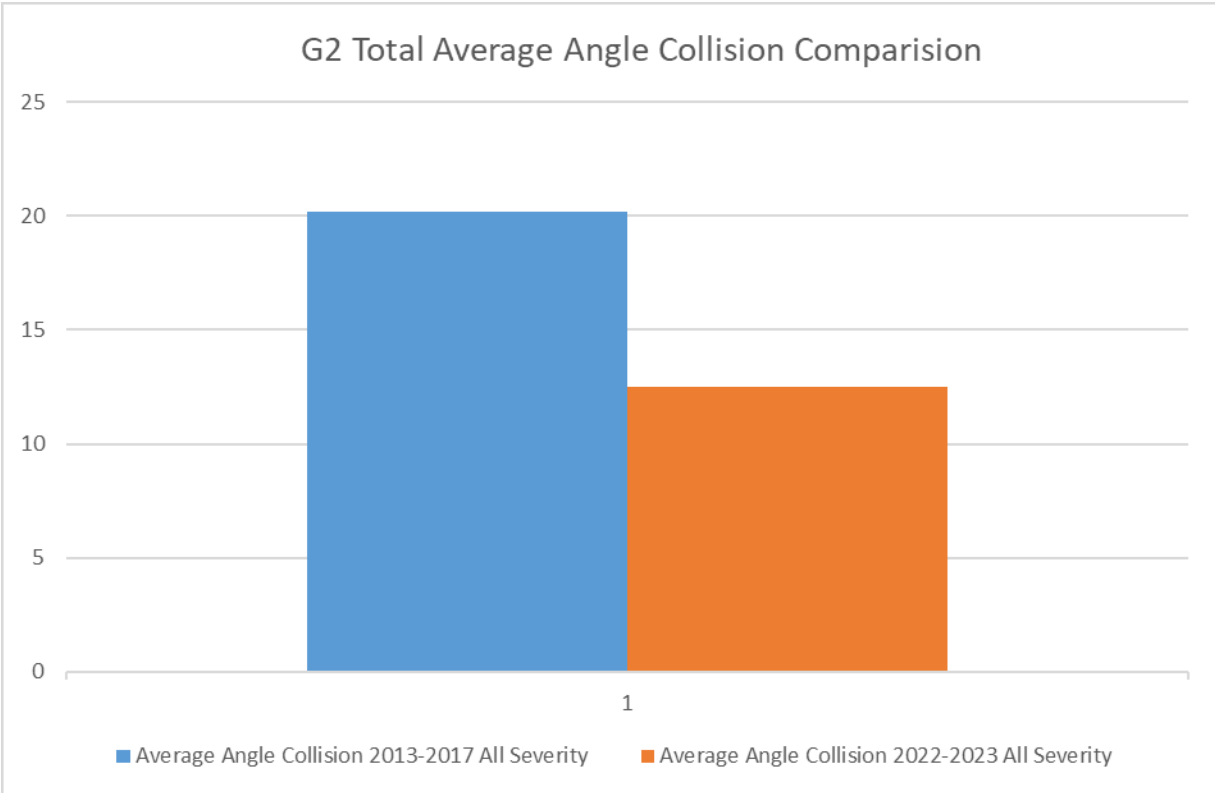
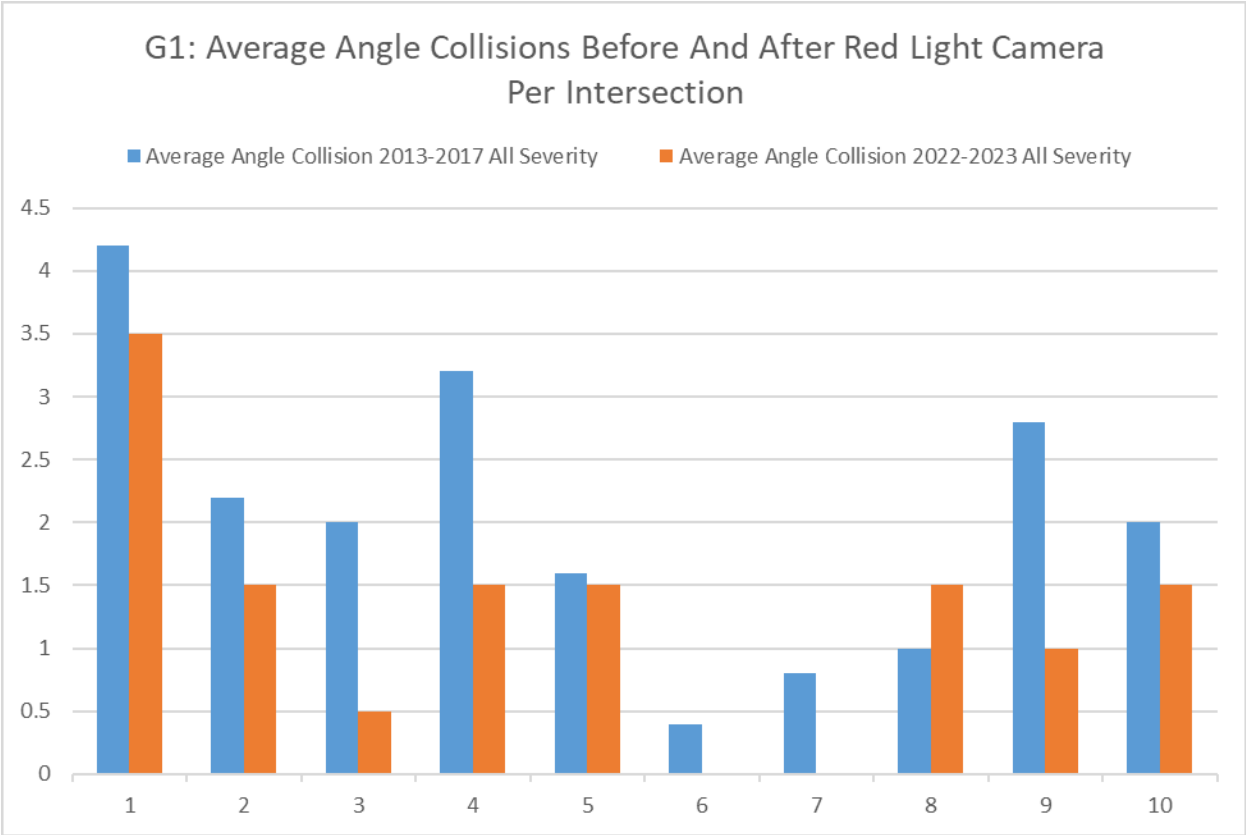
Council Decision CR76/2024 directed “That the report of the Senior Manager of Traffic And Parking dated February 9, 2024 entitled “Red Light Camera Update – City Wide” BE REFERRED to a future Environmental, Transportation and Public Safety Standing Committee Meeting for further review and consideration.”

Discussion:

The City of Windsor’s first Red Light Camera (RLC) system was activated on January 1, 2022 with a total of 10 systems coming online by the end of February 2022. At the present time, all RLC tickets issued in the City of Windsor are processed by the Joint Processing Center administered by the City of Toronto. Traffipax LLC is currently the approved vendor to supply, install and maintain RLC systems in Ontario.

The key reasons why municipalities have installed Red Light Cameras are to change driver behaviour, reduce angled collisions, and increase safety. At this time, Administration has completed a preliminary analysis of the reduction of collisions at the 10 pilot locations containing red light cameras. Industry best practice is to review the three or five-year collision history immediately prior to the installation of a new traffic control measure and compare it against the three or five-year collision history occurring at this same location immediately following the installation of the control measure. At this time, the cameras have only been installed for two years.

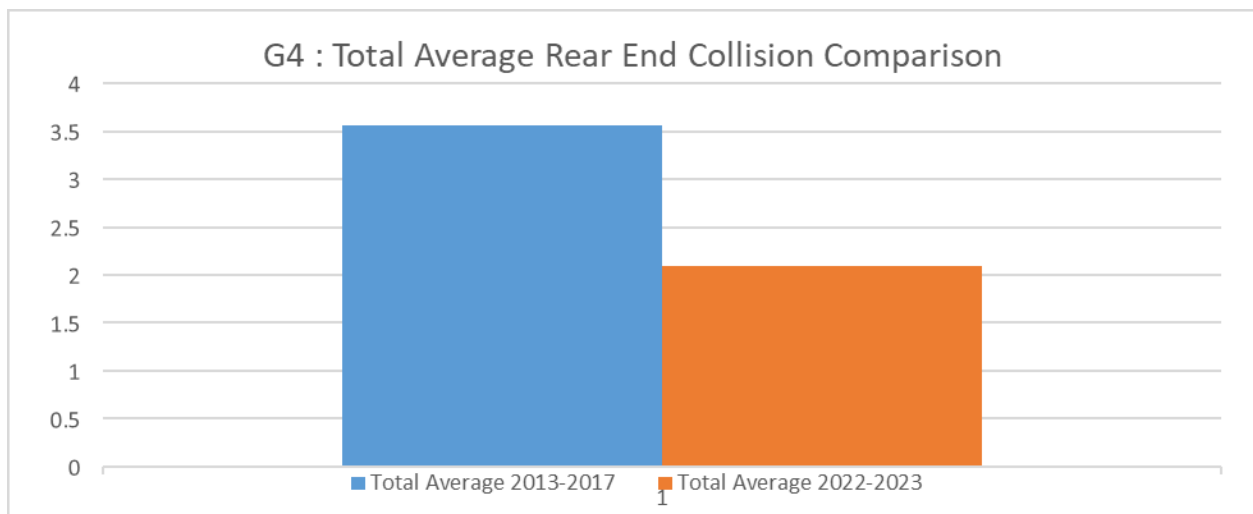
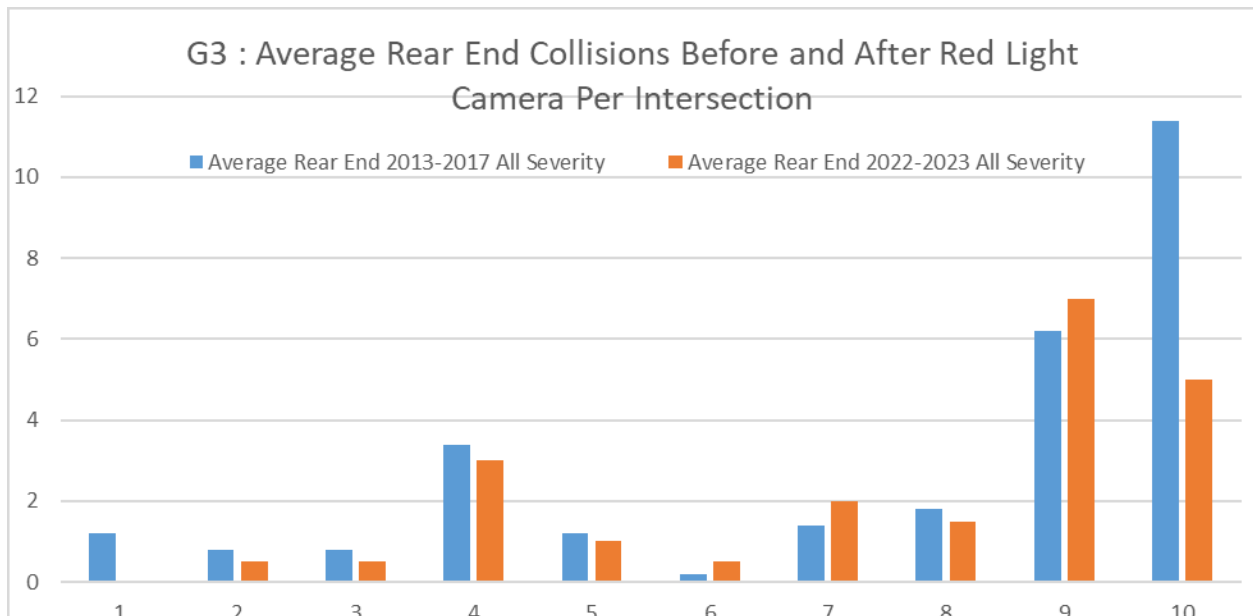
While industry standards recommend accident data is more accurately reviewed in 5-year increments, initial data indicates that the red light cameras have been effective at reducing angled collisions at the 10 pilot intersections by 38% overall since their installation. (Graphs 1 and 2)



Windsor's results are similar to the York Region who had an initial installation of 20 red light cameras in 2011 and reported a 48% decrease in angled collisions after their 2-

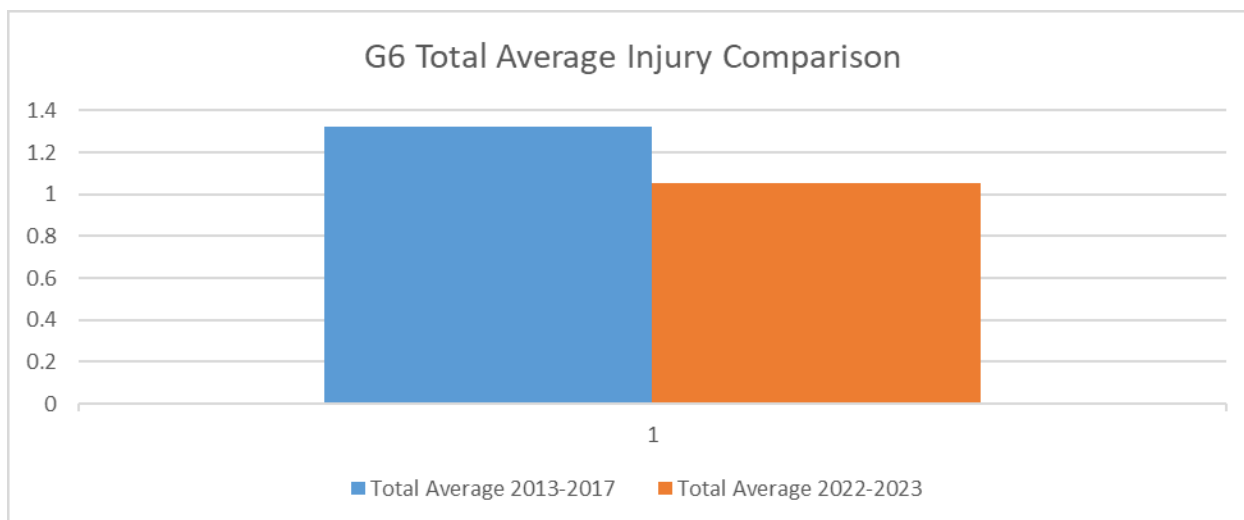
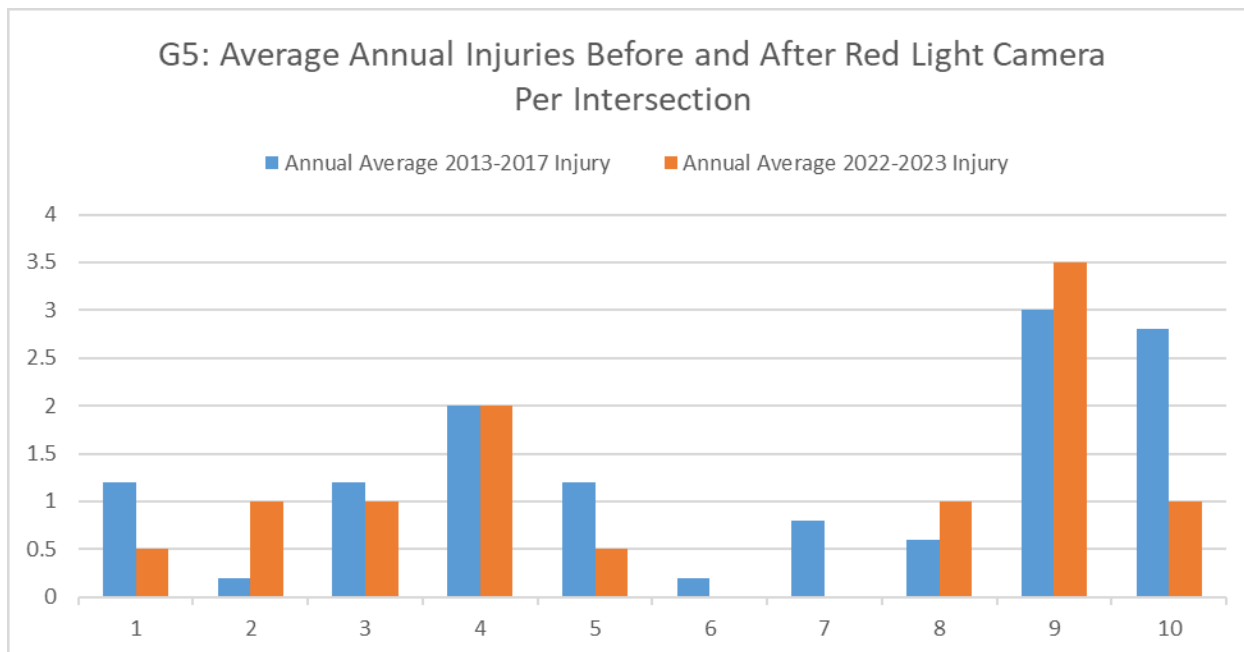
year pilot. The region of Waterloo reported a decrease of 27% in right angle collision since the inception of their RLC program of 16 cameras in 2005. The original 2-year RLC Enforcement Pilot Project conducted by the Ontario Ministry of Transportation from 2000 to 2002 had 6 participating municipalities (Toronto, Hamilton, Ottawa, and the regions of Peel, Waterloo and Halton) and 48 camera sites. The results of this pilot program showed an average decrease of 21% in angled collisions. These results are similar in comparison with experiences in other regions in terms of right-angled collisions.

Initial Data for rear end collisions for the Windsor pilot area showed isolated intersections where there was an increase in the number of rear end collisions but overall, there was a reduction of 41% in rear end collisions. (Graphs 3 and 4)



Although these results are atypical when compared to other municipalities, the reduction may be contributed to the extensive education program carried out before and during the RLC implementation.

Red light cameras have been effective in increasing safety by reducing the number of injuries at the intersections with red light cameras. Initial data shows that red light cameras have been effective at reducing the total number of injuries by 20.5%. (Graphs 5 and 6).



These results are similar to the City of London which saw a drop of 34% in injuries in the first 2 years of their RLC program (2013-2014), Toronto 23% decrease in injuries (2008-2014), and Hamilton 48% reduction (2019-2021)

Based on the significant safety improvements, Administration would recommend increasing the number of cameras in the City of Windsor. Many other municipalities have significantly increased the number of cameras after initial pilot programs. While the City of Windsor has not had the cameras running long enough to complete a fulsome analysis, the analysis of the other municipalities supports the success of the program in general.

Risk Analysis:

There is a risk that revenue may not offset the costs. To date, the revenue received by Provincial Offences has exceeded any costs, and there have been no additional resources expended to administer the program and prosecute the RLCs. There are options available to the City in order to mitigate this, in the chance that it happens. Cameras can be relocated to other locations within the City, if it is determined that the decline of revenue is due to a specific location. The City is also able to terminate the agreements; however, this option would come with a cost. To date, no municipality has reported a loss on their RLC program.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

As per Council Report 172/2020, Follow Up on the Financial Implications of Red Light Cameras and Automated Speed Enforcement Programs in the Windsor Essex Provincial Offences Act Agreement, there is no up front cost associated with the installation of new cameras, the installation costs are born by the vendor, TrafficPax LLC and built into the monthly fees. Monthly fees for the cameras are as per the original schedule of fees shown in the previous report (Appendix A). The costs are expected to be fully offset by revenue.

The costs for the program would be paid for through operating dollars within the Provincial Offences budget. Expenses and revenues will be managed and shared appropriately with the other municipalities based on the existing Inter-Municipal Court Services agreement.

Consultations:

Rosa Scalia, Financial Planning Administrator – POA

Conclusion:

Administration recommends increasing the number of RLCs in 2024 by 10 units, to bring Windsor's total to 20 RLCs.

Planning Act Matters:

N/A.

Approvals:

Name	Title
Cindy Becker	Financial Planning Administrator – Public

Name	Title
	Works
Shawna Boakes	Executive Director of Operations
Mark Winterton	(A) Commissioner, Infrastructure Services and City Engineer
Chris Carpenter	Manager, Provincial Offences
Wira Vendrasco	City Solicitor
Dana Paladino	(A) Commissioner, Corporate Services
Janice Guthrie	Commissioner, Finance and City Treasurer
Janice Guthrie for Joe Mancina	Chief Administrative officer

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- 6.12 Survival

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- 7.01 Supplier Indemnity
- 7.02 Supplier's Insurance
- 7.03 Proof of Insurance
- 7.04 Proof of W.S.I.A. Coverage
- 7.05 Supplier Participation in Proceedings

Article 8- Termination, Dispute Resolution, Expiry and Extension

- 8.01 Immediate Termination of Contract
- 8.02 Dispute Resolution
- 8.03 Termination without Cause
- 8.04 Termination on Notice due to Regulation Not Being Enacted by Province
- 8.05 Termination with Cause
- 8.06 Termination for Lack of Budget
- 8.07 Supplier's Obligations on Termination
- 8.08 Supplier's Payment Upon Termination
- 8.09 Termination in Addition to other Rights
- 8.10 Expiry and Extension of Contract

THIS AGREEMENT (the "Agreement") effective as of the ____ day of _____ 2020

BETWEEN:

THE CORPORATION OF THE CITY OF
WINDSOR

AND:

("City")

TRAFFIPAX LLC

("Supplier")

WHEREAS the City of Toronto (the "City of Toronto") issued Request for Proposals No. Doc2184528757 dated January 7, 2020 for the supply, installation, operation, maintenance and decommissioning of red light camera systems (the "Deliverables"); and

WHEREAS the Supplier submitted a Proposal in response to the City of Toronto's Request for Proposals, dated February 7, 2020; and

WHEREAS the Supplier was selected in accordance with the provisions of Municipal Code Chapters 71 and 195 to provide the Services in connection with Request for Proposals No. Doc2184528757 in accordance with all the terms and conditions herein at a total cost not to exceed a maximum fee of \$834,937.50, exclusive of applicable taxes for the first five years, and in the event the City exercises its option to renew for an additional two years, the total cost of the additional two-year period shall not exceed \$238,310.10, exclusive of applicable taxes; and

WHEREAS City Council at its meeting on May 25, 2020 under CR259/2020 authorized City Administration to enter into a contract with the Supplier for the Deliverables in connection with the Request for Proposal No. Doc2184528757 and in accordance with all the terms and conditions herein;

WHEREAS pursuant to CAO 288/2020, dated the 21 day of December 2020, the Chief Administrative Officer has approved the execution of this Contract;

NOW THEREFORE, the parties agree as follows:

1.0 Contract Documents

1.1 The aggregate of following contract documents attached hereto shall be deemed to form an integral part of this Agreement:

- a) this Agreement as executed, including Terms and Conditions, and all Schedules
- b) RFP, including all addenda;
- c) The Supplier Proposal, including any Clarification Letters;
- d) Any subsequent amendments executed in writing in accordance with the terms of the Contract.

1.2 "Clarification Letter" means a written document issued by the Supplier clarifying its Proposal.

1.3 "RFP" or "Solicitation" means the Request for Proposals No. Doc2184528757 dated January 7, 2020 issued by the City of Toronto for the Deliverables, including the following addenda:

Addendum 1, dated January 15, 2020;
Addendum 2, dated January 17, 2020;
Addendum 3, dated January 21, 2020;
Addendum 4, dated January 29, 2020; and
Addendum 5, dated February 4, 2020.

2.0 Authorized Representatives for Notices

2.1 "City Address" and "City Representative" means:

The Corporation of the City of Windsor
City Hall Square West, Suite 203
Windsor, ON N9A 6S1

Email: clerks@citywindsor.ca

Fax: (519) 255-6933

Attention: City Clerk

2.0 "City Project Manager" means:

Address: 1266 McDougall Street

Windsor, ON N8X 3M7

Email: sboakes@citywindsor.ca

Tel: 519-255-6791

Fax: 519-255-7371

Attention: Senior Manager of Traffic Operations & Parking Services

2.1 "Supplier Address" and "Supplier Representative" mean:

Traffipax LLC

16490 Innovation Dr.

Jupiter, FL 33478, United States of America

Attention: Kristina McMaster, Business Manager

Telephone: 1-647-267-9409

2.2 "Supplier Project Manager" means:

Kristina McMaster, Business Manager,

Email: Kristina.McMaster@jenoptik-inc.com

Telephone: 1-647-267-9409

3.0 Term of the Contract

3.1 For the purposes of the Contract:

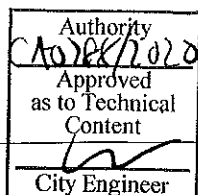
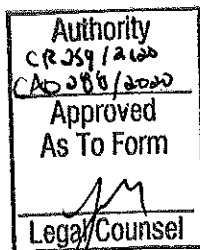
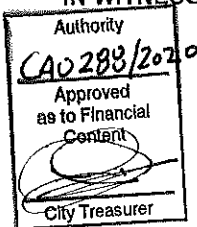
"Term" means the period of time from May 8, 2020 to and including the earlier of: (i) the Expiry Date or (ii) the date of termination of the Contract in accordance with its terms; and

"Expiry Date" means the last day of the 25-month provision of maintenance of RLC image processing services, for which the 25-month period shall commence following the end of the five-year Operational Phase, or if the Operational Phase for the provision of RLC services is extended by an option or amending agreement, the final date of the extended term.

4.0 Counterpart and Electronic Signatures

4.1 This Agreement may be executed in counterpart and may be executed by electronic signature that is received by the City in a file format acceptable to the City. Such electronic signature shall be deemed to be an original signature for the purpose of this Agreement with the same legal effect as an original signature.

IN WITNESS WHEREOF the parties hereto have executed the Agreement effective as of the date first above written.



THE CORPORATION OF THE CITY OF WINDSOR

Onorio Colucci
Chief Administrative Officer
Date of Signature:

Valeria Critchley
City Clerk
Date of Signature:
We have authority to bind the City.

TRAFFIPAX LLC

Finbarr O'Carroll
Vice President – Light & Safety Americas
Date of Signature:
I have authority to bind the Supplier.

City of Toronto RFP No.: Doc2184528757 Red Light Camera System

Email: clerks@citywindsor.ca
 Fax: (519) 255-6933
Attention: City Clerk

2.0 "City Project Manager" means:

Address: 1266 McDougall Street
 Windsor, ON N8X 3M7
 Email: sboakes@citywindsor.ca
 Tel: 519-255-6791
 Fax: 519-255-7371
Attention: Senior Manager of Traffic Operations & Parking Services

2.1 "Supplier Address" and "Supplier Representative" mean:

Traffipax LLC
 16490 Innovation Dr.
 Jupiter, FL 33478, United States of America
 Attention: Kristina McMaster, Business Manager
 Telephone: 1-647-267-9409

2.2 "Supplier Project Manager" means:

Kristina McMaster, Business Manager,
 Email: Kristina.McMaster@jenoptik-inc.com
 Telephone: 1-647-267-9409

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3.1 For the purposes of the Contract:

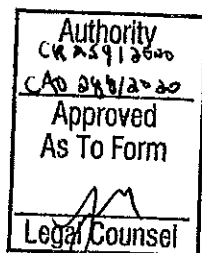
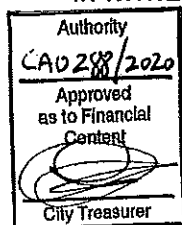
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THE CORPORATION OF THE CITY OF WINDSOR

DocuSigned by:

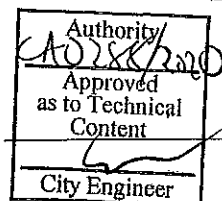
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Onorio Colucci
 Chief Administrative Officer
 Date of Signature:

DocuSigned by:

 12/24/2020
 071C4D761B9242A...

Valeria Critchley
 City Clerk
 Date of Signature:
 We have authority to bind the City.



TRAFFIPAX LLC

City of Toronto RFP No.: Doc2184528757 Red Light Camera System

DocuSigned by:

Finbarr O'Carroll

A78FCFF6F41F4C5...

Finbarr O'Carroll

Vice President – Light & Safety Americas

Date of Signature: 12/31/2020

I have authority to bind the Supplier.

TERMS AND CONDITIONS

ARTICLE 1 – INTERPRETATION AND GENERAL PROVISIONS

1.01 Defined Terms

The words or expressions used in the Contract have the meanings defined in Schedule 1 and the RFP.

1.02 No Indemnities from the City

Notwithstanding anything else in the Contract, any express or implied reference to the City providing an indemnity or any other form of indebtedness or contingent liability that would directly or indirectly increase the indebtedness or contingent liabilities of the City, whether at the time of execution of the Contract or at any time during the Term, shall be void and of no legal effect.

1.03 Entire Agreement

The Contract embodies the entire agreement between the parties with regard to the provision of Deliverables and supersedes any prior understanding or agreement, collateral, oral or otherwise with respect to the provision of the Deliverables, existing between the parties at the date of execution of the Contract.

1.04 Severability

If any term or condition of the Contract, or the application thereof to the parties or to any Persons or circumstances, is to any extent invalid or unenforceable, the remainder of the Contract, and the application of such term or condition to the parties, Persons or circumstances other than those to which it is held invalid or unenforceable, shall not be affected thereby.

1.05 Interpretive Value of Contract Documents

In the event of a conflict or inconsistency in any provisions in the Contract, the Contract documents shall govern in the following order of precedence:

- a. A written amendment to this Contract in accordance with the terms hereof, the amendment bearing the later date having priority (if any);
- b. this Agreement, including Schedules 1, 2, and 5 but excluding all other schedules to this Agreement;
- c. the RFP, including addenda
- d. Clarification Letters of the Supplier, the Clarification Letter bearing the later date having priority (Schedule 4);
- e. the Proposal (Schedule 4)

1.06 Interpretive Value of Headings

The headings in the Contract are for convenience of reference only and in no manner modify, interpret or construe the Contract.

1.07 Force Majeure

Neither party shall be liable for damages caused by delay or failure to perform its obligations under the Contract where such delay or failure is caused by an event beyond its reasonable control. The parties agree that an event shall not be considered beyond one's reasonable control if a reasonable business person applying due diligence in the same or similar circumstances under the same or similar obligations as those contained in the Contract would have put in place contingency plans to either materially mitigate or negate the effects of such event. Without limiting the generality of the foregoing, the parties agree that force majeure events shall include natural disasters and acts of war, insurrection and terrorism but shall not include shortages or delays relating to supplies or services, unless such shortages or delays are caused by force majeure. If a party seeks to excuse itself from its obligations under this Contract due to a force majeure event, that party shall immediately notify the other party of the delay or non-performance, the reason for such delay or non-performance and the anticipated period of delay or non-performance. The Parties agree that any delay due to or as a result of the COVID-19 pandemic shall constitute a force majeure event for the purposes of this clause. In the event of delays due to or as a result of the COVID-19 Pandemic, delivery and service dates shall be postponed by a reasonable period of time.

1.08 Notices by Prescribed Means

Notices shall be in writing and shall be delivered by postage-prepaid envelope, personal delivery or facsimile and shall be addressed to, respectively, the City Address to the attention of the City Representative and to the Supplier Address to the attention of the Supplier Representative. Notices shall be deemed to have been given: (a) in the case of postage-prepaid envelope, five (5) Business Days after such notice is mailed; or (b) in the case of personal delivery or facsimile one (1) Business Day after such notice is received by the other party. In the event of a postal disruption, notices must be given by personal delivery or by facsimile. Unless

the parties expressly agree in writing to additional methods of notice, notices may only be provided by the methods contemplated in this paragraph.

1.09 Governing Law

The Contract shall be governed by and construed in accordance with the laws of the Province of Ontario and the federal laws of Canada applicable therein.

1.10 Compliance with Legislative and/or Regulatory Requirements

Wherever this Agreement stipulates that the Supplier or its services shall meet legislative and/or regulatory requirements, the Supplier shall only comply with such legislative and regulatory requirements which are directly imposed on the Supplier by law or regulation. If legislative or regulatory requirements are imposed on the City or the City's dealings, the Supplier shall meet such legislative and regulatory requirements only to the extent such requirements have been converted into and represented in the Contract.

ARTICLE 2 – NATURE OF RELATIONSHIP BETWEEN THE CITY AND SUPPLIER

2.01 Supplier's Power to Contract

The Supplier represents and warrants that it has the full right and power to enter into the Contract and there is no agreement with any other Person, which would in any way interfere with the rights of the City under this Contract.

2.02 Representatives May Bind the Parties

The Parties represent that their respective representatives have the authority to legally bind them to the extent permissible by the Requirements of Law.

2.03 Supplier Not a Partner, Agent or Employee

The Supplier shall have no power or authority to bind the City or to assume or create any obligation or responsibility, express or implied, on behalf of the City. The Supplier shall not hold itself out as an agent, partner or employee of the City. Nothing in the Contract shall have the effect of creating an employment, partnership or agency relationship between the City and the Supplier (or any of the Supplier's directors, officers, employees, agents, partners, affiliates, volunteers or subcontractors).

2.04 Responsibility of Supplier

The Supplier agrees that it is liable for the acts and omissions of its directors, officers, employees, agents, partners, affiliates, volunteers and subcontractors. This paragraph is in addition to any and all of the Supplier's liabilities under the Contract and under general Requirements of Law. The Supplier shall advise these individuals and entities of their obligations under the Contract and shall ensure their compliance with the applicable terms of the Contract. In addition to any other liabilities of the Supplier pursuant to the Contract or otherwise at law or in equity, the Supplier shall be liable for all damages, costs, expenses, losses, claims or actions arising from any breach of the Contract resulting from the actions of the above mentioned individuals and entities. This paragraph shall survive the termination or expiry of this Contract.

2.05 No Subcontracting or Assignment

The Supplier shall not subcontract or assign the whole or any part of the Contract or any monies due under it without the prior written consent of the City. Such consent shall be in the sole discretion of the City and subject to the terms and conditions that may be imposed by the City. Without limiting the generality of the conditions which the City may require prior to consenting to the Supplier's use of a subcontractor, every contract entered into by the Supplier with a subcontractor shall adopt all of the terms and conditions of this Contract as far as applicable to those parts of the Deliverables provided by the subcontractor. Nothing contained in the Contract shall create a contractual relationship between any subcontractor or its directors, officers, employees, agents, partners, affiliates or volunteers and the City.

2.06 Duty to Disclose Change of Control

In the event that the Supplier undergoes a change in control the Supplier shall immediately disclose such change in control to the City and shall comply with any terms and conditions subsequently agreed between the Parties of this Contract resulting from the disclosure.

2.07 Conflict of Interest

The Supplier shall: (a) avoid any Conflict of Interest in the performance of its contractual obligations; (b) disclose to the City without delay any actual or potential Conflict of Interest that arises during the performance of its contractual obligations; and (c) comply with any requirements prescribed by the City to resolve any Conflict of Interest. In addition to all other contractual rights or rights available at law or in equity, the City may

immediately suspend any services being performed until the matter is resolved to the City's sole satisfaction or terminate the Contract upon giving notice to the Supplier where: (a) the Supplier fails to disclose an actual or potential Conflict of Interest; (b) the Supplier fails to comply with any requirements prescribed by the City to resolve a Conflict of Interest; or (c) the Supplier's Conflict of Interest cannot be resolved. This paragraph shall survive any termination or expiry of the Contract.

2.08 Contract Binding

The Contract shall enure to the benefit of and be binding upon the parties and their successors, executors, administrators and their permitted assigns.

ARTICLE 3 - PERFORMANCE BY SUPPLIER

3.01 Commencement of Performance

The Supplier shall commence performance upon receipt of written instructions from the City.

3.02 Performance Warranty

The Supplier hereby represents and warrants that the Deliverables (i) shall be provided fully and diligently in a professional and competent manner by persons qualified and skilled in their occupations; and (ii) shall be free from defects or encumbrances and in compliance with all applicable specifications; and furthermore that all Deliverables will be provided in accordance with: (a) the Contract; (b) Industry Standards; and (c) Requirements of Law. If any of the Deliverables are inadequately provided or require corrections, the Supplier shall forthwith make the necessary corrections at its own expense. It is the Supplier's sole responsibility to ensure that the Work is performed efficiently, without hazard to the public and with minimum inconvenience to the public.

3.03 Use and Access Restrictions

The Supplier acknowledges that unless it obtains specific written preauthorization from the City, any access to or use of the City property, technology or information that is not necessary for the performance of its contractual obligations with the City is strictly prohibited. The Supplier further acknowledges that the City may monitor the Supplier to ensure compliance with this paragraph. This paragraph is in addition to and shall not limit any other obligation or restriction placed upon the Supplier.

3.04 Notification by Supplier to the City

During the Term, the Supplier shall advise the City promptly of: (a) any contradictions, discrepancies or errors found or noted in the Contract; (b) supplementary details, instructions or directions that do not correspond with those contained in the Contract; and (c) any omissions or other faults that become evident and should be corrected in order to provide the Deliverables in accordance with the Contract and Requirements of Law.

3.05 Condonation Not a Waiver

Any failure by the City to insist in one or more instances upon strict performance by the Supplier of any of the terms or conditions of the Contract shall not be construed as a waiver by the City of its right to require strict performance of any such terms or conditions, and the obligations of the Supplier with respect to such performance shall continue in full force and effect.

3.06 Changes by Written Amendment Only

Any changes to the Contract shall be by written amendment signed by the parties authorized representatives. No changes shall be effective or shall be carried out in the absence of such an amendment.

3.07 Change Control Process

Both parties shall have the continuing right to request in writing changes to the Work and Services described in the Contract in accordance with the procedures hereinafter set out.

- (a) The party wishing to request a change shall issue a request in writing in the form set out in Schedule 6 ("Change Order Request") specifying the proposed change and the purpose or objective sought with such proposed change.
- (b) A Change Order Request by the Supplier shall include, at a minimum, the following information:
 - i. the information for a supplement to the requirements of the Work;
 - ii. task definition and detailed statement of work specifying how the proposed change would be implemented;
 - iii. any change to Deliverables;
 - iv. performance schedule and the effect, if any, that such Change will have on the performance of the Supplier's obligations under the Contract;

- v. any additional or reduced costs to the City that will result from the implementation of such change and, if additional costs, the cost estimate on a fixed price basis; and
 - vi. recommended action.
- (c) If the City makes a Change Order Request, the Supplier shall within five (5) Business Days of receipt of the Change Order Request (unless otherwise agreed in writing by the parties) deliver to the City a written response ("Change Order Response"), which shall include, at a minimum, the following information:
 - i. the information for a supplement to the requirements of the Work;
 - ii. task definition and detailed statement of work specifying how the proposed change would be implemented;
 - iii. any change to the Deliverables;
 - iv. performance schedule and the effect, if any, that such change will have on the performance of the Supplier's obligations under the Contract;
 - v. any additional or reduced costs to the City that will result from the implementation of such change and, if additional costs, the cost estimate on a fixed price basis; and
 - vi. recommended action.
- (d) If the Change Order Response (or Change Order Request by Supplier) is acceptable to the City of Toronto's General Manager, Transportation Services and if the approval of a standing committee or City Council is not required, the City of Toronto's General Manager, Transportation Services will provide written approval (a "Change Order") to the Change Order Response (or to the Change Order Request by the Supplier) to authorize the making of the change provided that the City Project Manager may provide written approval to the Change Order Response if it does not involve or result in any increase in the maximum fee. Thereafter the Work and Services shall be deemed to include the work described in such Change Order. The City reserves the right to accept or reject any Change Order Response or Change Order Request, in whole or in part, and if dissatisfied with the Change Order Response received, the right to request a new one. Despite any other provision in this Agreement, Change Orders shall be deemed to be a duly authorized amendment to the Contract. Each Change Order shall form part of this Contract as if originally set out herein and have effect accordingly.
- (e) Upon receipt of the Change Order, the Supplier will be authorized to commence the change.
- (f) Execution by the parties of the process provided for in this section shall not be considered an event beyond the reasonable control of a party within the meaning of section 1.07 and, as a result, shall not excuse or absolve a party from any delay in or failure of performance by it under the Agreement. Any claim by the Supplier for extension or reduction of time resulting from such changes or additions to any Services shall be considered by the City, and if the City allows such claim, in its sole discretion acting reasonably, this Contract shall be adjusted by the City as at the time of the City ordering such change in accordance with the City's policy.

3.08 Non-Exclusive Contract, Work Volumes

The Supplier acknowledges that it is providing the Deliverables to the City on a non-exclusive basis. The City makes no representation regarding the volume of goods and services required under the Contract. The City reserves the right to contract with other parties for the same or similar goods and services as those provided by the Supplier and reserves the right to obtain the same or similar goods and services internally.

3.9 Performance by Specified Individuals Only

The Supplier agrees that to the extent that specific individuals are named in the Contract as being responsible for the provision of the Deliverables, only those individuals shall provide the Deliverables under the Contract. The Supplier shall not replace or substitute any of the individuals named in the Contract without the prior written approval of the City, which may not arbitrarily or unreasonably be withheld. Should the Supplier require the substitution or replacement of any of the individuals named in the Contract, it is understood and agreed that any proposed replacement must possess similar or greater qualifications than the individual named in the Contract. The Supplier shall not claim fees for any replacement individual greater than the Rates established under the Contract.

3.10 Supplier's Personnel

Where the City so requests, the Supplier shall provide the City with a full written resume for any member of the Supplier's Personnel (including those of permitted subcontractors and third party service providers) made, or to be made, available for performance of Services, and no such member for whom such a request is outstanding will be permitted to perform any such part of such Services without being approved in advance and in writing by the City. The Supplier will ensure that its Personnel at all time work in a

professional, cooperative, and collegial manner with City Personnel.

The Supplier shall promptly replace any personnel assigned by the Supplier to the Project who, in the sole discretion of the City, does not perform in a satisfactory manner, and the Supplier shall not assign any such replaced individual(s) or subcontractor(s) to any other project of the City without the written consent of the City. The City shall not pay an hourly, per diem or other rate or other fee in respect of the time required by any replacement for any such Supplier Personnel to gain familiarity with the obligations and Services under this Contract and such replacement shall not result in any additional cost to the City.

If any of the Supplier's Personnel cease(s) to be employed by the Supplier prior to full performance of the Services, the Supplier shall expeditiously provide replacement personnel satisfactory of the City acting reasonably.

3.11 Occupational Health and Safety Act

The Supplier shall comply with all federal, provincial or municipal occupation health and safety legislative requirements, including, and without limitation, the Occupational Health and Safety Act, R.S.O., 1990 c.0.1 and all regulations thereunder, as amended from time to time (collectively the "OHSA"). Nothing in this Contract shall be construed as making the City the "employer" (as defined in the OHSA) of any workers employed or engaged by the Supplier for this Contract, either instead of or jointly with the Supplier.

The Supplier agrees that it will ensure that all Personnel engaged by it are qualified to provide the Deliverables and are trained in the health and safety hazards expected to be encountered in providing the Deliverables. The Supplier shall be responsible for any delay in the Deliverables as a result of any violation or alleged violation of any federal, provincial or municipal health and safety requirement by the Supplier, it being understood that no such delay shall be a force majeure or uncontrollable circumstance for the purposes of extending the time for performance of the Contract or entitling the Supplier to additional compensation, and the Supplier shall take all necessary steps to avoid delay in the Deliverables without additional cost to the City. The parties acknowledge and agree that employees of the City, including senior officers, have no authority to direct, and will not direct, how employees, workers or other persons employed or engaged by the Supplier do work or perform a task that is the subject of this Contract.

The Supplier acknowledges and represents that:

- (a) The workers employed have been provided with training in the hazards of the Deliverables and possess the knowledge and skills to allow them to work safely;
- (b) The Supplier has provided, and will provide during the course of the Contract, all necessary personal protective equipment for the protection of workers;
- (c) The Supplier's supervisory employees are competent, as defined in the OHSA, and will carry out their duties in a diligent and responsible manner with due consideration for the health and safety of workers;
- (d) The Supplier has in place an occupational health and safety, workplace violence and workplace harassment policies in accordance with the OHSA; and
- (e) The Supplier has a process in place to ensure that health and safety issues are identified and addressed and a process in place for reporting work-related injuries and illnesses.

The Supplier shall provide, the following as proof of the representations made above:

- (a) documentation regarding the training programs provided or to be provided during the Term (i.e. types of training, frequency of training and re-training); and
- (b) the occupational health and safety policy.

The Supplier shall immediately notify the City in the event of any of the following:

- (a) A critical injury that arises out of the performance of this Contract;
- (b) An order(s) is issued to the Supplier by the Ministry of Labour arising out of the performance of this Contract;

- (c) A charge is laid or a conviction is entered arising out of the performance of this Contract, including but not limited to a charge or conviction under the OHSA, the Criminal Code, R.S.C 1985, c. C-46, as amended and the Workplace Safety and Insurance Act, 1997, S.O. 1997, c. 16, Sched. A, as amended.

3.12 Accessibility for Ontarians with Disabilities Act

The Supplier shall deliver, as appropriate for each Deliverable, accessible and inclusive Services consistent with the Ontario Human Rights Code (OHRC), the Ontarians with Disabilities Act, 2001 (ODA) and Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and its regulations in order to achieve accessibility for Ontarians with disabilities. Suppliers are also required to comply with the City's accessibility standards, policies, practices, and procedures, which may be in effect during the Term of the Contract and which apply to the Deliverables to be provided by the Supplier. The accessible customer service training requirements which are applicable to the City's vendors may be reviewed at: <https://www.ontario.ca/laws/regulation/110191>

3.13 The City Rights and Remedies and Supplier Obligations Not Limited to Contract

The express rights and remedies of the City and obligations of the Supplier set out in the Contract are in addition to and shall not limit any other rights and remedies available to the City or any other obligations of the Supplier at law or in equity.

ARTICLE 4 - PAYMENT FOR PERFORMANCE AND AUDIT

4.01 Payment According to Contract Rates

The City shall, subject to the Supplier's compliance with the provisions of the Contract, pay the Supplier for the Deliverables provided at the Rates established under the Contract.

4.02 Billing and Payment Process

- (a) The Supplier shall provide the City with a monthly billing statement on the first day of each month and that billing statement shall include:
 - i. invoice date
 - ii. purchase order number
 - iii. City Project Manager
 - iv. Supplier Representative
 - v. date range for invoice
 - vi. overview of services provided for that month by line item and by RLCS Site, RLC Camera number, and location, including performance of Sites
 - vii. taxes and HST registrant number, if payable by the City, identified as separate items
 - viii. monthly maintenance logs and reports
- (b) The Supplier shall include evidence that annual factory recalibration has been completed as per Part 3, section 1.6.10 of the RFP with the last invoice of each calendar year of the Term.
- (c) The City shall approve or reject the billing statement within fifteen (15) Business Days of receipt of the statement and in the event that the City rejects the billing statement, it shall so advise the Supplier promptly in writing and the Supplier shall provide additional information as required by the City to substantiate the billing statement.
- (d) Each billing statement is subject to the approval of the City before any payment is released and payment shall be made within sixty (60) calendar days of such approval.
- (e) The City may make payments under the Contract by way of procurement card and the Supplier shall accept and process any such payments in accordance with the City's procurement card protocols.

4.03 Hold Back or Set Off

The City may hold back payment or set off against payment if the Supplier has failed to comply with any requirements of the Contract, but only after the City has notified the Supplier in writing of that failure and the Supplier does not comply with the requirements even after a reasonable period.

In addition to any other remedies the City may have under this Contract, including liquidated damages as set out in the RFP, the City shall have the right to set-off, withhold, retain or deduct from amounts due or owing by the City to the Supplier under the Contract an amount sufficient to cover any monetary claims or other amount due or owing from time to time, or portions thereof, by the Supplier to the City, including any amount owing to

the City pursuant to the Supplier's indemnification of the City under this Contract or claims pursuant to any other contract or cause of action between the Supplier and City which have not been settled between the parties.

4.04 No Expenses or Additional Charges

There shall be no other charges payable by the City under the Contract to the Supplier other than the Rates established under the Contract.

4.05 Payment of Taxes and Duties

Unless otherwise stated, the Supplier shall pay all applicable taxes, including excise taxes incurred by or on the Supplier's behalf with respect to the Contract.

4.06 Payment of Taxes by the City

The Supplier shall invoice and collect HST from the City for the Deliverables in accordance with the provisions of the *Excise Tax Act*, R.S.C. 1985, c.E-15, as amended or replaced from time to time.

4.07 Withholding Tax

The City shall withhold any applicable withholding tax from amounts due and owing to the Supplier under the Contract and shall remit it to the appropriate government in accordance with applicable tax laws. This paragraph shall survive any termination or expiry of the Contract.

4.08 Document Retention and Audit

The City may audit all financial and related records associated with the terms of the Contract including timesheets, reimbursable out of pocket expenses, materials, goods, and equipment claimed by the Supplier. The City's right to audit the Supplier's records is limited to the purpose of validating services performed under the Contract and invoices charged by the Supplier, and will not include the a right to audit the Supplier's proprietary cost and pricing information. The Supplier shall at all times during the term of the Contract, and for a period of seven years following the Expiry Date, keep and maintain records of the Work performed pursuant to this Contract. This shall include proper records of invoices, vouchers, timesheets, and other documents that support actions taken by the Supplier. The Supplier shall at his own expense make such records available for inspection and audit by the City at all reasonable times. The Supplier's obligations under this paragraph shall survive any termination or expiry of the Contract.

ARTICLE 5 - CONFIDENTIALITY AND MFIPPA

5.01 Confidentiality and Promotion Restrictions

Any publicity or publications related to the Contract shall be at the sole discretion of the City. The City may, in its sole discretion, acknowledge the Deliverables provided by the Supplier in any such publicity or publication. The Supplier shall not make use of its association with the City without the prior written consent of the City. Without limiting the generality of this paragraph, the Supplier shall not, among other things, at any time directly or indirectly communicate with the media in relation to the Contract unless it has first obtained the express written authorization to do so by the City.

5.02 City Confidential Information

During and following the Term, the Supplier shall: (a) keep all the City Confidential Information confidential and secure; (b) limit the disclosure of the City Confidential Information to only those of its directors, officers, employees, agents, partners, affiliates, volunteers or subcontractors who have a need to know it for the purpose of providing the Deliverables and who have been specifically authorized to have such disclosure; (c) not directly or indirectly disclose, destroy, exploit or use any the City Confidential Information (except for the purpose of providing the Deliverables, or except if required by order of a court or tribunal), without first obtaining: (i) the written consent of the City and (ii) in respect of any the City Confidential Information about any third-party, the written consent of such third-party; (d) provide the City Confidential Information to the City on demand; and (e) return all the City Confidential Information to the City before the end of the Term, with no copy or portion kept by the Supplier.

5.03 Privacy and Security

The Supplier agrees to be bound by the following provisions relating to privacy and security:

(a) Applicable Law

(i) The Supplier shall comply with Requirements of Law, including MFIPPA.

(ii) Promptly upon request, the Supplier shall provide the City with all such reports, information,

cooperation and assistance, as may be requested by the City from time to time in order to enable the City to comply with any and all Requirements of Law.

(b) Information Handling

The City reserves the right to deny physical or electronic access to any Personnel of the Supplier who do not comply with any of the City Privacy and Security Policies upon the reasonable request of the City.

(c) Entities and Territorial Limitation

- (i) The Supplier shall ensure that any Personal Information that is provided to the Supplier, or to which the Supplier obtains access as a result of the Contract, shall not be disclosed to any Person outside of Ontario or removed from Ontario, unless such disclosure or removal, as the case may be, is expressly permitted in writing by the City.
- (ii) The Supplier shall not provide any Deliverables from a location outside of Ontario without the prior written consent of the City. The consent of the City may be granted or withheld in the City's sole and unfettered discretion, which may not be challenged by the Supplier on any basis whatsoever.

(d) Personal Information

The Supplier shall not:

- (i) use any Personal Information to which it has access as a result of this Contract, except as necessary to perform the Supplier's obligations under this Contract;
- (ii) disclose or retain longer than necessary any Personal Information to which it has access as a result of this Contract; or
- (iii) permit its employees or any person acting on its behalf to have access to any Personal Information unless such employee or person acting on its behalf agrees to comply with the restrictions that apply to the Supplier and such access is necessary to perform the employee's or other person's duties.

(e) Supplier's Written Policies and Procedures

The Supplier shall not be provided access to any information or software possessed by the City until it has established written policies and procedures which have been approved by the City and which contain the following:

- (i) provisions for the privacy, confidentiality and security of all information during its collection, use disclosure, transmission, storage, and destruction, including measures,
 - 1) to provide training in protecting the privacy, confidentiality and security of the information to persons performing the Work;
 - 2) to ensure the security of a record of information when it is removed from a secure designated area;
 - 3) to ensure the security of information in electronic form when the computer hardware or removable electronic storage media on which it has been recorded is disposed of or used for another purpose; and
 - 4) to provide for the secure transfer of all information to the City at the end of the Contract term and ensure that the Supplier does not retain copies of any information, in electronic form or otherwise, except with the consent of the City;
- (ii) identification of a person to be responsible for records management and for maintaining the privacy, confidentiality, and security of the information;
- (iii) identification of persons who will have access to designated areas;
- (iv) provisions for the recording of security breaches;
- (v) corrective procedures to address security breaches;
- (vi) an adequate backup system; and

(vii) procedures which provide for disaster recovery.

The Supplier and its Personnel shall adhere to the approved policies and procedures, subject to any subsequent amendments approved by the City.

The Supplier shall ensure that each of its Personnel who perform Work under the Contract or have access to records or information provided by the City or created, acquired or maintained in the course of the Work shall sign an undertaking of confidentiality that includes an acknowledgement that they are bound by the policy and procedures referred to above and is aware of the consequences of breaching them.

(f) Incident Management

The Supplier shall notify the City immediately if the Supplier becomes aware:

- (i) that any Personnel of the Supplier has accessed, used, disclosed or disposed of Personal Information;
- (ii) if any Personal Information is stolen, lost or accessed by unauthorized persons;
- (iii) of any potential or actual breach of any of the terms or conditions of this privacy and confidentiality Article;
- (iv) of any and all requests, of any kind, for Personal Information and every requirement of any kind that might compel the Supplier to disclose or produce Personal Information, including any and all requests and requirements related to a warrant or a court order under the laws of any foreign jurisdiction; or
- (v) of any risk that raises the likelihood that any access, use, disclosure or disposal referred to in this Article may occur.

The Supplier shall provide the City with notice of the name and contact information of the individual to whom the City should report any privacy or security matters that, in the opinion of the City, require escalation.

- (g) The parties shall cooperate to integrate, to the extent reasonably possible, their processes relating to privacy and security, including help desk processes and locations; transfer of records processes; privacy and security training programs and change management processes.
- (h) In the event of an investigation or inquiry into any breach or suspected breach, by the Supplier, of the City's privacy or security requirements, upon notice to the Supplier, the City may, without penalty, suspend further use of the Supplier's services for so long as may be necessary to obtain assurances that the City's privacy and security requirements are being met.

(i) Obligations of Employees and Subcontractors

- (i) The Supplier acknowledges that any of the Supplier's Personnel providing any services or Deliverables to the City, and who may obtain either on-site or remote access to any of the City's premises may be required by the City to undergo security screening in accordance with the City's Privacy and Security Policies.
- (ii) The Supplier acknowledges that any individual who, in the City's sole opinion which may not be challenged on any basis whatsoever, constitutes a security risk shall be prohibited from providing any services or Deliverables, and the Supplier shall promptly provide a suitable alternative replacement for any such individual.
- (iii) Without limiting the generality of any other provision of this Contract, the Supplier is responsible for the acts and omissions of its Personnel as if such acts or omissions were its own, and shall cause all Personnel of the Supplier to perform any obligations for which they are responsible in accordance with the requirements of this Contract.

(j) Security Processes and Safeguards

- (i) The City reserves the right to require the Supplier, at the Supplier's expense, to engage a mutually agreed third party to audit the privacy and security procedures and safeguards of the Supplier. Any such audits may require the examination of some or all equipment used and some or all Records maintained by the Supplier in connection with this Contract. Any auditor appointed pursuant to this Article shall be entitled to examine and verify, both physically and electronically, the Supplier's privacy and security policies, practices, capabilities and assurances, and shall make reasonable efforts to ensure that any audit undertaken pursuant to this Article does not materially impact on the Supplier's business.
- (ii) The Supplier shall require the third party auditor to provide the results of any audit undertaken pursuant to this Contract to the City promptly after the audit has been

completed. In addition, the Supplier shall provide to the City the Supplier's responses to the audit and any mitigating practices, policies and procedures implemented by the Supplier as a result of the audit.

- (iii) The Supplier agrees to cooperate with the City and provide reasonable assistance when the City conducts any privacy impact assessment (PIA), threat risk assessment (TRA), or other assessment related to the security of the Deliverables or services.
- (iv) The Supplier shall implement, use and maintain the most appropriate products, tools, measures, security and procedures to prevent the unauthorized or inadvertent use, disclosure, loss, alteration or destruction of Personal Information.
- (v) The Supplier shall prevent the unauthorized or inadvertent use, disclosure, loss, alteration or destruction of Personal Information within the Supplier's control.

If at any time, the City deems that the Supplier has in place insufficient security controls, the result of which, in the City's sole opinion which may not be challenged on any basis whatsoever, exposes the City to unacceptable risk, the Supplier shall promptly implement controls satisfactory to the City to mitigate the risk exposure.

5.04 Restrictions on Copying

The Supplier shall not copy any the City Confidential Information, in whole or in part, unless copying is essential for the provision of the Deliverables. On each copy made by the Supplier, the Supplier must reproduce all notices which appear on the original.

5.05 Injunctive and Other Relief

The Supplier acknowledges that breach of any provisions of this Article may cause irreparable harm to the City or to any third-party to whom the City owes a duty of confidence, and that the injury to the City or to any third-party may be difficult to calculate and inadequately compensable in damages. The Supplier agrees that the City is entitled to obtain injunctive relief (without proving any damage sustained by it or by any third-party) or any other remedy against any actual or potential breach of the provisions of this Article.

5.06 Notice and Protective Order

If the Supplier or any of its directors, officers, employees, agents, partners, affiliates, volunteers or subcontractors become legally compelled to disclose any the City Confidential Information, the Supplier will provide the City with prompt notice to that effect in order to allow the City to seek one or more protective orders or other appropriate remedies to prevent or limit such disclosure, and it shall co-operate with the City and its legal counsel to the fullest extent. If such protective orders or other remedies are not obtained, the Supplier will disclose only that portion of the City Confidential Information which the Supplier is legally compelled to disclose, only to such person or persons to which the Supplier is legally compelled to disclose, and the Supplier shall provide notice to each such recipient (in co-operation with legal counsel for the City) that such the City Confidential Information is confidential and subject to non-disclosure on terms and conditions equal to those contained in the Contract and, if possible, shall obtain each recipient's written agreement to receive and use such the City Confidential Information subject to those terms and conditions.

5.07 MFIPPA Records and Compliance

The Supplier and the City acknowledge and agree that MFIPPA applies to and governs all Records and may require the disclosure of such Records to third parties. Furthermore, the Supplier agrees:

- (a) to keep Records secure;
- (b) to provide Records to the City within seven (7) calendar days of being directed to do so by the City for any reason including an access request or privacy issue;
- (c) not to access any Personal Information unless the City determines, in its sole discretion, that access is permitted under MFIPPA and is necessary in order to provide the Deliverables;
- (d) not to directly or indirectly use, collect, disclose or destroy any Personal Information for any purposes that are not authorized by the City ;
- (e) to ensure the security and integrity of Personal Information and keep it in a physically secure and separate location safe from loss, alteration, destruction or intermingling with other records and databases and to implement, use and maintain the most appropriate products, tools, measures and procedures to do so;
- (f) to restrict access to Personal Information to those of its directors, officers, employees, agents, partners, affiliates, volunteers or subcontractors who have a need to know it for the purpose of providing the Deliverables and who have been specifically authorized by the City Representative to

have such access for the purpose of providing the Deliverables;

- (g) to implement other specific security measures that in the reasonable opinion of the City would improve the adequacy and effectiveness of the Supplier's measures to ensure the security and integrity of Personal Information and Records generally; and
- (h) that any confidential information supplied to the City may be disclosed by the City where it is obligated to do so under MFIPPA, by an order of a court or tribunal or pursuant to a legal proceeding;

and the provisions of this paragraph shall prevail over any inconsistent provisions in the Contract.

5.08 Survival

The provisions of this Article shall survive any termination or expiry of the Contract.

ARTICLE 6 – INTELLECTUAL PROPERTY

6.01 City Intellectual Property

The Supplier agrees that all Intellectual Property and every other right, title and interest in and to all concepts, techniques, ideas, information and materials, however recorded, (including images and data) provided by the City to the Supplier shall remain the sole property of the City at all times.

6.02 No Use of the City or other Government Insignia

The Supplier shall not use any insignia or logo of the City except where required to provide the Deliverables, and only if it has received the prior written permission of the City to do so.

6.03 Ownership of Intellectual Property

The City shall be the sole owner of any Newly Created Intellectual Property. The Supplier irrevocably assigns to and in favour of the City and the City accepts every right, title and interest in and to all Newly Created Intellectual Property in the Deliverables, immediately following the creation thereof, for all time and irrevocably waives in favour of the City all rights of integrity and other moral rights to all Newly Created Intellectual Property in the Deliverables, immediately following the creation thereof, for all time. All Deliverables, including (but not limited to) all data, plans, specifications, reports, estimates, summaries, photographs, and all other documentation prepared by the Supplier in connection with the provision of the deliverables under the Contract, whether they be in draft or final format, and all intellectual property therein, including (without limitation) copyright and moral rights, shall be the property of the City, with the exception of the following: any of the Supplier Intellectual Property. To the extent that any of the Deliverables include, in whole or in part, the Supplier's Intellectual Property, the Supplier grants to the City a licence to use that Supplier Intellectual Property in the manner contemplated in this Article, the total consideration for which shall be payment of the Rates to the Supplier by the City.

The Supplier acknowledges and agrees that all data, records, and information provided by the City to the Supplier or created, acquired and maintained in the course of the Work pursuant to the Contract become and remain the property of the City and that such records and information are or will be under the City's control within the meaning of MFIPPA. The Supplier shall provide copies of such information upon request to the City within seven (7) Business Days of such request.

6.04 Presumption of City Ownership

The presumption governing the Contract shall be that the City shall be the sole owner of any Intellectual Property in any form contained in any of the Deliverables. If the Supplier's Intellectual Property forms any part of the Deliverables, the Supplier shall notify the City as such prior to the delivery of the particular Deliverable containing any such Supplier Intellectual Property. In the absence of any such notice the presumption shall remain that the City is the sole owner of any Intellectual Property contained in the Deliverables.

This paragraph does not apply to any materials, software, methodologies or other work copyrighted by or proprietary to the Supplier or its affiliates or related entities, agents or other third parties prior to the conclusion of this Contract, which work shall remain the exclusive property of the Supplier, its affiliates or related entities, agents or other third parties, as the case may be.

6.05 Supplier's Grant of Licence

For those parts of the Deliverables that are Supplier Intellectual Property, the Supplier grants to the City a perpetual, worldwide, non-exclusive, irrevocable, royalty-free, transferrable and assignable license to use, modify, reproduce and distribute, in any form, any Supplier Intellectual Property contained within the Deliverables, which license shall survive the Expiry Date, and waives, unconditionally and irrevocably, in whole and in part, any

and all moral rights in respect of the Supplier Intellectual Property in favour of the City.

6.06 No Restrictive Material in Deliverables

The Supplier shall not incorporate into any Deliverables anything that would restrict the right of the City to modify, further develop or otherwise use the Deliverables in any way that the City deems necessary, or that would prevent the City from entering into any contract with any contractor other than the Supplier for the modification, further development of or other use of the Deliverables.

6.07 Supplier Representation and Warranty Regarding Third-Party Intellectual Property

The Supplier represents and warrants that the provision of the Deliverables shall not infringe or induce the infringement of any Third-Party Intellectual Property rights. The Supplier further represents and warrants that it has obtained assurances with respect to any Supplier Intellectual Property and Third-Party Intellectual Property that any rights of integrity or any other moral rights associated therewith have been waived.

6.08 Assurances Regarding Moral Rights

At the request of the City, at any time or from time to time, the Supplier shall execute and agrees to cause its directors, officers, employees, agents, partners, affiliates, volunteers or subcontractors to execute an irrevocable written waiver of any moral rights or other rights of integrity in the applicable Deliverable(s) in favour of the City, such waiver to be in the form set out in Schedule 5, and which waiver may be invoked without restriction by any person authorized by the City to use the Deliverables. The Supplier shall deliver such written waiver(s) to the City within ten (10) Business Days of the receipt of the request from the City.

6.10 Further Assurances Regarding Copyright

At the request of the City, at any time or from time to time, the Supplier shall execute and agrees to cause its directors, officers, employees, agents, partners, affiliates, volunteers or subcontractors to execute a written assignment of copyright in the applicable Deliverable(s) to the City in the form set out in Schedule 5. The Supplier shall deliver such written assignment(s) to the City within ten (10) Business Days of the receipt of the request from the City. The Supplier shall assist the City in preparing any Canadian copyright registration that the City considers appropriate. The Supplier will obtain or execute any other document reasonably required by the City to protect the Intellectual Property of the City.

6.11 The City May Prescribe Further Compliance

The City reserves the right to prescribe the specific manner in which the Supplier shall perform its obligations relating to this Article.

6.12 Survival

The obligations contained in this Article shall survive the termination or expiry of the Contract.

ARTICLE 7 – INDEMNITY, LIMITATION OF LIABILITY AND INSURANCE

7.01 Supplier Indemnity

General Indemnity

The Supplier shall indemnify and hold harmless the Indemnified Parties from and against any and all liability, loss, costs, damages and expenses (including legal, expert and consultant fees), causes of action, actions, claims, demands, lawsuits or other proceedings, (collectively, "Claims"), by whomever made, sustained, incurred, brought or prosecuted, including for third party bodily injury (including death), personal injury and property damage, in any way based upon, occasioned by or attributable to anything done or omitted to be done by the Supplier, its Personnel, its subcontractors or their respective directors, officers, agents, employees, partners, affiliates, volunteers or independent contractors in the course of performance of the Supplier's obligations under, or otherwise in connection with, the Contract, including, without limiting the generality of the foregoing, privacy and security breaches. The Supplier further agrees to indemnify and hold harmless the Indemnified Parties for any incidental, indirect, special or consequential damages, or any loss of use, revenue or profit, by any person, entity or organisation, including, without limitation, the City, claimed or resulting from such Claims. The obligations contained in this paragraph shall survive the termination or expiry of the Contract.

Intellectual Property Indemnity

The Supplier shall indemnify and hold harmless the Indemnified Parties from and against any Claims arising from infringement, actual or alleged, by the Proposal or by any of the deliverables developed or provided or supplied under or used in connection with the Services (including the provision of the Services themselves), of any Canadian, American or other copyright, moral right, trade-mark, patent, trade secret or other thing with respect to which a right in the nature of intellectual/industrial property exists. This indemnity shall survive the termination of this Contract.

Should any Deliverables or any part thereof become the subject of a claim for infringement of a third party intellectual property right, then the Supplier shall, at its sole expense:

- i. procure for the City the right to use and access the infringing or potentially infringing item(s) of the Deliverables free of any liability for infringement; or
- ii. replace or modify the infringing or potentially infringing item(s) of the Deliverables with a non-infringing substitute otherwise materially complying with the functionalities of the replaced item(s).

7.02 Limitation of Liability

- (a) If circumstances arise where the City is entitled to (a) payment of liquidated damages or (b) recover from the Supplier or to be indemnified, saved or kept harmless by the Supplier against any damages, claims, demands, losses, costs, charges, actions and other proceedings arising in the course of the performance of the Supplier's obligations under the Contract or arising otherwise in connection with the Contract: (i) the Supplier's total liability under this Contract shall in the aggregate not exceed twenty (20) percent of the total amount of the fees payable under the Contract for the first 5 (five) year period; and (ii) the Supplier shall not be liable for any indirect or consequential damages, loss of income, profit or savings or incidental, exemplary, punitive or special damages of any party, including third parties, even if the Supplier has been advised of the possibility of such damages in advance, and all such damages are explicitly excluded;
- (b) The limitation of liability in Section 7.02 a) above shall in no way restrict or limit: (i) the indemnity provided by the Supplier in Section 7.01 a) in cases of willful misconduct; (ii) the indemnities provided by the Supplier in Sections 7.01.b) and 7.05 in cases of willful misconduct; and (iii) the right to recover damages suffered by the City in respect of a breach of the obligations of the Supplier relating to confidentiality as set out in Article 5 above; and for each of the foregoing, there are no limits on the Supplier's liability; and
- (c) The Supplier shall have no liability for any loss or damage arising from any third party hardware, software, or materials supplied by the City, unless such hardware, software, or material is acquired by the City at the recommendation of the Supplier, or, unless such loss or damage arises out of or in connection with anything done or omitted to be done by the Supplier in the course of performance of the Supplier's obligations under, or otherwise in connection with the Contract.
- (d) The Supplier shall not be liable for any loss or damage suffered or incurred by the City or any other third Party resulting from any delay caused by any act, omission or error of judgement by the City or any of its employees, contract personnel, representatives, invitees, members, volunteers, agents, officers or consultants. The Supplier shall not be liable for any third party's delay or default not attributable to it if such party is acting on behalf and/or as a sub-contractor of the City.

7.03 Supplier's Insurance

The Supplier hereby agrees to put in effect and maintain insurance for the Term, at its own cost and expense, all the necessary and appropriate insurance that a prudent person in the business of the Supplier would maintain including, but not limited to, the specific coverages set out in Schedule 2.

7.04 Proof of Insurance

The Supplier shall provide the City with proof of the insurance required by this Contract in the form of valid certificates of insurance that reference this Contract and confirm the required coverage, before the execution of the Contract by the City, and renewal replacements on or before the expiry of any such insurance. Upon the request of the City, a copy of each insurance policy shall be made available to it. The Supplier shall ensure that each of its subcontractors obtains all the necessary and appropriate insurance that a prudent person in the business of the subcontractor would maintain and that the Indemnified Parties are named as additional insureds with respect to any liability arising in the course of performance of the subcontractor's obligations under the subcontract for the provision of the Deliverables.

7.05 Proof of W.S.I.A. Coverage and Indemnity

The Supplier shall secure, maintain and pay all costs for Workplace Safety and Insurance Board ("WSIB") workers' compensation coverage for its employees providing Services under this Contract, whether required statutorily or not under the Workplace Safety and Insurance Act, 1997 ("WSIA"). The Supplier represents and warrants that it shall be in good standing with the WSIB throughout the term of this Contract. Prior to supplying the Services and prior to receiving payment, the Supplier shall produce a Clearance Certificate issued by the WSIB confirming that the Supplier has paid its assessment based on a true statement of the amount of its

current payroll in respect of the Services and that the City is relieved of financial liability. Thereafter, throughout the period of Services being supplied, a new Clearance Certificate will be obtained from the WSIB by the Supplier and provided to the City every 90 days or upon expiry of the Certificate's validity period whichever comes first. The Supplier shall ensure that all Personnel (including but not limited to volunteers, students, subcontractors and independent contractors, providing services under this Contract) have also secured WSIB coverage, whether required statutorily or not, for the term of this Contract.

Nothing under this Contract shall render the City responsible for any employment, benefit or termination liability (including those under or in connection with the WSIA or any successor legislation), whether statutorily required, at common law or otherwise, resulting from Services supplied under this Contract by persons employed or otherwise engaged by the Supplier. In the event that employment related costs, or other related responsibility falls to the City for any reason whatsoever, the Supplier agrees to indemnify the City for such costs.

7.06 Supplier Participation in Proceedings

The Supplier shall, at its expense, to the extent requested by the City, participate in or conduct the defence of any Proceeding against any Indemnified Parties referred to in this Article and any negotiations for their settlement. The City may elect to participate in or conduct the defence of any such Proceeding by notifying the Supplier in writing of such election without prejudice to any other rights or remedies of the City under the Contract, Contract, at law or in equity. Each Party participating in the defence shall do so by actively participating with the other's counsel. The Supplier shall enter into no settlement unless it has obtained the prior written approval of the City. If the Supplier is requested by the City to participate in or conduct the defence of any such Proceeding, the City agrees to co-operate with and assist the Supplier to the fullest extent possible in the Proceedings and any related settlement negotiations. If the City conducts the defence of any such Proceedings, the Supplier agrees to co-operate with and assist the City to the fullest extent possible in the Proceedings and any related settlement negotiations. This paragraph shall survive any termination or expiry of the Contract.

ARTICLE 8 – TERMINATION, EXPIRY AND EXTENSION

8.01 Immediate Termination of Contract

The City may immediately terminate the Contract upon giving notice to the Supplier where:

- (a) the Supplier is adjudged bankrupt, makes a general assignment for the benefit of its creditors or a receiver is appointed on account of the Supplier's insolvency;
- (b) the Supplier breaches any provision in Article 5 (Confidentiality and MFIPPA) of the Contract;
- (c) the Supplier breaches the Conflict of Interest paragraph in Article 2 (Nature of Relationship Between the City and Supplier) of the Contract;
- (d) the Supplier, prior to or after executing the Contract, makes a material misrepresentation or omission or provides materially inaccurate information to the City contrary to the City's Supplier Code of Conduct;
- (e) the Supplier undergoes a change in control which adversely affects the Supplier's ability to satisfy some or all of its obligations under the Contract;
- (f) the Supplier subcontracts for the provision of part or all of the Deliverables or assigns the Contract without first obtaining the written approval of the City;
- (g) the Supplier's acts or omissions constitute a substantial failure of performance;
- (h) the Supplier's RLC System has not been prescribed as a permitted RLC System in an Ontario Regulation under the Highway Traffic Act after a period of one year following the execution of this Agreement; or
- (i) the Supplier's RLC System ceases to be a prescribed permitted RLC System in an Ontario Regulation under the Highway Traffic Act;

and the above rights of termination are in addition to all other rights of termination available at law, or events of termination by operation of law.

8.02 Dispute Resolution

- (a) Except where expressly excluded from the provisions of this section, the parties shall endeavour to resolve any dispute (other than a dispute with respect to the commencement of an action for injunctive relief or a declaration to restrain or prevent the improper use or misappropriation of City Confidential Information) arising between the parties. A dispute shall be resolved by employing the procedures provided for in this section.
- (b) All disputes which may arise with respect to any matter governed by this Contract shall, to the extent possible be resolved by the City's Project Manager and the Supplier's Project Manager or any persons designated by them in writing to deal with any dispute as soon as practicable and in any event within five (5) Business Days of its referral to the City Project Manager and Supplier Project Manager.
- (c) If the City's Project Manager and the Supplier's Project Manager, or their designates, are unable to resolve a dispute within five (5) Business Days of its referral, either one of them can escalate the matter to the City Engineer and the Supplier's Vice President - Light & Safety Americas, Finbarr O'Carroll. If these persons are unable to resolve a dispute within a further five (5) Business Days, either one of them can escalate the matter to the City of Toronto's General Manager, Transportation Services and the Supplier's Vice President - Light & Safety Americas, Finbarr O'Carroll, or their designates, who shall make reasonable efforts to resolve the dispute within fifteen (15) Business Days of its escalation. The Supplier shall ensure that its representatives have the necessary authority to resolve any dispute on its behalf.
- (d) If the parties are unable to resolve a dispute in accordance with the provisions of section 8.02 above, then either the City or the Supplier may in writing request that City Council be requested to approve the submission of the dispute to arbitration on terms acceptable to both parties. Arbitration requires the consent of both parties.
- (e) Subject to the terms of the Contract, unless requested or otherwise agreed to by the City, the Supplier shall not stop or suspend its performance under the Contract pending the resolution of any dispute, as contemplated in this section 8.02. At any time prior to the resolution of a dispute under s. 8.02 (a) to (c), the City may provide a written direction to the Supplier as to the manner in which to proceed while the resolution of the dispute is pending and the Supplier shall proceed as directed.

8.03 Termination without Cause

Upon giving the Supplier not less than thirty (30) calendar days' prior written notice, the City may, at any time and without cause, terminate the Contract, in whole or in part.

Where the City terminates the Contract without cause, the City will pay to the Supplier an amount equal to the aggregate of:

- (a) the amount of the costs for the goods, material, articles, equipment, work or Services that have been satisfactorily delivered and performed by the Supplier at the date of notice of termination and the costs for goods, materials (or parts thereof), articles and equipment which the Supplier has manufactured and/or purchased for purposes of this Contract; and
- (b) the reasonable cost of cancellation resulting directly from the early termination of the Contract under this Section 8.03, equal to the lesser of three months of operational costs calculated as the sum of the three most recent monthly payments.

The City will make best efforts to make the termination payment to the Supplier within 60 Business Days following the City Engineer's determination of the amount of such termination payments

8.04 Termination on Notice due to Regulation Not Being Enacted by Province

Despite anything to the contrary in the Contract, in the event that the Regulation is not enacted by the Province for any reason, or if the Supplier's device is not listed in any RLC regulations, the City reserves the right to terminate the Contract without incurring any liability. For greater clarity, the City shall not incur any liability to the Supplier for the cost of cameras or any cancellation or termination fees.

8.05 Termination with Cause

Subject to Article 8, where the Supplier fails to comply with any of its obligations under the Contract, the City may issue a written notice to the Supplier. Failure of the Supplier to perform its obligations under the Contract shall entitle the City to terminate the Contract upon not less than fifteen (15) days' written notice to the Supplier if a breach which is remediable is not rectified in that time. In the event of such termination, the City shall not incur any liability to the Supplier apart from the payment for the goods, material, articles, equipment, work or Services that have been satisfactorily delivered or performed by the Supplier at the time of termination.

8.06 Termination for Lack of Budget Approval

If this Contract extends into a Fiscal Year subsequent to its execution, continuation of the Contract is conditional upon Budget approval of City Council sufficient to satisfy payments due under the Contract. In the event that such moneys are not available as a result of: (i) non-approval by the City for the Fiscal Year in which payment becomes due; and (ii) the payment being neither charged nor chargeable to an approved Budget of the City for a previous Fiscal Year, the City may terminate the Contract upon giving thirty (30) calendar day's prior written notice to the Supplier consistent with section 8.03. Termination shall become effective on the date of the beginning of the first Fiscal Year for which funds have not been approved.

8.07 Supplier's Obligations on Termination

On termination of the Contract, the Supplier shall, in addition to its other obligations under the Contract and at law:

- (a) at the request of the City, provide the City with any completed or partially completed Deliverables;
- (b) provide the City with a report detailing: (i) the current state of the provision of Deliverables by the Supplier at the date of termination; and (ii) any other information requested by the City pertaining to the provision of the Deliverables and performance of the Contract;
- (c) execute such documentation as may be required by the City to give effect to the termination of the Contract; and
- (d) comply with any other instructions provided by the City, including but not limited to instructions for facilitating the transfer of its obligations to another Person.

This paragraph shall survive any termination of the Contract.

8.08 Supplier's Payment Upon Termination

Excluding termination pursuant to section 8.04, on termination of the Contract, the City shall only be responsible for the payment of the Deliverables provided by the Supplier and accepted by the City up to and including the effective date of any termination. Termination shall not relieve the Supplier of its warranties and other responsibilities relating to the Deliverables performed or money paid. In addition to its other rights of hold back or set off, the City may hold back payment or set off against any payments owed if the Supplier fails to comply with its obligations on termination.

8.09 Termination in Addition to Other Rights

The express rights of termination in the Contract are in addition to and shall in no way limit any rights or remedies of the City under the Contract, at law or in equity.

8.10 Expiry and Extension of Contract

The Contract shall expire on the original Expiry Date, unless the City exercises its option to extend the Contract for an additional two-year period, such extension to be upon the same terms, conditions and covenants contained in the Contract, excepting the option to renew. The option shall be exercisable by the City giving notice to the Supplier not less than six (6) months prior to the original Expiry Date. The notice shall set forth the precise duration of the extension.

Schedule 1 - CONTRACT DEFINITIONS

"Business Day" means any working day, Monday to Friday inclusive, but excluding statutory holidays, and any other day which the City has elected to be closed for business;

"Change Order" shall have the meaning set out in section 3.07.

"Change Order Request" shall have the meaning set out in section 3.07.

"Change Order Response" shall have the meaning set out in section 3.07.

"City Confidential Information" means all information of the City that is of a confidential nature, including all confidential information in the custody or control of the City, regardless of whether it is identified as confidential or not, and whether recorded or not, and however fixed, stored, expressed or embodied, which comes into the knowledge, possession or control of the Supplier in connection with the Contract. For greater certainty, the City Confidential Information shall:

(a) include: (i) all new information derived at any time from any such information whether created by the City, the Supplier or any third-party; (ii) all information (including Personal Information) that the City is obliged, or has the discretion, not to disclose under provincial or federal legislation or otherwise at law; but

(b) not include information that: (i) is or becomes generally available to the public without fault or breach on the part of the Supplier of any duty of confidentiality owed by the Supplier to the City or to any third-party; (ii) the Supplier can demonstrate to have been rightfully obtained by the Supplier, without any obligation of confidence, from a third-party who had the right to transfer or disclose it to the Supplier free of any obligation of confidence; (iii) the Supplier can demonstrate to have been rightfully known to or in the possession of the Supplier at the time of disclosure, free of any obligation of confidence when disclosed; or (iv) is independently developed by the Supplier; but the exclusions in this subparagraph shall in no way limit the meaning of Personal Information or the obligations attaching thereto under the Contract or at law;

"Conflict of Interest" includes, but is not limited to, any situation or circumstance where,

- (a) in relation to the Solicitation process, the proponent has an unfair advantage or engages in conduct, directly or indirectly, that may give it an unfair advantage, including but not limited to (i) having or having access to information in the preparation of its proposal that is confidential to the City and not available to other proponents; (ii) communicating with any person with a view to influencing preferred treatment in the Solicitation process including the giving of a benefit of any kind, by or on behalf of the Supplier to anyone employed by, or otherwise connected with, the City; or (iii) engaging in conduct that compromises or could be seen to compromise the integrity of the open and competitive Solicitation process and render that process non-competitive and unfair; or
- (b) in relation to the performance of its contractual obligations in the City contract, the Supplier's other commitments, relationships or financial interests (i) could or could be seen to exercise an improper influence over the objective, unbiased and impartial exercise of its independent judgement; or (ii) could or could be seen to compromise, impair or be incompatible with the effective performance of its contractual obligations;

"Contract" means the aggregate of the contract documents agreed to by the parties and set out in the Form of Agreement and any subsequent amendments executed in writing in accordance with the terms of the Contract.

"Deliverables" means everything developed for or provided to the City in the course of performing under the Contract or agreed to be provided to the City under the Contract by the Supplier or its directors, officers, employees, agents, partners, affiliates, volunteers or subcontractors, including but not limited to any goods or services or any and all Intellectual Property and any and all concepts, techniques, ideas, information, documentation and other materials, however recorded, developed or provided;

"Fiscal Year" means the period running from January 1 to December 31 of the same calendar year;

"Indemnified Parties" means the City, its Mayor, its councillors, officers, agents, appointees, and employees;

"Industry Standards" include, but are not limited to (a) the provision of any and all labour, supplies, equipment and other goods or services that are necessary and can reasonably be understood or inferred to be included within the

scope of the Contract or customarily furnished by Persons providing Deliverables of the type provided hereunder in similar situations in Ontario and; (b) adherence to commonly accepted norms of ethical business practices, which shall include the Supplier establishing, and ensuring adherence to, precautions to prevent its employees or agents from providing or offering gifts, hospitality, inducements of greater than nominal value to any person acting on behalf of or employed by the City, and (c) also includes a failure to provide notice to the City of a potential Conflict of Interest or any other breach of ethical business practices;

"Intellectual Property" means any intellectual, industrial or other proprietary right of any type in any form protected or protectable under the laws of Canada, any foreign country, or any political subdivision of any country, including, without limitation, any intellectual, industrial or proprietary rights protected or protectable by legislation, by common law or at equity;

"Low Volume Site" or "LVS" means a site with less than 16 images based on total of Class 1 and Class 2 images in a time period of a calendar month.

"MFIPPA" means the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c. M.56, as amended;

"Newly Created Intellectual Property" means any Intellectual Property created by the Supplier in the course of performance of its obligations under the Contract;

"Personnel" means individuals who provide services to the Supplier or any of the Supplier's subcontractors in connection with the Contract, whether as employees or independent contractors, and individuals who are assigned by the Supplier to provide the Deliverables to the City.

"Person" if the context allows, includes any individuals, persons, firms, partnerships or corporations or any combination thereof;

"Personal Information" means recorded information about an identifiable individual or that may identify an individual;

"Proceeding" means any action, claim, demand, lawsuit, or other proceeding;

"Proposal" means all the documentation submitted by the Supplier in response to the Solicitation, including the Supplier's submitted Appendix D - Pricing Form;

"Rates" means the applicable price, in Canadian funds, to be charged for the applicable Deliverables, as set out in Schedule 2, representing the full amount chargeable by the Supplier for the provision of the Deliverables, including but not limited to: (a) all applicable duties and taxes; (b) all labour and material costs; (c) all travel and carriage costs; (d) all insurance costs; and (e) all other overhead including any fees or other charges required by law;

"Record", for the purposes of the Contract, means any recorded information, including any Personal Information, in any form: (a) provided by the City to the Supplier, or provided by the Supplier to the City, for the purposes of the Contract; or (b) created by the Supplier in the performance of the Contract.

"Requirements of Law" mean all applicable requirements, laws, statutes, codes, acts, ordinances, orders, decrees, injunctions, City by-laws, rules, regulations, policies, official plans, permits, licences, authorisations, directions, and agreements with all Authorities that now or at any time hereafter may be applicable to either the Contract or the Deliverables or any part of them;

"Supplier's Intellectual Property" means Intellectual Property owned by the Supplier prior to its performance under the Contract or created by the Supplier during the Term of the Contract independently of the performance of its obligations under the Contract;

"Term" means the period of time from the effective date first above written up to and including the earlier of: (i) the Expiry Date or (ii) the date of termination of the Contract in accordance with its terms;

"Third-Party Intellectual Property" means any Intellectual Property owned by a party other than the City or the Supplier.

Schedule 2 – Deliverables and Rates

A. DELIVERABLES

A.1 Scope of Work and Specifications

The Deliverables are set forth in the RFP and addenda, all in accordance with the terms of this Agreement and the Supplier Proposal.

Key control dates:

- Upon contract execution, Traffipax Project Manager will provide a rollout schedule.

- **Deviations from Supplier Proposal and RFP**

The parties agree the following deviations from Supplier Proposal and RFP:

- a) RFP, Part 3, Section 1.2.6

This provision is replaced by the following:

"The Supplier shall restore, at the Supplier's sole expense, all damage directly resulting from RLCS installation to public or private property at the work site, including but not limited to damage to sidewalks, roadways, grassed areas, trees and shrubs, and any structures. Restoration must be complete before the Work will be accepted by the City Engineer. Restoration work shall be governed by a record of existing conditions as filed by the City Engineer prior to the work being commenced. Prior to the acceptance of the Work, the City Engineer may require the Supplier to obtain a release from the owner of any property that was damaged.

If the restoration work is not carried out by the Supplier itself or by a contractor directly appointed by the Supplier (prescribed or not according to Section 1.2.1 of Part 3 of the RFP documents), but by the City or a contractor appointed by the City (Appendix A Section A1 of Part 3 of the RFP documents), the Supplier does not bear these costs.

For clarification, it is stated that the Supplier does not bear these costs if the damage was caused by an act or omission of any third party not appointed by the Supplier, including the City itself or any of its employees, contract personnel, representatives, invitees, members, volunteers, agents, officers or consultants, and if it is not the initial RLCS installation (e.g. relocation of RLCS)."

- b) RFP, Part 3, Section 1.2.9

The following provision is added:

"In deviation therefrom the City is responsible for all costs associated with repairing RLCS damage if that damage is caused by any act or omission of the City or any of its employees, contract personnel, representatives, invitees, members, volunteers, agents, officers, consultants or contractors."

- c) Part 3, Section 1.8.8

The parties agree that the liquidated damages summarized in Part 3 Section 1.17.7 are sufficient and that no further amount based on Losses in Fines shall be claimed. Accordingly, Part 3 Section 1.8.8 is deleted completely.

A.2 Insurance Requirements

The Supplier shall purchase and maintain in force, at its own expense and for the duration of the Contract, the following policies of insurance, which policies shall be in a form and with an insurer acceptable to the City:

- a. Commercial General Liability provided that the policy:

- i. is in the amount of not less than Five Million Dollars (\$5,000,000.00), per occurrence;
- ii. has provisions for cross cross-liability and severability of interest, blanket form contractual liability, owner's and contractor's protective liability, broad form property damage, contingent and/or employer's liability, products/completed operations, non- owned automobile liability

and any other provision relevant as detailed in the proposal/contract documents, and if applicable, including coverage for blasting, pile driving and collapse; and

- b. Automobile Liability insurance with a minimum limit of Two Million Dollars (\$2,000,000.00) for all owned or leased licensed motorized vehicles used in the performance of Deliverables.
- c. Contractor's Equipment Insurance, being All-Risk property insurance on the Supplier's equipment, materials and supplies used in the performance of the contract, including temporary boilers and pressure vessels in an amount to reflect replacement cost. The Supplier shall have no claim against the City or the City's insurers for any damage or loss to its property and shall require its property insurers to waive any right of subrogation against the City.
- d. Technology/Professional liability insurance and data protection liability insurance covering liabilities for financial loss resulting or arising from acts, errors, or omissions, provided that the policy:
 - i. Is in the amount of not less than Five Million Dollars (\$5,000,000), per claim;
 - ii. Will extend to infringement of copyright and other intellectual property, including patents and misuse of trade secrets; if appropriate.

The insurance policies required pursuant to this paragraph shall be primary and shall not call into contribution any insurance available to the City, and shall name the City as an additional insured.

Prior to the commencement of the Work, the Supplier shall deliver to the City an original certificate of insurance, signed by the insurer or an authorized agent of the insurer. The Supplier shall provide original signed certificates evidencing renewals or replacements to the City prior to the expiration date of the original policies, without notice or request by the City.

The Supplier agrees that the insurance policies may be subject to reasonable deductible amounts, which deductible amounts shall be borne entirely by the Supplier.

It is understood and agreed that the coverage and limits of liability noted above are not to be construed as the limit of liability of the Supplier in the performance of the Work.

Each policy (except for the policy of automobile insurance required above shall contain an endorsement requiring the insurer(s) to notify the City in writing at least thirty (30) days, (fifteen (15) days if cancellation is due to non-payment of premium), prior to any cancellation of the Supplier's insurance.

B. RATES

B.1 Maximum Fee

The total amount payable by the City to the Supplier shall not exceed:

- i. \$834,937.50 exclusive of applicable taxes for the first 5 years of the Term
- ii. \$238,310.10 exclusive of applicable taxes for an additional two-year term, in the event the City exercises its option to renew pursuant to the Contract; and

for a maximum fee of up to \$1,073,247.60 exclusive of applicable taxes.

B.2 Personnel and Rates

The individuals responsible for the provision of the Deliverables and the rates for the Deliverables are set out in the Supplier Proposal and shall remain fixed during the Term of this Contract. No fees or reimbursable expenses shall become payable to the Supplier pursuant to the Contract other than pursuant to the rates set out in the Supplier Proposal (Schedule 4). The Supplier shall be solely responsible for the payment of all Personnel costs including statutory and otherwise (including without limitation subcontractors and suppliers and their respective personnel) made available by it and used for performance of any of the Deliverables.

Schedule 3 – RFP

The parties agree that this document is hereby incorporated by reference.

Schedule 4 – Supplier Proposal and Clarification Letter

The parties agree that these documents are hereby incorporated by reference.

Schedule 5 – Form of Change Order Request

Change Request Identification			
Change Request Name	[Enter brief name for this change request]		
Change Request ID#			
Date Change Request Submitted			
Date Last Updated			
Priority (Low/Moderate/High/Critical)	[L/M/H/C]	Impact (Low/Moderate/High)	[L/M/H]
Description and Rationale			
[Brief description of the change. Why is this change needed (include specific numbers if possible)? What will be the impact if the change is not implemented?]			
Assessment			
[List the Project areas/tasks that will be affected by the change, the resulting benefit, as well as the impact on the schedule and budget.]			
Areas Affected	Benefits	Schedule Impact	Budget Impact
Recommendations			
[Describe the options that have been considered. Explain pros and cons of various implementation strategies. Make a recommendation as to how this change could be implemented.]			

Approval		
[Identify the decision-making body that will approve/reject this request.]		
<input type="checkbox"/> Approved as requested	<input type="checkbox"/> Approved with changes	<input type="checkbox"/> Rejected
<p>Prepared by: Name and Title Signature Date</p> <p>Approved by: Name and Title Signature Date</p> <p>Approved by: Name and Title Signature Date</p>		
Comments		

PRICE TABLE

Item No.	Description	Unit	Active Rate	In-Active Rate	Other Cost
1	Active RLCS Site Installed at Beginning of Contract	Day	\$45.75		
2	Non-Active RLCS Site Installed	Day		\$34.31	
3	Active RLCS Site Installed in Years 1-3	Day	\$67.28		
4	Non-Active RLCS Site Installed in Years 1-3	Day		\$50.46	
5	Active RLCS Site Installed in Year 4	Day	\$101.74		
6	Non-Active RLCS Site Installed in Year 4	Day		\$76.31	
7	Active RLCS Site Installed in Year 5	Day	\$123.27		
8	Non-Active RLCS Site Installed in Year 5	Day		\$92.45	
9	Contract Period: Years 6-7:				
10	Already Previously Installed Active RLCS Site Installed in Years 1-5	Day	\$32.69		
11	Already Previously Installed Non-Active RLCS Site Installed in Years 1-5	Day		\$24.52	
12	Active RLCS Site Installed in Years 6-7	Day	\$113.48		
13	Non-Active RLCS Site Installed in Years 6-7	Day		\$85.11	
14	Contract Period: Years 1-5:				
15	Complete Reconstruction of an RLCS Site	Each			\$19,253.23
16	Contract Period: Years 6-7:				
17	Complete Reconstruction of an RLCS Site	Each			\$22,141.21
18	Contract Period: Years 1-5:				
19	Software Enhancement Elements	Each			\$4,850.22
20	Contract Period: Years 6-7:				
21	Software Enhancement Elements	Each			\$5,578.00
22	Repaint Stop Line	Each			\$632.89
23	Witness Service	Day			\$749.52
24	Monthly Maintenance of JPC (for 25 months after end of contract)	Each			\$8,638.53



Council Report: C 63/2024

Subject: 2024 Corporate Asset Management Plan

Reference:

Date to Council: June 10, 2024
Author: Natasha Gabbana
Senior Manager Asset Planning
ngabbana@citywindsor.ca
519-255-6100 ext. 6111
Asset Planning
Report Date: May 24, 2024
Clerk's File #: SPL/14801

To: Mayor and Members of City Council

Recommendation:

THAT City Council **RECEIVE** and **ENDORSE** the attached 2024 Corporate Asset Management Plan for the City of Windsor which has been developed in compliance with Ontario Regulation 588/17 – Asset Management Planning for Municipal Infrastructure; and,

THAT whereas on February 2, 2024, the Capital Budget was deemed approved via Mayoral Decision MD05-2024 and subsequently City Council **SUPPORT** an expenditure of up to \$268,000, be it further resolved:

That the City Treasurer **BE DIRECTED** to transfer unallocated funds totalling \$268,000 from Fund 221 – Service Sustainability to project 7131117 – Asset Management Service Design for the extension of the two temporary Asset Coordinator positions in the Asset Planning Department to allow for the continued work required under the 2025 O. Reg. 588/17 requirements through December 31, 2025.

Executive Summary:

N/A

Background:

The *Infrastructure for Jobs and Prosperity Act*, enacted in Ontario in 2015, lead to a regulation under the Act, Ontario Regulation 588/17, Asset Management Planning for Municipal Infrastructure (O. Reg. 588/17). O. Reg. 588/17 sets out the requirements for municipalities in developing both an Asset Management Policy and related Asset Management Plans.

There are several key compliance dates under O. Reg. 588/17:

1. July 1, 2019 – Municipalities are required to have an Asset Management Policy. *Note: This requirement was achieved in 2017 with City Council's approval of the Asset Management Policy and Framework documents. The Asset Management Policy was recently reviewed and update in 2022, as required under the Regulation.*
2. July 1, 2022 – Municipalities are required to have an Asset Management Plan which covers, at a minimum, core assets, which include roads assets, stormwater management assets, sanitary systems, as well as bridges and culverts, and the cost to sustain these assets in their current condition. *Note: This requirement was achieved with City Council's approval of the 2018-2019 Corporate Asset Management Plan and Framework documents.*
3. July 1, 2024 – Municipalities are required to have an Asset Management Plan which covers **all** corporate infrastructure assets, along with the cost to sustain those assets in their current condition. In addition, organizations which have their financial statements consolidated with the municipality must also develop an AMP for their assets.
4. July 1, 2025 – Municipalities are required to set their proposed levels of service for their assets and what it would cost to achieve the proposed level of service.

This AMP, once endorsed by Council, will meet the July 1, 2024 O. Reg. 577/18 requirements and will serve as the foundational document for which the July 1, 2025 requirements will be built upon.

Discussion:

Municipalities own a diverse portfolio of infrastructure assets that provide a varied range of services that citizens need. It can be said that a community's prosperity, economic development, competitiveness, image, and overall quality of life are directly tied to the reliable performance of its infrastructure assets. Asset management seeks to continuously deliver the required service levels to citizens, at an acceptable level of risk, while minimizing lifecycle costs. Effective asset management practices are developed through the coordination of various disciplines and skillsets including engineering, planning, operations, procurement, natural areas management, environmental, finance and technology.

Over the last number of years, since the introduction of the initial asset management standard PSAB 3150, the public sector has become more engaged and aware of the benefits of asset management. For municipalities across the country, there is a strong movement towards adopting and implementing asset management plans, policies and practices. This progression is made clear through Federal and Provincial requirements to develop Asset Management Plans (AMPs) to support projects requesting grant funding, including but not limited to the Disaster Mitigation and Adaptation Fund, Housing Enabling Water Systems Fund, Federal Gas Tax and Investing in Canada Infrastructure Program.

This 2024 AMP serves as a strategic document focused on existing asset sustainability, ensuring that the management of the municipality's infrastructure follows sound asset

management practices and principles, while optimizing available resources. The AMP has been developed through the collaboration of staff across all areas of the organization, and in partnership with the GEI Consultants, to ensure compliance with Provincial requirements and has been updated from the previous 2018-2019 AMP to include all municipally-owned infrastructure assets. The 2024 AMP is focused on providing an understanding of the current state of the City's assets, various asset management strategies used to extend their life, and the risk the assets present to the City if they fail. The AMP also looks at current Levels of Service (LOS) and provides an analysis regarding the estimated funding level required for the various assets to sustain their current LOS over the next 20 years.

Despite record levels of capital investment in recent years, the City (as is the case with most other municipalities) continues to be challenged with aging infrastructure. This, coupled with post-COVID market fluctuations and unprecedented inflationary pressures, has put increasing pressure on the capital budget to ensure appropriate funds are made available to allow municipal assets to continue to provide the level of service they were intended.

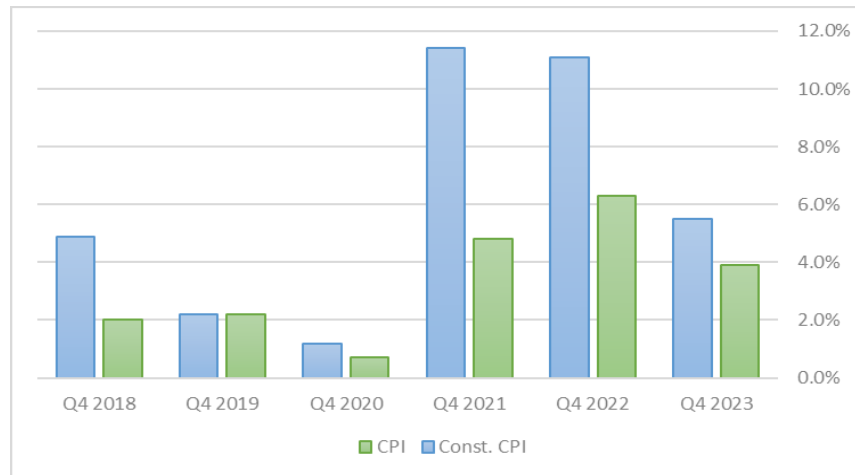
2024 Corporate AMP Highlights

As required under O. Reg. 588/17, the 2024 AMP includes all municipally-owned infrastructure assets, inclusive of those managed by the City's fully-consolidated Agencies, Boards and Committees (ABCs). In total, \$14.7B of departmental assets are being reported on in this AMP, along with \$1.6B in assets managed by the ABCs. This represents an increase of \$10.1B from the reported \$6.2B in assets reported in the 2018-2019 AMP.

Category	2018-2019 AMP Current Replacement Value	2024 AMP Current Replacement Value
Environmental Protection	\$2,300,000,000	\$6,400,000,000
Transportation	\$2,700,000,000	\$5,800,000,000
Facilities	\$828,700,000	\$1,300,000,000
Fleet & Corporate Equipment	\$53,700,000	\$105,200,000
Information Technology	\$37,500,000	\$58,500,000
Natural Assets	\$34,500,000	\$396,800,000
Parks	\$143,400,000	\$467,900,000
Public Transportation	\$76,200,000	\$201,200,000
TOTAL CORPORATE DEPARTMENTS	\$6,174,000,000	\$14,729,600,000
City of Windsor Airport	n/a	\$225,800,000
City of Windsor Golf Course	n/a	\$23,100,000
Windsor Public Library Board	n/a	\$197,900,000
City of Windsor Police Service	n/a	\$47,900,000
Windsor Essex Community Housing Corporation	n/a	\$1,024,000,000
Essex Windsor Solid Waste Authority	n/a	\$69,900,000
TOTAL City ABCs	n/a	\$1,588,600,000

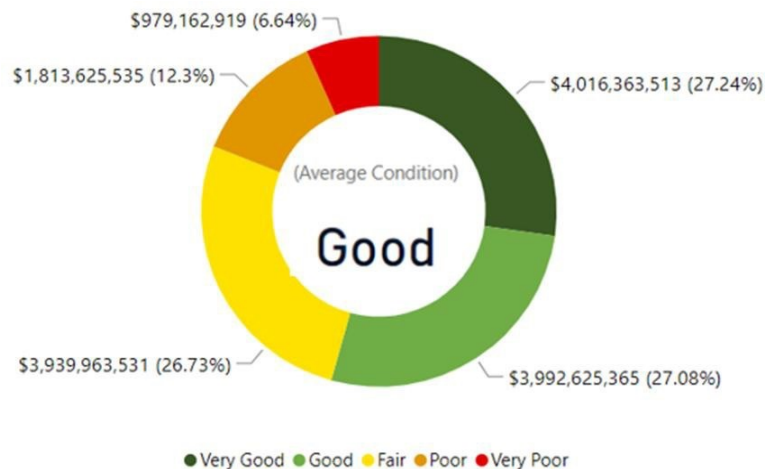
While a significant portion of this increase is due to the inclusion of the additional asset base, it is important to note that replacement value has been significantly impacted by recent economic conditions. While the Consumer Price Index (CPI) is typically used as a benchmark measure of inflation, many, if not all, of the assets covered in the AMP are subject to rates of inflation that more closely align with the Non-Residential Construction Price Index (Const. CPI). Increases in both the CPI the Const. CPI over the past number of years are shown below.

Historical Inflation Rates (2018 to 2023)



While these increases have had a significant impact on the replacement value of existing assets, they also have a marked increase on the costs of renewal and rehabilitation. This has put pressure on available capital funding and underscores the continued need for a risk-based approach to asset management.

Overall, the condition of the City's assets, excluding ABCs, is Good. A condition rating of Good indicates that assets are generally performing as expected.



The City's ABCs manage a combined asset portfolio of \$1.6B. The portfolio includes assets managed through the Airport, Golf Courses, Windsor Police Services, Windsor Public Library Board, the Windsor Essex Community Housing Corporation (WECHC)

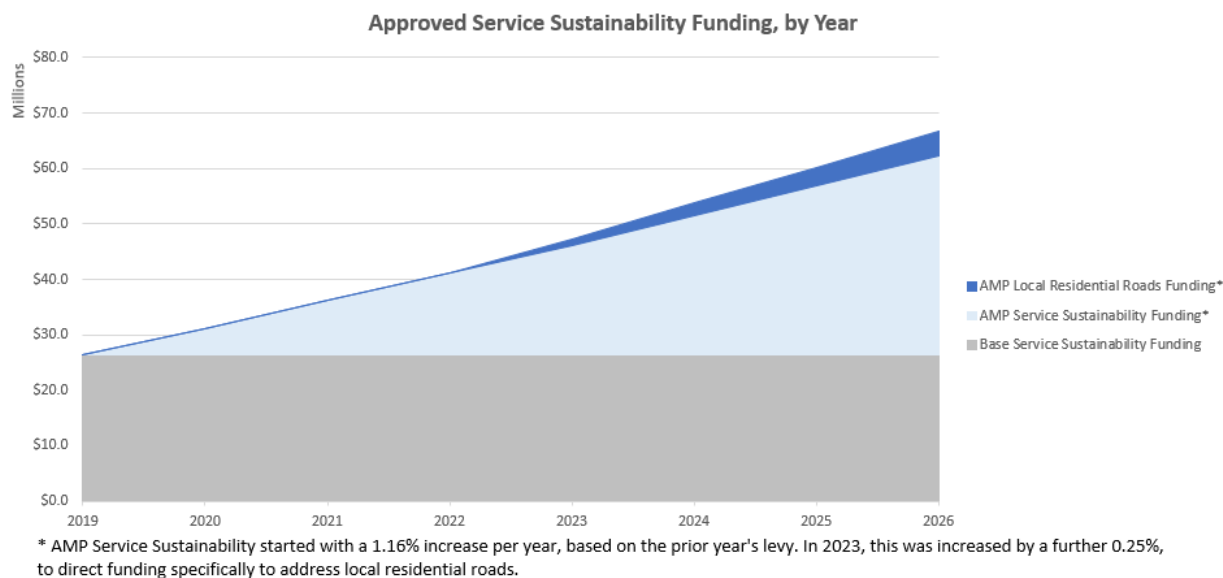
and the Essex Windsor Solid Waste Authority (EWSWA). Overall, the condition of the assets managed by the City's ABCs are in Fair condition.



Details regarding specific asset segments for both departmental and ABC assets can be found in each chapter of the 2024 AMP, providing more detail and context surrounding the condition profile of each asset category.

Specific Benefits of Investment

The 2018-2019 AMP introduced the concept of Service Sustainability, and with it, the segregation of funds into those used to maintain the City's current assets versus those that can be used to support service enhancement, growth and economic development opportunities. The adoption of this practice, along with the approved Asset Management Plan levy adopted by Council in 2020, has played a critical role in ensuring adequate funding levels are in place to sustain our existing assets at current LOS. The benefits of the investment in key infrastructure is illustrated in the chart below.



To-date, the adoption of the Asset Management Plan levy in 2020 has provided cumulative, incremental funding of \$74.2M to the capital budget, which has been directly invested in the rehabilitation, renewal, and replacement of existing City infrastructure. While a direct comparison of the impact the AMP levy on specific asset categories is somewhat difficult due to the significantly different asset base captured in

this updated Plan, coupled with the realignment of asset categories to ensure the reporting of homogenous asset types with similar lifecycle maintenance activities, this levy has provided a dedicated and focused funding source for asset management purposes and has met Council's goal of sustaining the condition of municipal assets in an overall Good condition.

Overall, with a sustainable and properly funded AMP there will be less impact to other projects in the capital budget whereby such projects are required to be deferred or reprioritized in order to resolve immediate asset failure priorities. This will also help to stabilize the investment amounts in growth, service enhancements and economic development type projects by avoiding situations where funding from enhancements need to be redirected to fund immediate asset failures. Appropriate and sustainable AMP funding will also allow Administration to be more proactive on addressing asset needs rather than being reactive to situations after they occur thereby improving levels of service when compared to what is currently being experienced.

Infrastructure Needs Analysis

The 2024 AMP provides modeling to show the impact to the performance (condition) of the City's existing assets, with current funding levels being maintained. The following table shows the projected impact at year 20 of the forecast period. It should be noted that the analysis does not consider the impact of inflation over the forecast period and the reduced purchasing power of holding funding levels constant which has the potential to further degrade condition.

Current and Projected Asset Condition under Existing Funding Scenarios

Category	2024 Average Condition	2043 Projected Average Condition Maintaining Current Funding Levels
Environmental Protection	Good	Fair
Transportation	Good	Fair
Facilities	Fair	Poor
Fleet & Corporate Equipment	Good	Fair
Information Technology	Fair	Very Poor
Natural Assets	Good	Poor
Parks	Fair	Poor
Public Transportation	Fair	Poor
TOTAL CORPORATE DEPARTMENTS	Good	Fair
City of Windsor Airport	Fair	Poor
City of Windsor Golf Course	Poor	Poor
Windsor Public Library Board	Good	Very Poor
City of Windsor Police Service	Good	Fair
WECHC	Poor	Unavailable
EWSWA	Good	Unavailable

As required under O. Reg. 588/17, the analysis provided for in the 2024 AMP considers modeling to identify infrastructure needs based on the cost of maintaining existing asset performance (or current LOS), which is depicted as Scenario 2. The AMP also considers the cost of infrastructure needs based on optimized lifecycle activities, which is depicted in Scenario 3. Scenario 3 modeling can be considered an ‘optimal funding model’ and sets the stage for the 2025 AMP work surrounding proposed levels of service (PLOS). The results of the scenario modeling are provided below.

Asset Category	Incremental Cost to Maintain Current Performance (Scenario 2)	Incremental Cost to Meet Identified Infrastructure Needs (Scenario 3)
Environmental Protection	\$ 10,048,662	\$ 37,429,485
Transportation	\$ 38,226,189	\$ 31,720,126
Facilities	\$ 8,415,664	\$ 22,165,529
Fleet & Corporate Equipment	\$ 1,418,760	\$ 228,699
Information Technology	\$ 1,444,149	\$ 6,672,091
Natural Assets	\$ 579,784	\$ 579,784
Parks	\$ 10,946,272	\$ 12,109,847
Public Transportation	\$ 6,839,957	\$ 7,335,747
Infrastructure Needs – Corporate Departments	\$ 77,919,437	\$ 118,241,308
City of Windsor Airport	\$6,100,802	\$9,124,996
City of Windsor Golf Courses	\$770,509	\$884,506
City of Windsor Police Service	\$3,216,944	\$6,532,147
Windsor Public Library Board	\$2,177,537	\$33,027
WECHC	\$7,300,000	\$11,700,000
EWSWA	\$5,700	-
Infrastructure Needs – City ABCs	\$ \$19,571,492	\$ \$28,274,676

These results indicate that in order to maintain current levels of service for Corporate Departments, additional incremental funding of \$77.9M could be needed based on the existing asset base, their estimated current replacement values, and their identified lifecycle activities. An additional \$19.6M would be required to maintain asset condition for the reported City ABCs. These scenarios will be further explored and updated to reflect 2024 conditions as the 2025 AMP update is developed.

Consideration of Risk

The Capital Budget recommendations put forth in the past have always included consideration to key aspects of risk when determining the prioritized listing of capital projects which are recommended for funding. The information and analysis provided in the AMP provides further clarity which will assist with risk-based project selection. This type of information is leveraged to ensure funding is allocated first to assets which pose the highest level of risk to service delivery should such assets fail. The assessment of risk also allows for a consistent manner in which to allocate operating and capital dollars. Assets in Very Poor condition do not necessarily stop providing service and in many cases are not immediately removed from service; some assets can continue to perform a service notwithstanding that they are in Very Poor condition, however the

service they provide will likely be below a desired level. Examples include such assets as roads, trails and sidewalks. For other assets, a Very Poor condition may result in the asset suddenly failing to operate, as may be the case for mechanical systems in buildings, or their condition is such that legislatively they must be taken out of service, as is the case for playgrounds and bridges.

Administration will continue to apply risk-based decision making to capital project recommendations to optimize funding and reduce risk. A risk-based approach becomes increasingly important when funding levels are not sufficient to sustain all assets at current levels of service. The development of risk prioritization strategies will be a focus of upcoming work.

Next Steps

The 2024 AMP provides a comprehensive accounting of all municipal infrastructure assets through the identification of an asset inventory, condition rating, and replacement value, along with data confidence information. Lifecycle management activities and cycles have been defined based on expert staff opinion and industry best practices. All of this information has formed the basis for the lifecycle modeling presented in the AMP. Current LOS, showing current performance based on existing funded levels, is outlined as well, which provides a baseline for asset performance.

The consolidation of this work in the 2024 AMP supports the critical information needed to allow the City to move forward in meeting the 2025 O. Reg. 588/17 requirements. In 2025, Administration will work to identify PLOS, along with identifying the financial impact of implementing the PLOS for all asset categories. PLOS could include holding assets in a certain condition such as maintaining 60% of an asset category in Good condition, the setting of financial targets that could dictate that a specific percentage of replacement value is set aside in a Reserves, or the setting other goals such as establishing the percentage of fleet that is 'green'.

Defining PLOS, and the cost of achieving and maintaining those PLOS, is a key component of the 2025 requirement. For this reason, the 2024 AMP is not recommending a financial strategy at this time. Rather, it is expected that the 2025 AMP, with the identification of PLOS, will be instrumental in driving changes to the City's Capital Budget. It will be important to assess the PLOS across all asset categories and identify the impact they will have on asset performance, condition and budget requirements once those PLOS are set.

In addition, working with asset managers across the organization, and utilizing the information contained in various plans such as the Active Transportation Master Plan; Sewer Master Plan, Recreation Master Plan; Climate Change Plans; Urban Forest Management Plan and the More Than Transit Master Plan, the 2025 AMP will consider the impact of growth and other service enhancements which may be desired. The 2025 AMP will also address the impact of climate change on municipal assets.

Administration is recommending an expenditure of up to \$268,000, for the extension of the two temporary Asset Coordinator positions in the Asset Planning Department to allow for the continued work required under the 2025 O. Reg. 588/17 requirements through December 31, 2025. This expenditure will be funded from unallocated funds in Fund 221.

Risk Analysis:

A number of risks of not closing the infrastructure gap and meeting infrastructure needs are outlined in the Introduction and Financial Overview chapters of the 2024 Corporate AMP. The endorsement and implementations of a strong asset management strategy can reduce risk by ensuring the number of assets failing and requiring emergency funding for repairs or replacement is reduced. Further, well-maintained assets provide for consistent and expected service levels to residents.

The information presented in this AMP is based on best available information taken at a point in time and can be adversely impacted by factors such as, technology change, exchange rates and tariffs, inflation, and general market conditions. There is also a risk that pricing increases at a rate higher than the Non-Residential Construction Price Index, impacting the current replacement values used in this AMP. As a result, the values presented throughout the AMP should be considered estimates that provide high-level, indicative information to guide decision-making. Improvements implemented by Administration through the Improvement & Monitoring sections provided for in the AMP, along with required annual AMP updates under O. Reg. 588/17 will help to ensure that information continues to be current and relevant to decision making.

Without appropriate funding levels to ensure assets maintain their performance, there is a likely risk that projects which are service enhancements, growth or economic development in nature will need to be reduced to address the immediate rehabilitation, renewal or replacement needs, particularly for assets which, if they fail, would result in a significant or critical risk to the City. The City's annual contribution to service enhancement projects, known as Pay-As-You-Go (PAYG) funding, has remained at current levels for a number of years. Inflation, coupled with the potential for maintenance-related projects to be funded with these funds, could significantly impact the timing of, or reduce the number, scale and/or scope of, growth-related projects in an effort to accommodate the needs of existing assets.

There is a potential risk in to grant funding submissions, including Federal Gas Tax, being impacted if the City was not able to demonstrate the actions it has taken to implement asset management planning and demonstrating progress to address their challenges. The Asset Management Plan levy adopted in 2020 made significant progress to ensure municipal assets were maintained at current condition levels, despite record high inflation rates impacting construction costs.

While climate change is considered in an AM program and there are projections and modelling which help to identify potential climate risks, the nature of these situations is such that only once an event has occurred is the extent of the impact fully known. Administration continues to try to mitigate these risks through adaptation and mitigating strategies, as well as pursuing funding which may assist a municipality in not only repairing damages post event, but in building climate-resilient infrastructure for the future.

There is a potential reputational risk that requires monitoring as upcoming O. Reg. 588/17 requirements will require an annual review of asset management planning and progress, with a specific requirement to identify the municipality's progress in implementing its AMP. In addition, the update must identify factors impeding the

municipality's ability to implement its AMP and outline a strategy to address those factors. The 2025 iteration of the AMP, and the setting of PLOS, will provide additional information on the best way in which to implement the AMP recommendations coming out of that review.

Climate Change:

As municipalities continue to advance their asset management practices the relationship of how climate can impact assets as well as how assets help to mitigate or adapt to climate change is becoming part of the conversation.

As these types of tools continue to be developed the municipality can better compare the cost of investments for projects while also considering the social, economic, and environmental value of such investments. The City of Windsor's approach to asset management includes specific references to climate change in the Asset Management Policy and the 2024 AMP provides further detail on the various Climate Change plans which will help to influence the way in which we design assets and/or leverage them for mitigation and adaptation.

Administration continues to build knowledge and experience around managing assets under a changing climate. This new knowledge along with senior government reports on climate change and asset management will further inform future asset management plans.

Financial Matters:

The City's average annual capital budget, based on the 2024 10-year capital plan, is approximately \$189.4M. Of this amount, approximately \$127.0M is allocated for maintenance type projects, \$48.1M for growth and service enhancements, and \$14.3M is used to provide funding to the City's ABC's.

PAYG funding makes up approximately \$31.1M of the \$189.4M. The PAYG funding source is the only funding source without restrictions for use. All other funding sources, Sewer Surcharge, Federal Gas Tax, Dedicated Reserves, Development Charges and Third-Party Recoveries are limited in what they can be used for.

As previously noted, the adoption of the AMP levy in 2020 has provided cumulative, incremental funding of \$74.2M to-date, which has been directly invested in the rehabilitation, renewal and replacement of existing City infrastructure. Once fully implemented in 2025, the levy will represent a permanent increase to the capital budget of over \$33M per year. In addition, in 2023, Council extended the AMP levy for an additional year in 2026 to address the levels of service related to Homeless and Housing, with the extension of the levy approved to fund the relocation of the H4 Housing Hub to its permanent location and to support the funding needed for the Repair & Renewal Program which directly maintains existing housing stock under the WECHC's portfolio. Additionally, as part of 2023 budget deliberations, Council approved a 4-year, 0.25% Local Residential Road Levy, to provide for direct investment in the rehabilitation of this class of roadway. These investments in the AMP have proven critical to ensuring the City's assets continue to be maintained in Good overall condition.

While the AMP has identified infrastructure needs both to maintain current performance and to meet the needs of all lifecycle activities, not included in those calculations is the

funding provided for in the City Reserves that are used to support various capital works. Reserve Funds are an effective way to set aside dollars to address specific asset needs and help to smooth the impact of period high-cost rehabilitation, renewal or replacement activities. Reserves improve our financial strength by providing necessary funds to invest in key capital projects without the need to incur additional debt or debt financing charges. They also allow for flexibility for matching funds to take advantage of grant funding.

While the City's overall reserves balance has shown significant improvement in the past number of years, the City still remains below the provincial average when it comes to Reserves as a percentage of Property Tax. Adequate Reserve fund levels are critical in providing a stable funding source for proper lifecycle management of the municipality's infrastructure and capital assets.

As previously noted, the 2024 AMP is a comprehensive update to the 2018-2019 AMP and reports on all infrastructure assets owned by the municipality, including those managed by our consolidated ABCs. The updated Plan adjusts for current market conditions and the impact of post-COVID price increases and inflation. The existing AMP levy, in place until 2026, and has served the municipality well in maintaining our assets in an overall Good condition, despite market significant market challenges. While the 2024 AMP considers current LOS based on existing funding levels, the 2025 AMP requirements will consider PLOS and the setting of targets, along with identifying the cost of achieving those targets. This 2025 work will inform the future infrastructure funding needs and the related financial recommendations for the ongoing rehabilitation and replacement of our assets.

Consultations:

All City Departments and ABCs responsible for the maintenance of City-owned corporate infrastructure were actively engaged and instrumental in the development of this Plan. The Asset Management Steering Committee provided Corporate oversight over the development of this AMP.

Conclusion:

It is recommended that Council endorse the attached 2024 AMP which, if approved, will meet the O. Reg. 588/17 requirements for July 1, 2024. This document will serve as the foundational document used in developing PLOS and the associated funding levels needed to achieve those PLOS as required under the 2025 requirements.

Planning Act Matters:

N/A

Approvals:

Name	Title
Natasha Gabbana	Senior Manager, Asset Planning
Ray Mensour	Commissioner, Community Services
Mark Winterton	Commissioner, Infrastructure Services / City Engineer (A)
Andrew Daher	Commissioner, Human & Health Services
Jelena Payne	Commissioner, Economic Development
Dana Paladino	Commissioner of Corporate Services (A)
Tony Ardovini	On behalf of Commissioner, Finance & City Treasurer
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

2024 Corporate Asset Management Plan –due to size will be available at
www.citywindsor.ca



Council Report: C 65/2024

Subject: Declaration of a Vacant Parcel of Land Municipally Known as 0 Northway Avenue Surplus and Authority to Offer Same for Sale – Ward 10

Reference:

Date to Council: June 10, 2024
Author: Stephanie Allen Santos
Coordinator of Real Estate Services
519-255-6100 ext. 6420
ssantos@citywindsor.ca
Legal Services, Real Estate & Risk Management
Report Date: 5/24/2024
Clerk's File #: APM2024

To: Mayor and Members of City Council

Recommendation:

- I. THAT the following City of Windsor (the “City”) vacant parcel of land **BE DECLARED** surplus:
 - Municipal address: **0 Northway Avenue** – vacant land situate on the west side of Northway Avenue;
 - Legal Description: Lot 137 on Registered Plan 1074 Sandwich West, being Part 13 Plan 12R-29555; Part Alley on Registered Plan 1074 Sandwich West (closed by R1401805) abutting Lot 137, being Part 16 on Plan 12R-29555; City of Windsor
 - Approximate Lot size: 38.71 feet (11.8 m) x 106.46 feet (32.45 m)
 - Approximate Alley: 6.99 feet (2.13 m) x 38.71 feet (11.08 m)
 - Approximate Lot area: 4,121.07 sq ft (382.86 m²)
 - Approximate Alley area: 270.58 sq ft (25.14 m²) (herein the “**Subject Parcels**”); and
- II. THAT the Manager of Real Estate Services **BE AUTHORIZED** to offer the Subject Parcel identified in Recommendation I for sale at a price to be determined by the Manager of Real Estate Services commensurate with an independent appraisal.

EXECUTIVE SUMMARY:

N/A

Background:

The City owns the Subject Parcel, as shown on aerial diagram attached as Appendix A. Located on the west side of Northway Avenue just north of Malden Road, legally described as Lot 137 on Registered Plan 1074 Sandwich West, being Part 13 Plan 12R-29555 and Part Alley on Registered Plan 1074 Sandwich West (closed by R1401805) abutting Lot 137, being Part 16 on Plan 12R-29555, City of Windsor, as shown on the Survey image attached as Appendix B.

The Subject Parcel was acquired in 1997 for the future extension of Malden Road to Betts Avenue. These lands were not serviced at the time, therefore, could not be sold. The Subject Parcel has since been serviced along with the development to the south and the completion of the Malden Road extension to Northway Avenue.

By By-law 88-2024, the Hold was removed from the Subject Parcel and the Subject Parcel is now zoned RD2.2, which allows for one single unit dwelling with a minimum lot width of 39.37 feet (12.0 m). It is also 0.2m shy of potentially developing with a duplex dwelling with a minimum lot width of 38.71 feet (11.80 m). An application for a minor variance would be required to allow for a duplex dwelling. The majority of the residences in the immediate area are either multi-residential, semi-detached and duplex dwellings.

Upon the purchase of the lands directly south of the Subject Parcel, Carthage Developments completed the Malden Road expansion to Northway Avenue. While servicing their own lots, Carthage Developments negotiated with Administration to include the Subject Parcel in their works, by CR242/2022, adopted May 30, 2022, the City entered into a Servicing Agreement with Carthage Developments. The intent was that the City could recoup the servicing costs paid to Carthage Developments from the future sale proceeds.

By-Law 52-2014 establishes a policy for the disposal of Land. Section 5.1.2 of Schedule "A" attached to By-Law 52-2014 requires that City-owned lands be declared surplus and that Administration seek authority to sell the lands:

5.1.2 Notification of the intention to declare Land surplus and the authority to offer the Surplus Land for sale will be printed in the "Civic Corner" of the Windsor Star.

Discussion:

The Subject Parcel was circulated to determine whether there is a municipal use for same. Planning Department noted that the Subject Parcel is designated Medium/High Profile Residential in Schedule SC-1: Development Concept of the South Cameron Planning Area of the City of Windsor Official Plan Volume IV and is subject to site plan control. They also indicated that, according to Schedule SC-3: Noise Control Areas, development on the property is also subject to Site Plan Control for Noise Conditions.

Transportation Planning also stated that, although they do not object to the disposition of the Subject Parcel, the City is required to maintain enough right-of-way in the area for pedestrian facilities. They also added the distance between the access for the development and the intersection of Malden Road and Northway Avenue must be maximized. The only access that would be granted would be at the very north limit of the east property line or the very west limit of the south property line. The future developer would not be permitted to apply to have the building directly at the south property line or have the driveway any closer to the intersection than mentioned above.

Should the Recommendations be approved, Real Estate Services staff will obtain an independent appraisal to establish the value of the Subject Parcel. Should Administration successfully negotiate a sale of the Subject Parcel, a report will be brought to Council or under Delegation of Authority, as appropriate, seeking authority to sell the Subject Parcel.

Risk Analysis:

The Subject Parcel is located just to the north of the current development where the developer has serviced the rest of the development and completed paving of Northway Avenue and Malden Road. If the Subject Parcel remains in the City's possession, there will continue to be ongoing maintenance. There is also potential liability issues should someone be injured on the land. Selling the Subject Parcel will remove any associated liability issues and maintenance costs for the City and allow for future housing development.

Climate Change Risks

Climate Change Mitigation:

Declaring the Subject Parcel surplus does not pose a climate change risk.

Climate Change Adaptation:

Redevelopment of the Subject Parcel will include climate change considerations during re-zoning or site plan review.

Financial Matters:

N/A

Consultations:

Building: John Revell, Chief Building Official

Economic Development & Innovation: Milan Vujanovic, Sen. Economic Develop Officer

Fire Department: Michael Coste, Chief Fire Prevention Officer

Housing and Children Services: Sonia Bajaj, Coordinator Housing Admin & Development

Parks & Facilities: James Chacko, Executive Director, Parks & Facilities

Planning Department: Laura Strahl, Planner III – Special Projects
Operations: Clare Amicarelli, Transportation Planning Coordinator
Windsor Police Services: Barry Horrobin, Director of Planning & Phys. Resources
Legal, Real Estate Services: Kate Tracey, Senior Legal Counsel
Engineering: Shannon Mills, Technologist III
Adam Pillon, Manager Right-of-Way
Risk Management & Purchasing: Alex Vucinic, Manager

Conclusion:

Declaring the Subject Parcel surplus, and authorizing the Manager of Real Estate Services to negotiate for the sale of the property, will allow for the orderly disposition of the land for market value that is not otherwise required for any municipal purpose.

Approvals

Name	Title
Stephanie Allen Santos	Coordinator of Real Estate Services
Denise Wright	Manager of Real Estate Services
Wira Vendrasco	Acting City Solicitor
Dana Paladino	Acting Commissioner, Corporate Services
Patrick Winters	Manager, Engineering
Mark Winterton	Acting Commissioner, Infrastructure Services and City Engineer
Joe Mancina	Chief Administrative Officer

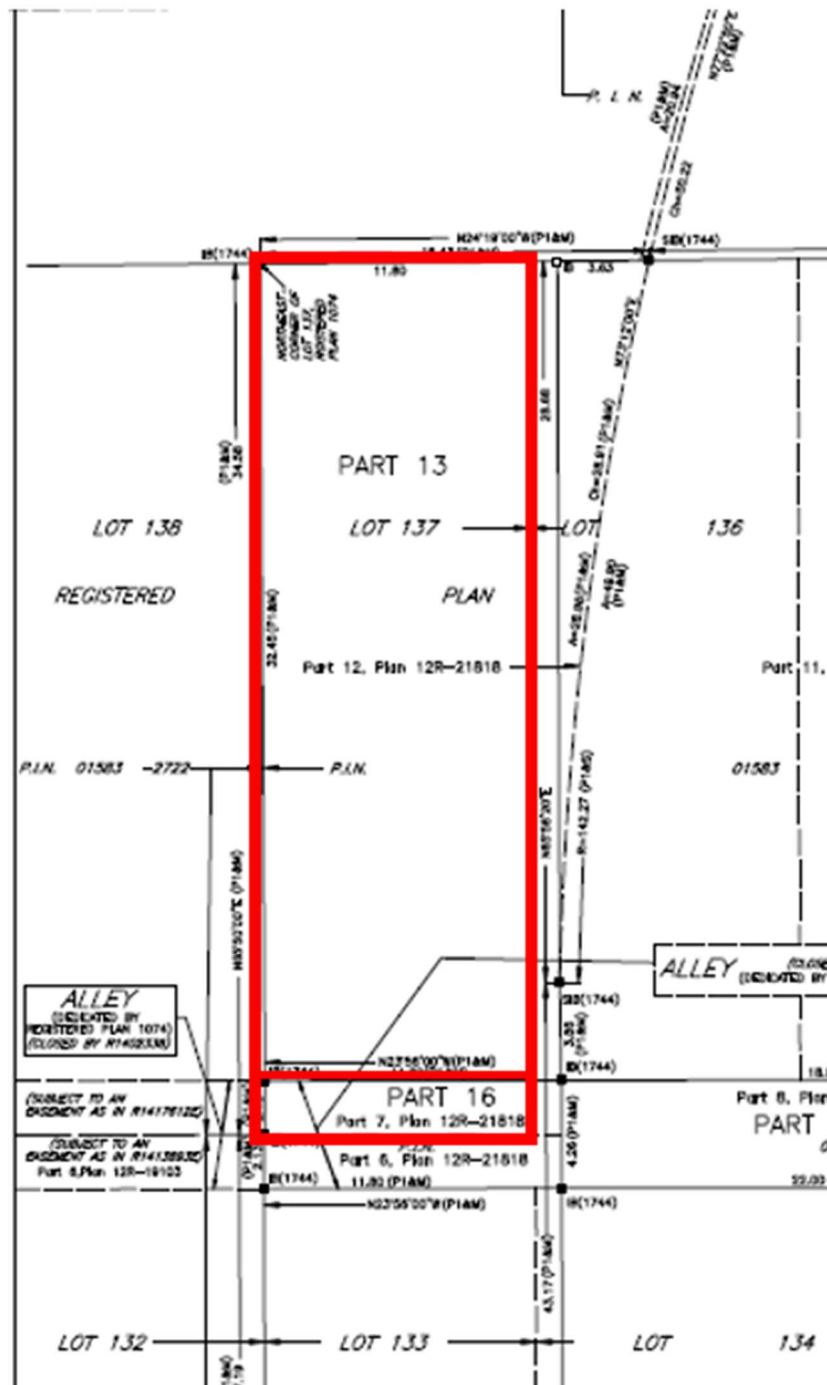
Appendices:

- 1 Aerial Image of Subject Parcels
- 2 Part of Plan 12R-29555

Appendix A
Aerial Image of Subject Parcel



Appendix B 12R-29555





Council Report: C 58/2024

Subject: City Hall Square Ice Rink - Ward 3

Reference:

Date to Council: May 27, 2024
Author: Marc Di Domenico
Project Administrator
(519) 255-6100 ext. 6452
mdidomenico@citywindsor.ca
Corporate Projects – Engineering
Report Date: May 10, 2024
Clerk's File #: SR/14410

To: Mayor and Members of City Council

Recommendation:

- I. THAT Council **APPROVE** the award of RFT 46-24, City Hall Square Ice Rink to the low bidder Oscar Construction Company Limited for the amount of \$11,742,255 (excluding HST); and further,
- II. THAT the CAO and City Clerk **EXECUTE** an agreement with the low bidder Oscar Construction Company Limited for the amount of \$11,742,255 (excluding HST), with said contract being satisfactory in form to the City Solicitor, in financial content to the City Treasurer, and in technical content to the City Engineer; and,
- III. Whereas on February 2, 2024, the Capital Budget was deemed approved via Mayoral Decision MD05-2024 and subsequently City Council **SUPPORT** an expenditure up to \$15,455,000 for purposes of the City Hall Square Ice Rink project; Be it further resolved that the City Treasurer **BE DIRECTED** to effect the following transfers and pre-commitments of funding:
 - a. Transfer of \$2,300,000 in Service Sustainability funding (Fund 221) from the Corporate Inflation Mitigation project, 7235001
 - b. Pre-commitment of \$3,209,200 in uncommitted 2025 Canada Community-Building Fund funding, Fund 176, for immediate use
 - c. Pre-commitment of \$576,055 in uncommitted 2025 Tourism Development Infrastructure and Program Fund funding, Fund 214, for immediate use
- IV. THAT Council **PRE-APPROVE** and **AWARD** any further procurement(s) necessary that are related to the above noted project, provided that the procurement(s) are within the funds allocated to this project by Council, pursuant to the Purchasing By-Law 93-2012 and amendments thereto; satisfactory in financial content to the City

Treasurer, in legal form to the City Solicitor; and in technical content to the City Engineer; and,

- V. THAT Council **AUTHORIZE** Administration to use the approved contingency identified within the project budget herein for any amendment(s) or change requirement(s)/directive(s) and additional documents relating to the executed agreement, pursuant to the Purchasing By-Law 93-2012 and amendments thereto, satisfactory in legal form to the City Solicitor, in financial content to the City Treasurer, and in technical content to the City Engineer; and,
- VI. THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to execute any amendment(s) as may be required, provided that the amendment(s) are within approved budget amounts, satisfactory in financial content to City Treasurer, in legal form to the City Solicitor; and in technical content to the City Engineer; and,
- VII. THAT the Chief Administrative Officer and the City Clerk **BE AUTHORIZED** to take any such action required to effect the recommendations noted above and sign any required documentation/agreement(s) for the project, satisfactory in financial content to City Treasurer, in legal form to the City Solicitor; and in technical content to the City Engineer; and,
- VIII. THAT Administration **BE AUTHORIZED** to issue any change order(s) for any amendment(s) as may be required, provided that the amendment(s) are within approved budget amounts, satisfactory in financial content to City Treasurer, and in technical content to the City Engineer.

Executive Summary:

N/A

Background:

On June 13, 2022 (CR272/2022) City Council approved funding to retain a consultant to design a new outdoor ice rink at City Hall Square. This new ice rink design is inspired by the City Hall Square and Civic Esplanade Concept Master Plan project ("Esplanade") which Council later approved in May 2023.

At its meeting on May 13, 2024 (CR198/2024), Council endorsed the Strengthen the Core – Downtown Windsor Revitalization Plan, including initial action item 5.7 to continue to move forward on Council endorsed projects including the Civic Esplanade and City Hall Ice Rink.

The new ice rink design provides a multi-use feature allowing for a year-round flexible gathering space for public celebrations, announcements, seating, washrooms and concession opportunities in the downtown core. The construction of the ice rink and surrounding area represent the first phase of the Esplanade project, bringing activation to the City Hall civic area, and is also the only approved Esplanade project at this time.

Through Request for Proposal 116-22, MJMA Ltd (MJMA) was selected and retained as the architect to design the City Hall Square Ice Rink project.

Discussion:

MJMA worked with the City Project team to develop a design that meets the essence and design considerations guided by the Esplanade study and which considered feedback and suggestions regarding layout, operations, security, and function.

The design includes a 26 x 60 metre oval-shaped ice rink that is centrally aligned with the Civic Esplanade on the north side of City Hall. A long island is positioned in the middle of the ice rink and provides a skating loop. In the winter, this island can be outfitted with winter and holiday themed lighting and decorations. The island also contains a water feature with nozzles positioned in a row along the centreline of the island, allowing for water and lighting activation in the spring, summer and fall. The water feature is composed of LED ground spray nozzles which project water vertically up 6-8 feet and can be illuminated at night for visual effect. A 142 square meter pavilion is situated west of the ice rink and houses the ice resurfer (Zamboni), ice-making refrigeration system, water feature equipment, storage, office, and two public washrooms. The pavilion will be surrounded by native tree species and landscaping, extending the natural green environment that exists to the north at Senator David A. Croll Park. The ice rink design was finalized based on the above, and tender drawings and specifications were prepared.

Pre-qualification processes were undertaken for general construction contracting services and also refrigeration subcontractor services due to the specialization and significance of the ice-making refrigeration equipment. Request for Tender RFT 46-24 was released with bids received from two prequalified general construction contracting companies. The results are as follows:

Vendors	Tender Amount (excluding taxes)
Oscar Construction Company Limited	\$12,853,216
Sterling Ridge General Contracting Inc.	\$13,349,000

The low bidder is Oscar Construction Company Limited (“Oscar”) at a total price of \$12,853,216.00 (excluding taxes). This amount exceeds the project’s estimated construction budget.

In accordance with Section 110(c) of the Purchasing By-law, City Administration is permitted to engage in negotiations if the lowest compliant bid exceeds the available budget and it is impractical to recall the solicitation.

Administration immediately began negotiations with the low bidder to work towards arriving at a lower price. Initial value engineering evaluations were completed on May 21, 2024, including review of design elements, consideration of alternate materials, phased installations and re-design of some features and services. The changes considered maintain the vision defined in the Esplanade study and do not compromise

the functional requirements of creating a year-round multi-use site which provides ice skating and a place to gather, as was originally envisioned.

Administration recommends the following items be accepted, as supported through the negotiation and value engineering process, as modifications to the original scope of work:

- Revise concrete finishing requirements.
- Replace resin bound aggregate surfaces with grass turf.
- Revise design of some building elements.

In addition to the items above, there were several items originally included in the contractor's scope that Administration has decided to source and install internally at a reduced cost, including landscaping, tree planting and site furnishings.

The changes outlined above do not compromise the functional or programming requirements of the City Hall Square Ice Rink as originally envisioned and account for a reduction of approximately **\$1,110,961 (excluding taxes)** from the tender price. The changes above were approved by the project's Executive Committee based on a review of programming requirements and user needs.

Administration recommends entering into a contract with Oscar based on the value engineering and negotiated changes outlined above. Recommendations I through III will allow Administration to award the project within the 60-day irrevocability period of RFT 46-24. As with any project of this size and complexity, Administration will continue to explore cost saving opportunities throughout the life of the project.

Bids for this tender exceeded the original estimate derived in 2022, as well as the updated estimate that was provided by the consultant and included in the 2024 budget. In 2022, it was estimated that \$4M would be sufficient to provide for a basic ice rink and small building but this estimate was revised to \$9.369M based on the consultants re-design. This amount was allocated to the project as part of the 2024 capital budget.

The 2022 estimate was prepared prior to the release and endorsement of the Esplanade study in 2023 which called for a more impactful and detailed design for the civic area which included a larger ice rink surface with a centre island, an interactive water feature with enhanced lighting, site furniture, electrical infrastructure to host future events, and an expanded building for the ice resurfacer, refrigeration units, water feature mechanical equipment & pumps and accessible washrooms. In addition, substantial landscaping and tree plantings were incorporated creating a more welcoming and tranquil environment to complement the space and extend the park area from Senator David A. Croll Park. Based on the trends observed recently, the cost to construct will only continue to rise over time.

Material shortages and long lead times on specific materials, such as electrical, lighting and refrigeration equipment, also continue to persist. As well, the recent building boom in the Windsor area has contributed to shortages in skilled labour and contractor availability.

Risk Analysis:

Due to long lead timing of key equipment such as electrical, lighting and the ice-making refrigeration equipment, any delay in contract execution with the low bidder may extend the project completion date and affect the availability of the ice rink for public skating this winter. The low bidder has expressed concerns with timelines due to the long lead items noted above and has conveyed to Administration that ice may not be available in the 2024/2025 winter season if contract approval is delayed beyond May.

This risk is considered possible with potentially high impact on the project timeline. Mitigating measures would be to provide a Letter of Award and Prompt Raw Material purchase order to the low bidder and initiate the legal contract as soon as possible to lock in the current bid costs and accepted value engineering savings. Despite this, there remains a risk that skating may not be available in the 2024/2025 winter season.

Free public skating is recognized as a feature that supports the activation of the city hall civic area and brings people to the downtown core.

Long Term Maintenance, Life Cycle Costing and Vandalism Risks

The long-term maintenance of the new building, fountain and ice rink from an asset management standpoint and replacement lifecycle costing should be considered moving forward. This new facility must be inspected on an ongoing basis for potential health, safety, and vandalism issues, which will have an impact on existing resources. To mitigate this risk, the Parks & Facilities and Recreation & Culture departments will monitor the costs and look to manage this new amenity within existing budgets. Any funding requirements for long term maintenance budgets which cannot be accommodated within existing budgets will be brought forward as a part of a future budget. The overall lifecycle for this facility is expected to be in excess of 30 years; however, as with all assets, excessive use, and equipment wear and tear could impact the lifecycle replacement timelines. Proper preventive maintenance will help mitigate this risk as much as possible. In addition, as the water feature is designed to allow for human interaction, it will be inspected consistent with city owned splash pads, which are inspected on an ongoing basis for potential health and safety and vandalism issues.

Climate Change Risks**Climate Change Mitigation:**

As with all construction projects, greenhouse gas (ghg) emissions are expected from construction equipment as well as construction materials. GHG emissions from construction are included in the community ghg inventory through the fuel expenditures. The corporate ghg inventory will include the ongoing ghg emissions associated with operation of this amenity, including emissions from electricity use and ice maintenance equipment. The ice making system specified for this project is one of the more energy efficient ice rink systems available. The system includes a heat recovery unit that will supply heat to the snow melt pit and domestic hot water system reducing the overall electricity needs.

Climate Change Adaptation:

A review of the City's Climate Change Adaptation Plan highlights previously identified climate impacts that should be considered for this project. The year-round use of this outdoor amenity poses both benefits and risks associated with Windsor's changing climate.

Impact #16: An increase in winter temperatures will reduce the length of time outdoor rinks can operate.

Climate change projections for Windsor predict increases in annual temperatures. Increasing annual and winter temperatures have already been recorded for the region. As part of the 2020 Adaptation Plan, Administration reviewed the number of weeks that Lanspeary Lions Rink and Charles Clark Square operated starting in the winter of 2004/2005. The average number of operating weeks has dropped from 16.2 weeks to 13.4 weeks over a 14-year period. The Lanspeary Lions rink maintains ice longer due to the roof reducing the effects of the sun on the ice surface.

The design of the new ice rink will allow for 350 City Hall Square to provide some shade coverage to the ice rink. This design along with a new more efficient ice making system will allow for ice to be maintained under a slight increase in winter temperatures and to a greater degree than was occurring at Charles Clark Square.

Impact #4: An increase in extreme heat causing health issues.

Windsor's climate change projections predict the number of days above 30°C will increase from the historical baseline of 22 days to 50 days by the 2040s. These increasing extreme temperatures combined with the urban heat island effects experienced in downtowns can exacerbate health issues. The inclusion of the water feature will provide an opportunity for cooling while visiting the site. The provision of additional trees to the site will also provide improved thermal comfort benefits to visitors.

Financial Matters:

The \$15,455,000 budget breakdown required to complete this project is shown below:

Item	Budget Estimate (including NRT)
Construction Costs (RFT 46-24)	\$ 11,948,942
Professional Fees (design, site investigations, PM)	\$ 1,010,958
General (permits, financing charges, fit-up, etc.)	\$ 695,100
Contingency (general, excess soil allowance)	\$ 1,800,000
Total Project Budget Estimate	\$ 15,455,000

The project currently has available funding of \$9,369,745, which falls \$6,085,255 short of the budget required to complete this project. To overcome this shortfall, Administration is recommending that funding be provided as indicated in the table below.

Item	Amount
Currently Available Funding	\$ 9,369,745
Corporate Inflation Mitigation project, 7235001	\$ 2,300,000
Pre-Commitment of Uncommitted 2025 Canada Community-Building Fund funding, Fund 176	\$3,209,200
Pre-Commitment of Uncommitted 2025 Tourism Infrastructure Development and Program funding, Fund 214	\$ 576,055
Total Funding	\$ 15,455,000

To address the \$6,085,255 shortfall, Administration recommends a transfer of \$2,300,000 in funding from the Corporate Inflation Mitigation project, 7235001. In addition, Administration recommends that uncommitted 2025 Canada Community-Building Fund funding, Fund 176, and Tourism Infrastructure Development and Program funding, for \$3,209,200 and \$576,055, respectively, be pre-committed and made available for immediate use.

Administration will continue to explore sponsorship and grant funding opportunities to reduce the funding required for the completion of this project.

Administration will ensure that the entire facility is maintained and that responsibilities will be clearly defined.

All annual operating costs for the operation of the ice rink portion of the new facility are expected to be the same as previously identified and funded within the Recreation budget for the operation of the Charles Clark Square ice rink, with only annual adjustments for inflationary cost increases for supplies and negotiated wage increases for staff. Additionally, outside of the ice rink season, there are sufficient resources available within the Parks budget to maintain and operate an additional washroom building and the surrounding area including the new landscaping features.

The new proposed fountain will become part of the City's asset inventory. As part of the asset inventory these items will be monitored for ongoing operational maintenance costs. It is estimated that the operational maintenance costs for the new fountain will be consistent with that of a splash pad of similar size. This will result in approximately \$8,000 in annual operational costs. Which will include start up and winterization costs, and daily/weekly/monthly ongoing preventive maintenance, not including utilities.

The Recreation & Culture department will provide the coordination of special event services and permitted events to third parties. It is anticipated that any direct costs incurred by Recreation & Culture will be offset by revenue generated for permit fees associated with for the special events.

Administration will continue to closely monitor the operating budget going forward to ensure it remains at an appropriate level and develop an operating budget issue if required as part of a future budget cycle. Additionally, in order to preserve the long-term

viability of the entire facility, a full life cycle costing associated with owning these assets will also be conducted through the Asset Management Plan.

Consultations:

Kathy Buis – Financial Planning
Karina Richters – Economic Dev. & Climate Change
Mike Dennis – Asset Planning
Natasha Gabbana – Asset Planning
Alex Vucinic – Purchasing
James Chacko – Parks & Facilities
Jen Knights – Recreation & Culture

Conclusion:

Implementing a new ice rink and civic area at City Hall Square represents the first phase of the City Hall Square and Civic Esplanade project and is expected to bring immediate activation of this civic area and attract residents and visitors to downtown Windsor. The site will provide amenities for year-round activities not currently offered elsewhere. This flexible site is capable of offering skating in the winter, water feature enjoyment in the spring-fall seasons, and become a welcoming and vibrant space for everyone to gather for announcements, celebrations, and events.

In order to provide the best opportunity for ice skating to be available this winter at City Hall Square, Administration recommends proceeding with immediately entering into a contract with the low bidder of RFT 46-24.

Planning Act Matters:

N/A

Approvals:

Name	Title
Colleen Middaugh	Manager of Corporate Projects
Stacey McGuire	Executive Director of Engineering / Deputy City Engineer
Mark Winterton	Commissioner, Infrastructure Services & City Engineer (A)
Wira Vendrasco	City Solicitor
Dana Paladino	Commissioner, Corporate Services (A)
Ray Mensour	Commissioner, Community Services
Janice Guthrie	Commissioner, Finance & City Treasurer
Joe Mancina	Chief Administrative Officer

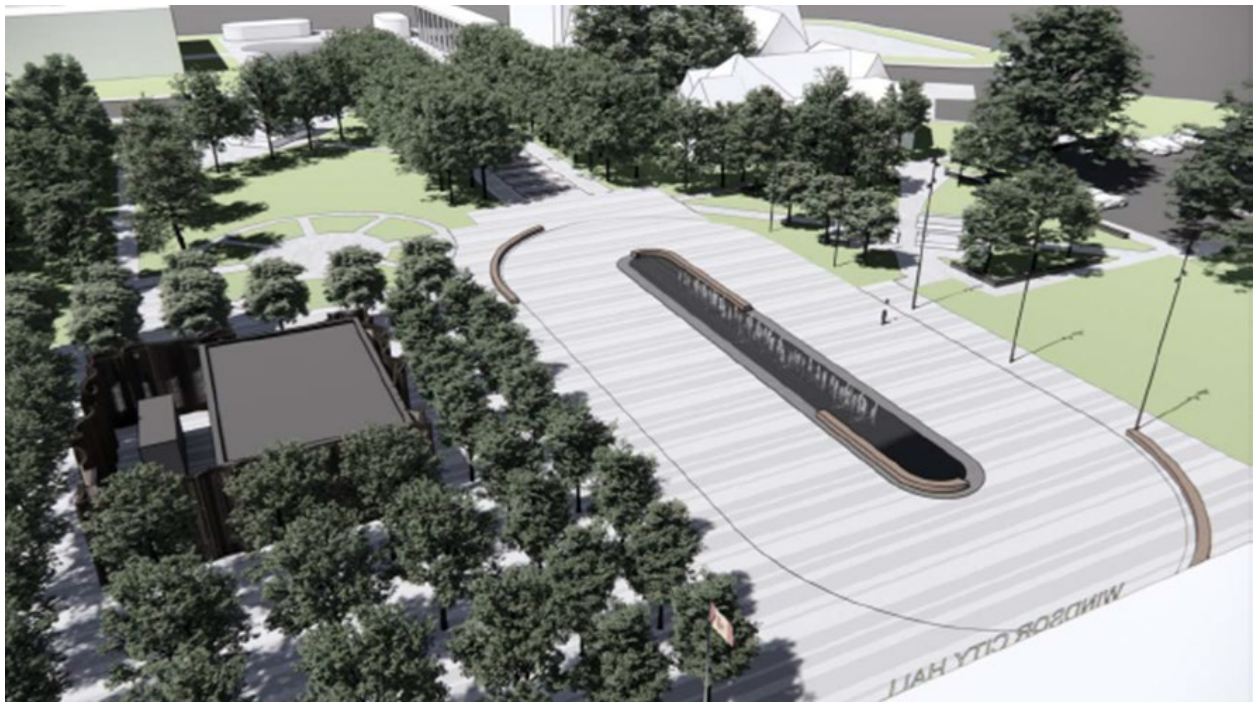
Notifications:

Name	Email

Appendices:

- 1 Windsor City Hall Square Site Renderings (2 pages)

Appendix A – Windsor City Hall Square Site Renderings







Committee Matters: SCM 119/2024

**Subject: Minutes of the Community Public Art Working Group of its meeting held
April 3, 2024**

COMMUNITY PUBLIC ART WORKING GROUP

Meeting held April 3, 2024

A meeting of the Community Public Art Working Group is held this day commencing at 5:00 o'clock p.m. in Room 140, 350 City Hall Square West, there being present the following members:

Leisha Nazarewich
Ashley Kijewski
Terrence Travis

Regrets received from:

Brian Brown
Nadja Pelkey

Also present are the following resource personnel:

Jen Knights, Executive Director, Recreation and Culture
Michelle Staadegaard, Manager of Cultural Affairs
Salina Larocque, Cultural Development Coordinator
Christopher Menard, Supervisor Community Programming
Madelyn Della Valle, Museum Curator
Karen Kadour, Committee Coordinator

1. Call to Order

The Committee Coordinator calls the meeting to order at 6:06 o'clock p.m. (following the Orientation and Governance sessions) and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Election of Chair

It is generally agreed that Leisha Nazarewich will be Acting Chair for this meeting. A formal election will be held at the next meeting to allow for all members to be in attendance.

3. Disclosures of Interest

None disclosed.

4. Training for Newly Appointed Committee Members

4.1 Health and Safety and Respectful Workplace Training

Jeremy Bondy, Occupational Health and Safety Officer provides a Presentation entitled “Occupational Health & Safety Orientation”.

4.2 Orientation and Governance Training

Anna Ciacelli, Deputy City Clerk provides an overview of the governance structure for the new members of the Community Public Art Working Group. The document entitled “Welcome – New Members of Advisory Committees, Working Groups and Expert Panels” is provided to the members of the Working Group.

5. Business Items

5.1 Public Art Policy Review

Leisha Nazarewich, Acting Chair invites the Members to introduce themselves.

The Presentation entitled “Community Public Art Working Group – City of Windsor” is **attached** as Appendix “A” and Salina Larocque, Cultural Development Coordinator provides an overview of the Committee Mandate, duties and responsibilities, the Public Art Policy, general management of the collection of works of art, acceptance of gifts, donations and bequests and deaccessioning of artwork.

The **Mandate of the Community Public Art Working Group** is as follows:

- Review all proposed public art projects, through established procedures and guidelines, on a project-by-project basis, in partnership with City administration.
- Review implementation and maintenance of public art inventory, and implementation of the accessioning and de-accessioning of components of the Public Art Policy, in partnership with City administration.
- Review proposed artwork gifts, bequests and donations to the City of Windsor according to established guidelines, and provide input and recommendations to City administration.
- Ensure that proper maintenance program of public artworks is in place and practiced, in collaboration with City administration.
- Liaise with the Cultural Development Coordinator to encourage the development of private sector public art and public-private partnerships for public art, and – as needed – assist with community consultations facilitated by municipal staff.

Leisha Nazarewich, Acting Chair asks if groups or individuals have projects to bring forward, will they be invited to present before the Working Group. Michelle Staaedegaard responds that Salina Laroque will have spoken with the artist or the organization about the project to ensure that all of the information is available. She will also determine if any consultations are required prior to meeting with Parks or Planning and to make sure that the project is feasible.

Terrence Travis inquires as a working artist if he is restricted from submitting an application and if not, is there a best practice. Michelle Staaedegaard responds if he will benefitting from this, he will have to declare a conflict of interest. Salina Larocque advises that this matter will be reviewed and will report back.

In response to a question asked by Terrence Travis regarding if the city keeps an inventory of public art as asset and is there a history of any of those assets being traded or liquidated, Michelle Staaedegaard responds that some items have been deaccessioned due to their condition and adds that items that have hit their legal agreement (only meant to be temporary) will be coming to the Working Group.

Ashley Kijewski asks if funding for public art proposals is provided by the city. Michelle Staaedegaard responds that most of the projects are coming in from an organization and is self-funded. Secured funding is one of the requirements for proposed public art projects. The Working Group will consider projects based on merit and may approve a project proposal that is not fully funded so the applicant may move forward with securing funding. Christopher Menard adds that eligible applicants may apply for funding through the Arts, Culture and Heritage Fund through the City of Windsor.

Leisha Nazarewich, Acting Chair remarks that the information provided by Administration is the basic understanding of the role of the Working Group in terms of when the projects come forward.

Michelle Staaedegaard advises that Administration will be reviewing the Public Art Policy this year and will be provided to the Working Group for comment.

5.2 Plaques, Monument and Memorials Policy Review

Michelle Staaedegaard indicates that Administration will also be reviewing the Plaques, Monument and Memorials Policy which will be forwarded to the Working Group for comment and recommendation.

5.3 Museum Sub-Committee Review

Madelyn Della Valle, Museum Curator states that the Museum is run by the City of Windsor, and Council is the decision-maker. In order to acquire their yearly Community Museum Operating Grant, there are a series of rules and their governance Policy says

that there needs to be a Museum Sub-Committee which is formed through a member of Windsor Historic Sites (which owns the Francois Baby House). Museum Windsor is formed through the Francois Baby House, the Chimczuk Museum and the Duff Baby House. The Museum Sub-Committee is comprised of a member from the Windsor Historic Sites, a member of their museum volunteer group and three members from the Community Public Art Working Group. Four meetings per year are required as per the rules of the Community Museum Operating Grant and changes in policy, activities, statistics will be brought forward to the Community Public Art Working Group. There is also a Museum Capital Reserve Fund, also known as the Facility Committee which is a fund for the Francois Baby House, the minutes of which will be provided to the Working Group.

Christopher Menards suggests that the Museum Sub-Committees meetings be combined with the Community Public Art Working Group, i.e. the Sub-Committee will meet a half hour before the Working Group. Madelyn Della Valle reiterates that the Museum Sub-Committee must meet four times a year. The Acting Chair indicates that the Working Group will meet only when there is a public art project to review.

Michelle Staaedegaard adds that the Mandate prescribes that the Working Group meet on a quarterly basis.

6. Date of Next Meeting

To be determined.

7. Adjournment

There being no further business, the meeting is adjourned at 7:10 o'clock p.m.

Community Public Art Working Group

City of Windsor



Community Public Art Working Group

Mandate

- Review all proposed public art projects, through established procedures and guidelines, on a project-by-project basis, in partnership with City administration.
- Review implementation and maintenance of public art inventory, and implementation of the accessioning and de-accessioning of components of the Public Art Policy, in partnership with City administration.

- Review proposed artwork gifts, bequests and donations to the City of Windsor according to established guidelines, and provide input and recommendations to City administration.
- Ensure that proper maintenance program of public artworks is in place and practiced, in collaboration with City administration.
- Liaise with the Cultural Development Coordinator to encourage the development of private sector public art and public-private partnerships for public art, and – as needed – assist with community consultations facilitated by municipal staff.



Duties and Responsibilities

- Operate in partnership with City administration across relevant City departments that undertake work that might include or align with public art (i.e. Culture & Events, Parks, Facilities, etc.).
- Review and provide input on recommendations proposed by Administration to Standing Committee and, ultimately, to Council.
- Liaise with the Cultural Development Coordinator to help ensure provision of opportunities for direct and informed public involvement in the direction and selection of public art work.
- Ensure governance of the policy is mindful and informed, in partnership with City administration.
- Ensure that Federal laws will apply including those regarding censorship and obscenity, in partnership with City administration.
- Liaise with the Cultural Development Coordinator to help provide regular opportunities to share information and provide community education on the public art program.

THE CORPORATION OF THE CITY OF WINDSOR POLICY

POLICY

1.1 The Public Art Policy is a framework whereby public art is selected, showcased and maintained in specific areas around the city to promote the diverse culture and heritage of this area. This policy provides a vision and goal for the direction of public art in the community while maintaining integrity and a fair process for selection.

1.2 The City of Windsor is fortunate to have such a widely diverse collection of public art. Sculptures, monuments, murals, statues, fountains, and paintings dot the landscape along the riverfront and throughout the city in parks, buildings, and offices. This integration of art into the fabric of the city enriches residents' lives and contributes to the physical attractiveness of this area.

PURPOSE

2.1 The City of Windsor Public Art Policy has been established to:

- a) Guarantee an approved, fair and consistent public selection process of public art so that all the citizens of Windsor can access and participate in the cultural, economic, social, developmental and tourism opportunities afforded by public art;
- b) Provide stewardship for public art and municipal collections;
- c) Ensure that public art is included in the planning and design of publicly accessible spaces;
- d) Ensure that public art continues to make the environment visually engaging, while reflecting the city's heritage and cultural diversity;
- e) Recognize the importance of public art;
- f) Allow for the integration of public art into various parts of the city to be enjoyed by all;

- g) To support and promote the development and creativity of local artists by offering a venue to showcase works of art, encouraging civic pride;
- h) Provide an opportunity for the general public to enjoy and take pride in their community by providing/showcasing these visually appealing and often times significant works of art, presenting a positive image to visitors and potential investors;
- i) Determine appropriateness and method of placement of various works of art;
- j) Promote the City's creative appeal to residents and visitors;
- k) Increase public awareness regarding public art and the value it brings to the area;
- l) Interpret the City's collective values, social issues, political events and cultural patterns that contribute to civic life;

2.2 The objectives of the Public Art Policy are

- a) To demonstrate through projects that public art can significantly enhance the city;
- b) To ensure that through its selection process, qualified artists provide a variety of arts and cultural expressions that are compatible with development aspirations;
- c) To encourage community members to participate in developing the resources of public art to reflect the diverse cultural nature of the City of Windsor;
- d) To create a public education plan for learning and participation in arts, heritage and culture.

2.3 The guiding principles of the Public Art Policy ensure that public art activities will:

- a) Be accessible to all citizens by providing opportunities for participation that are equitable and inclusive;
- b) Be flexible to encourage a wide variety of creative expression, art practice and art work;
- c) Be integral to the civic planning and development process;
- d) Be supported with adequate resources to create and preserve the City's significant public art works;
- e) Encourage excellence, quality and innovation;
- f) Demonstrate the significance of art in community life;
- g) Create cultural links through the promotion of opportunities for community development, community engagement and community partnerships.

2.4 General Management of the Collection

The City recognizes that it is in the public interest to preserve the integrity and security of a work of art. The City owns and has responsibility for many works of art. The City will care and preserve its art collection by establishing:

- (a) an inventory of current City owned public art works and significant private works placed at publicly accessible private sites; and
- (b) annual maintenance and long term care plans of works in its collection.

SCOPE

3.1 This policy applies to all pieces of public art, public art projects or private art works that are located on public property within the City of Windsor.

3.2 This policy applies to public art that is created for, facilitated, owned or maintained by the City of Windsor.

3.3 To ensure the fair and equitable treatment of all participants in the public art process, members of the Community Public Art Working Group (CPAWG) are prohibited from directly or indirectly benefiting from their participation in the CPAWG during their tenure. The City of Windsor Code of Conduct and Code of Ethics/Conflict of Interest policies will apply to all members.

RESPONSIBILITY

Cultural Affairs will:

- a) Advise Council on proposed artwork gifts, bequests and donations to the City of Windsor according to the established guidelines;
- b) Implement and maintain the Public Art Policy while working directly with the Community Public Art Working Group (CPAWG);
- c) Foster a relationship between the City, developers, and artists and provide consultation that is current, informed and professional;
- d) Ensure a fair and equitable process is in place for the selection of public art and its location within the City;
- e) Ensure that the proper maintenance program of public artworks is in place and practiced;
- f) Develop and maintain an inventory/cataloguing system to ensure all pieces of Public Art and their locations are documented and accessible to specific members of administration;

- g) Encourage the development of private sector public art and public-private partnerships for public art;
- h) Advise Council on the implementation of the accessioning and deaccessioning components of the Public Art Policy;
- i) Ensure the provision of opportunities for direct and informed public involvement in the direction and selection of art work;
- j) Manage the day to day internal support for civic capital projects;
- k) Work with the Parks Department to determine the feasibility of selected sites for the placement of public art and to address any maintenance/repair concerns;
- l) Ensure that all applicable laws are followed, including those regarding censorship and obscenity;
- m) Work in conjunction with the Finance Department to ensure that any gifts/bequests of public art made to the City of Windsor have been issued a proper tax receipt satisfactory to current Canada Revenue Agency guidelines.
- n) Work in conjunction with the Legal Department to ensure all agreements are executed in accordance with current legal practices.

With the assistance of City administration the Community Public Art Working Group will:

- a) Advise Council on all matters concerning public art including providing input to the selection process;
- b) Review all proposed public art projects and ensure the application of established procedures and guidelines on a project-by-project basis;
- c) Advise Council on communication and outreach to the community regarding public art;
- d) Report their findings to the appropriate Standing Committee through a Committee Report.

GOVERNING RULES AND REGULATIONS

- A key feature of public art is the integration of art into the urban fabric of the City in order to enrich and enhance its physical and cultural dimensions. Public art can transform and enliven public spaces, contributing several benefits, from the purely aesthetic, to economic and social benefits such as tourism, links with the City's heritage, and an appreciation of different cultures. Examples of public art may include but are not exclusive to sculpture, statues, murals, functional art (seating, Public Art Policy Page 5 of 8 lighting, manhole covers, sidewalks, etc.), forms of landscaping, and the like. Public art may serve as a gateway, a memorial or commemoration, a marker or part of an open space or landscape design. public art must be created by an artist. They may be invited to complete an independent artwork or work as a collaborative member of a design team.

- The City of Windsor has several examples of the integration of public art into the urban landscape. The Windsor Sculpture Park; Crosswalk Murals in the Ottawa Street and Walkerville BIAs; and the Wall Space Program, bringing artwork by budding local artists into recreation centres, are just a few examples.
- Such integration can also result in functional art, such as the inclusion of lighting, seating and walkways in public places. Art enriches its natural environment, and provides lifelong opportunities for access to the arts, enhancing the quality of life for the community and its visitors.

Acceptance of Gifts, Donations and Bequests

- The Public Art Policy directs the process for determining acceptance for all gifts, donations and bequests of public art work made to the City. These items may be in the form of an existing artwork or a proposal for an installation of public art on civic property, to be chosen through an objective art selection process.
- Through the Public Art Policy, the guidelines and criteria for acceptance of gifts, donations, bequests, the placement of artwork, acceptance of time limited loans, the procedures of documentation and the authentication of proposed artwork to professional standards are all to be developed by City of Windsor cultural staff and CPAWG, following museum practices.
- Any official gifts received by the Mayor or Members of Council are deemed to be presented to the City of Windsor and become the property of the City of Windsor. If the gifts are considered artworks by City administration and/or CPAWG they may be accessioned into the City's collection to be displayed as a public artwork.

Deaccessioning of Artwork

Any actions or set of procedures that result in the cessation by the City of its ownership and possession of the artwork is possible, provided that disposition of the artwork is not contrary to the terms on which the City received it.

Public Art Policy deaccession guidelines cover the relocation, removal, destruction or disposal of public artwork. Considerations for deaccessioning may include:

- a) Beyond restoration;
- b) Duplication with another work on public display;
- c) Copies, forgeries or reproductions;
- d) Irrelevance;
- e) Accidental loss (disappearance or theft)





Committee Matters: SCM 125/2024

**Subject: Minutes of the Meeting of the Board of Directors, Willistead Manor Inc.,
held March 20, 2024**

A meeting of the **Board of Directors, Willistead Manor Inc.** is held this day commencing at 4:00 o'clock p.m. at Willistead Manor, there being present the following members:

D. Sanborn – Chair
A. Abu-Zahra
MJ. Dettinger
J. Evans
C. Gaudette
E. Morasset
C. Pitman

Regrets from Board Members:

R. Gauthier

Also in attendance are the following resource personnel:

D. Seguin, Deputy Treasurer – Financial Accounting
M. Staadegaard, Manager, Culture & Events
S. Gebauer, Council Assistant & Executive Secretary to the Board
of Directors, Willistead Manor Inc.

1. CALL TO ORDER

The Chairperson calls the meeting to order at 4:13 o'clock p.m. and the Board considers the Agenda being Schedule "A" ***attached*** hereto, matters, which are dealt with as follows:

2. ADOPTION OF THE MINUTES

Moved by C. Gaudette, seconded by J. Evans,
That the minutes of the Board of Directors, Willistead Manor Inc. meeting held February 8, 2024, **BE ADOPTED** as presented:

Carried.

3. BUSINESS ARISING FROM THE MINUTES

None.

4. CHAIRPERSON'S REPORT

The Chair informs the Board members of the passing of member Art Jahns on March 17, 2024. D. Sanborn highlights Art Jahns' immense contribution as a member of the Board of Directors, Willistead Manor Inc. and notes how deeply he will be missed.

M. Staadegaard, Manager, Culture & Events, notes that Art Jahns was a consummate historian and indicates that his obituary will be added to the Hiram Walker file at the Chimczuk Museum.

Moved by J. Evans, seconded by C. Gaudette,
THAT the Board of Directors, Willistead Manor Inc. **AUTHORIZE** a donation in the amount of \$100 to the Willistead Manor Endowment Fund in memory of member Art Jahns, who passed away on March 17, 2024.

Carried.

5. REPORTS

5.1 Management

M. Staadegaard provides the following updates:

Priority Projects for Willistead Manor:

- C. Menard, Supervisor, Community Programming - Cultural Affairs & Willistead Manor Coordinator and R. Gauthier continue to work on identifying projects, prioritizing them, and identifying budgets for each of them.
- Facilities staff has attended the Manor to see the condition of the walls in Mary Walker's Dressing Room and will be calling Royal Painting in order to assess and determine best next steps. It is suggested that R. Gauthier and C. Gaudette decide on a colour for a re-paint of the room.

Facilities:

- The re-installation of the repaired window grate covers is ongoing. New capstones, where needed, have been ordered and will be installed in the spring. The Main Courtyard restoration project began in February and is on track to be completed in May or June, weather dependent. The Foundations for the accessible ramp have been completed, the slopes are in, the rebar will go in and then the concrete will be poured for the ramp. Following this, concrete will be poured for the pad that will go under the pavers. Signage has been prepared for events, directing guests to the Paul Martin Gardens entrance.
- Important Update – The CSA (Canadian Standards Association) Inspector attended the site, with the City's Facilities Supervisor to inspect the Chandelier that was acquired for the Walker bedroom. They did a partial lookover to examine its state, fitness for use, etc. The CSA Inspector indicated that the Chandelier

cannot be used as is and will need to be rewired by a company specializing in restoration rewiring. Once the work is complete, the City could install the Chandelier, but would need to work with Heritage Planning and Engineering, as it will likely require a plate on the other side of the ceiling. Once the Chandelier is hung, Attesta, the US company that was contacted, would come to assess the install, the capacity of the ceiling to handle the unit, etc. and would determine if they can sign off. As this is a cosmetic upgrade, rather than a functional upgrade for the Facility, budgeting would need to be considered on this project. Estimated costs for the rewiring could be anywhere between \$5,000 to \$10,000, and would include things like any repairs to the ceiling surface when the current Chandelier is removed, shipment costs of the new Chandelier being shipped out for repairs and rewiring and then returned to the Manor, CSA and ESA inspection fees, Attesta inspection fee, etc. The actual costs of rewiring the fixture and those other items are unknown at this time. Facilities is in conversation with Attesta for some additional information.

Manor Closure:

- Willistead Manor will remain open during the main courtyard restoration project, as previously reported. Rental bookings are still being accepted, and “At the Manor” events will proceed. The City of Windsor website has been updated and clients are aware.

Custodian RFP Update:

- Dakota Sween, the new Willistead Manor Heritage Custodian and Maintenance Attendant, has been training with Bonnie every day since February and will move into the apartment after April 10, 2024, once Facilities can undertake some minor repairs. Dakota is loving the role thus far and is eager to fully step into the new role and new home at Willistead Manor.

Culture & Events Updates:

- C. Menard is currently updating the Room Guide to include the Coach House and is working on updating the Willistead Manor brochure.
- Both seatings of the Easter Brunch Buffet are half sold and therefore, with two weeks remaining for sales, it will likely be another sold-out event.
- “At the Manor” 2024-2025 Promo cards will go to print next week and will be onsite in time for the Easter Sunday Brunch Buffet.
- Willistead has received the following nominations for the Best of Windsor-Essex Awards: “Best Historical Attraction”, “Best Holiday Event – tours”, “Best City Photo Op”, “Best Park or Garden” for Willistead Park, and “Best Picnic Hot Spot” for Willistead Park. Winners will be announced on April 4, 2024.

Documentary Updates:

- There are currently no new updates concerning the Willistead documentary. Suede Productions is still planning its own distribution/release, details are not

available at this time. M. Staadegaard will reach out to Suede Productions in early April for a status update and will report back to the Board.

C. Gaudette informs the Board members that she and E. Morasset will reach out to some contacts regarding the restoration rewiring for the Chandelier and will provide the contact information to Administration for follow up.

With regards to the assessment of the Chandelier by the US company Attesta, the Board members ask that Administration follow up to confirm that this inspection is a requirement.

M. Staadegaard informs that Board members that Derek Thachuk, Supervisor, Assets & Facilities Projects, who had worked on many projects within Willistead Manor and has attended many Board meetings, is retiring.

5.2 Treasurer

D. Seguin, Deputy Treasurer – Financial Accounting, provides the current account balances as follows:

- Operating Account -- \$24,574.
- Savings Account -- \$89,086.

6. COMMITTEES

6.1 Fundraising

None.

6.2 Community Relations and Promotion

None.

6.3 Acquisitions

None.

6.4 Friends of Willistead (FOW)

C. Pitman, provides the following updates:

- The FOW held a celebratory dinner on February 12th in the Coach House, which provided them an opportunity to visit, network and exchange ideas.
- There have been 3 or 4 members working on the third floor weekly for the last 4 weeks.
- C. Menard is looking into the possibility of getting better lighting and hot water.

- A discussion has taken place with C. Menard regarding the possibility of having a garage sale.
- The FOW Executive committee met on February 22nd, 2024. Decorating proposals are being received until March 29th, 2024, after which the Decorating Steering Committee will meet.
- Voting will take place in May for the positions of Vice-President, Recording Secretary, Historian and Docent Chair.
- Several people have expressed an interest in becoming new members. They have been contacted and will be attending our April meeting.
- Docent training is being scheduled in late-April.
- Planning is taking place for Art in the Park on June 1 & 2, 2024. FOW is partnering with Thyme TO-GO and will be selling beverages as well as Willistead related giftware. FOW will be on duty both days in the Manor from 1:00pm until 4:00pm.
- Rotary Club of Windsor (1918) has been contacted regarding a licence to sell 50/50 raffle tickets at Art in the Park.
- Upcoming tours include the Albert Khan Legacy Foundation on Saturday, June 22nd, A group of car enthusiasts – Woodward Dream Cruise on Friday, August 9th and a possible Jazz Concert at the Manor on Sunday, August 18th.

6.5 Education

None.

6.6 Historical

None.

6.7 Event Planning

C. Gaudette informs that the Event Planning Committee will be planning an event to celebrate the unveiling of the portrait of Mary Walker. The event will likely take place sometime in the Fall.

7. NEW BUSINESS

None.

8. DATE OF NEXT MEETING

The next meeting of the Board of Directors, Willistead Manor Inc., will be held Thursday, April 11, 2024 at 4:30 o'clock p.m. and will serve as the Annual General Meeting and dinner.

9. ADJOURNMENT

There being no further business, the meeting is adjourned at 4:57 o'clock p.m.

CHAIRPERSON

EXECUTIVE SECRETARY



Committee Matters: SCM 126/2024

Subject: Minutes of the Meetings of the Executive Committee and Board of Directors, Willistead Manor Inc., held April 11, 2024.

A meeting of the **Executive Committee Board of Directors, Willistead Manor Inc.** is held this day commencing at 4:00 o'clock p.m. at Willistead Manor, there being present the following members:

D. Sanborn, Chair
J. Evans
C. Gaudette
R. Gauthier

Also in attendance are the following Resource Personnel:

D. Seguin, Deputy Treasurer – Financial Accounting and Corporate Controls
M. Staadegaard, Manager, Culture & Events
C. Menard, Supervisor, Community Programming - Cultural Affairs
& Willistead Manor Coordinator
S. Gebauer, Council Assistant & Executive Secretary to the Board
of Directors, Willistead Manor Inc.

1. CALL TO ORDER

The Chairperson calls the meeting to order at 4:08 o'clock p.m. and the Executive Committee considers the Agenda being Schedule "A" ***attached*** hereto, matters, which are dealt with as follows:

2. ADOPTION OF THE MINUTES

Moved by C. Gaudette, seconded by J. Evans,
That the minutes of the Executive Committee Board of Directors
Willistead Manor Inc. meeting held February 8, 2028, **BE ADOPTED** as presented.

Carried.

3. BUSINESS ARISING FROM THE MINUTES

None.

4. REPORTS

4.1 Chairperson

None.

4.2 Administration

C. Menard, Supervisor, Community Programming - Cultural Affairs & Willistead Manor Coordinator provides the following updates:

Priority Projects for Willistead Manor:

- C. Menard and R. Gauthier will continue to work on prioritizing projects in the Manor and identifying budgets.
- C. Menard will look to gather quotes on portrait lighting in May/June.
- C. Menard will continue to search for files containing information about items donated to Willistead Manor.
- The Facilities staff has called in Royal Painting to assess Mary Walker's dressing room walls. The next step is for the Acquisitions Committee to decide on a colour to re-paint or consider new wallpaper.

Facilities:

- The re-installation of the repaired window grate covers in the Paul Martin Gardens is ongoing. New capstones, where needed, have been ordered and will be installed in the spring.
- The Main Courtyard restoration project work continues. They have blocked out the ramp and are ready to pour concrete, as well as to lay the mud-mat that will be beneath the courtyard pavers. Weather continues to impact the timeline, but the project is still on schedule for completion *by Art in the Park 2024*.
- Cabinet lighting in the Coach House remains on the to-do list as well as continued research for ceiling options.
- Based on the details shared during the March 20th, 2024 Board meeting about the chandelier purchased for the Walker bedroom, and the need for specialized restoration rewiring, D. Sanborn and R. Gauthier have concluded that the costs of having the new chandelier shipped out, rewired, shipped back, hung, and inspected is prohibitive. They will investigate returning the chandelier to DuMouchelle's Auction House in Detroit and will instead use the two Georgian chandeliers from the Coach House for the Walker bedroom, once the lighting there is updated.
- The repair has been completed on the glass pane of the Morning Room china cabinet. Soffi Lighting did a wonderful job and was fantastic through the entire process.
- The Facilities Department is undertaking a full condition assessment for the structural envelope of the Willistead manor Complex. This will be a multi-phase process that will require significant time from both C. Menard and M. Staadegaard, Manager, Culture & Events, to meet with Facilities to assess and determine needs for the Manor House, Custodian apartment, Coach

House and Gatehouse, as well as working with Parks to start prioritizing projects in the City's 10-year Capital Plan, identifying funding, determining staffing resources, etc.

Manor Closure:

- Willistead Manor will remain open during the courtyard restoration. Rental bookings are still being accepted, and At the Manor events will proceed. There have not been any significant issues thus far with re-directing people through Willistead Park and the Paul Martin Gardens.

Custodian RFP Update:

- Bonnie Reid celebrated her Retirement Open House and was very touched by the turnout, the keepsakes, and the kind words from all involved, including the Board. Her last day was March 31, 2024 and she has since moved out of the apartment on site.
- Dakota Sweet has settled into the role and will move into the apartment this week.

Willistead Park, Parking Lot, Exterior Areas Updates:

- Funding for the fence repair/refinish will be available in 2029/2030.
- Funding for the replacement of the parking lot will be available in 2029.

Culture & Events Updates:

- C. Menard is currently updating the Room Guide to include the Coach House and is working on updating the Willistead Manor brochure.
- Both seatings for the Easter Sunday Brunch were sold out.
- There will be 4 seatings for the Mother's Day Brunch Buffet on Sunday, May 12, 2024, which will occupy both floors of the Manor.
- At the Manor 2024-2025 Promo cards were on site for the Easter brunch event.
- Willistead Manor received three nominations for the Best of Windsor-Essex Awards: Best Holiday Event, Best City Photo Op and Best Attraction - Historical. Willistead Manor won Best Attraction – Historical for the 9th Annual Awards. TWEPI's entire awards announcement was done as an online YouTube event, filmed entirely in Willistead Manor.
- The City of Windsor's Special Events team is well underway in their work with the Rotary Club of Windsor (1918) for this year's Art in the Park. C. Menard is taking care of some of the set-up requirements, including the greenery and velvet ropes for the Friends of Willistead's outdoor location.

Documentary Updates:

- There are no new updates concerning the Willistead documentary currently. Suede Productions is still planning its own distribution/release and

details are currently not available. M. Staadegaard will be reaching out to them for a status update.

4.3 Treasurer

D. Seguin, Deputy Treasurer – Financial Accounting & Corporate Controls, provides the current account balances as follows:

- Operating Account -- \$23,916.
- Savings Account -- \$90,402.
- Furnishings Trust -- \$18,271.

D. Seguin will provide an overview of the 2023 Financial Reports and Statements contained in the Annual Report at the regular meeting.

5. NEW BUSINESS

C. Menard informs the Committee members that the City of Windsor received a letter from All Saints Church indicating that they have a very large organ that they are trying to find a home for. It has been determined that the organ is too large and that there is no place for it at the Manor.

R. Gauthier provides some images of the portrait of Mary Walker, that were sent to him by Artist Michele Van Maurik as an update. He indicates that piece will be completed in late April or early May and that an unveiling event will be planned for the Fall. It is suggested that an unveiling event could include guided tours of the Manor, a screening of the documentary and perhaps some guest speakers. Options and potential dates for this event will be discussed further.

C. Gaudette informs the Committee members that she has located a pair of marble pedestals at DuMouchelles Auction House and will likely be bidding on them.

The Committee members talked about recruiting for positions on the Board of Directors and agreed to further discuss this at a future executive committee meeting.

6. DATE OF NEXT MEETING

The next meeting of the Executive Committee Board of Directors, Willistead Manor Inc. will be held at the call of the Chair.

7. ADJOURNMENT

There being no further business, the meeting is adjourned at 4:39 o'clock
p.m.

CHAIRPERSON

EXECUTIVE SECRETARY

SG
April 11, 2024

A meeting of the **Board of Directors, Willistead Manor Inc.** is held this day commencing at 4:30 o'clock p.m. at Willistead Manor, there being present the following members:

D. Sanborn – Chair
MJ. Dettinger
J. Evans
C. Gaudette
R. Gauthier
R. Jasey
E. Morasset
C. Pitman

Regrets from Board Members:

A. Abu-Zahra
D. Langstone
M. McKenzie

Also in attendance are the following resource personnel:

D. Seguin, Deputy Treasurer – Financial Accounting and Corporate Controls
M. Staadegaard, Manager, Culture & Events
C. Menard, Supervisor, Community Programming - Cultural Affairs
& Willistead Manor Coordinator
S. Gebauer, Council Assistant & Executive Secretary to the Board
of Directors, Willistead Manor Inc.

1. CALL TO ORDER

The Chairperson calls the meeting to order at 4:42 o'clock p.m. and the Board considers the Agenda being Schedule "A" ***attached*** hereto, matters, which are dealt with as follows:

2. ADOPTION OF THE MINUTES

Moved by R. Jasey, seconded by MJ. Dettinger,
That the minutes of the Board of Directors, Willistead Manor Inc. meeting held March 20, 2024, **BE ADOPTED** as amended:

- That “Dakota Sween” be replaced by “Dakota Sweet” on page 3, section 5.1 Management, Custodian RFP Updates.

Carried.

3. BUSINESS ARISING FROM THE MINUTES

None.

4. CHAIRPERSON’S REPORT

None.

5. REPORTS

5.1 Management

C. Menard, Supervisor, Community Programming - Cultural Affairs & Willistead Manor Coordinator provides the following updates:

Priority Projects for Willistead Manor:

- C. Menard and R. Gauthier will continue to work on prioritizing projects in the Manor and identifying budgets.
- C. Menard will look to gather quotes on portrait lighting in May/June.
- The Facilities staff has called in Royal Painting to assess Mary Walker’s dressing room walls. The next step is for the Acquisitions Committee to decide on a colour to re-paint or consider new wallpaper.

Facilities:

- The re-installation of the repaired window grate covers in the Paul Martin Gardens is ongoing. New capstones, where needed, have been ordered and will be installed in the spring.
- The Main Courtyard restoration project work continues. They have blocked out the ramp and are ready to pour concrete, as well as to lay the mud-mat that will be beneath the courtyard pavers. Weather continues to impact the timeline, but the project is still on schedule for completion *by Art in the Park 2024*.
- Cabinet lighting in the Coach House remains on the to-do list as well as continued research for ceiling options.
- Based on the details shared during the March 20th, 2024 Board meeting about the chandelier purchased for the Walker bedroom, and the need for specialized restoration rewiring, D. Sanborn and R. Gauthier have concluded that the costs of having the new chandelier shipped out, rewired, shipped back, hung, and inspected is prohibitive. They will investigate returning the chandelier to

DuMouchelle's Auction House in Detroit and will instead use the two Georgian chandeliers from the Coach House for the Walker bedroom, once the lighting there is updated.

- The repair has been completed on the glass pane of the Morning Room china cabinet.
- The Facilities Department is undertaking a full condition assessment for the structural envelope of the Willistead manor Complex. This will be a multi-phase process that will require significant time from both C. Menard and M. Staadegaard, Manager, Culture & Events, to meet with Facilities to assess and determine needs for the Manor House, Custodian apartment, Coach House and Gatehouse, as well as working with Parks to start prioritizing projects in the City's 10-year Capital Plan, identifying funding, determining staffing resources, etc.

Manor Closure:

- Willistead Manor will remain open during the courtyard restoration. Rental bookings are still being accepted, and At the Manor events will proceed. There have not been any significant issues thus far with re-directing people through Willistead Park and the Paul Martin Gardens.

Custodian RFP Update:

- Bonnie Reid celebrated her Retirement Open House and was very touched by the turnout, the keepsakes, and the kind words from all involved, including the Board. Her last day was March 31, 2024 and she has since moved out of the apartment on site.
- Dakota Sweet has settled into the role and will move into the apartment this week.
- Bonnie Reid will be available for set up for Art in the Park, Poetry at the Manor as well as other events and is also staying on as a part-time guide.

Willistead Park, Parking Lot, Exterior Areas Updates:

- Funding for the fence repair/refinish will be available in 2029/2030.
- Funding for the replacement of the parking lot will be available in 2029.

Culture & Events Updates:

- C. Menard is currently updating the Room Guide to include the Coach House and is working on updating the Willistead Manor brochure.
- Both seatings for the Easter Sunday Brunch were sold out.
- There will be 4 seatings for the Mother's Day Brunch Buffet on Sunday May 12, 2024, which will occupy both floors of the Manor.
- At the Manor 2024-2025 Promo cards were on site for the Easter brunch event.
- Willistead Manor received three nominations for the Best of Windsor-Essex Awards: Best Holiday Event, Best City Photo Op and Best Attraction - Historical. Willistead Manor won Best Attraction – Historical for the 9th Annual Awards. TWEPI's entire awards announcement was done as an online YouTube event, filmed entirely in Willistead Manor.

- The City of Windsor's Special Events team is well underway in their work with the Rotary Club of Windsor (1918) for this year's Art in the Park. C. Menard is taking care of some of the set-up requirements, including the greenery and velvet ropes for the Friends of Willistead's outdoor location.

Documentary Updates:

- There are no new updates concerning the Willistead documentary currently. M. Staadegaard, Manager of Culture & Events will be reaching out to Suede Productions for a status update at the end of April and will report back.

5.2 Treasurer

D. Seguin, Deputy Treasurer – Financial Accounting and Corporate Controls, provides the current account balances as follows:

- Operating Account -- \$23,916.
- Savings Account -- \$90,402.

D. Seguin provides an overview of the Annual Report Financial Documents.

A discussion ensues regarding the various accounts and donations.

Moved by J. Evans, seconded by R. Jasey,
That the Annual Report and Financial Statements on the affairs and operations of Willistead Manor Inc. for the year 2023, attached as *Appendix A*, **BE ACCEPTED** as presented.
Carried.

Moved by MJ. Dettinger, seconded by R. Jasey,
That upon acceptance of the Willistead Manor Inc. 2023 Annual Report by City Council, copies **BE FORWARDED** to a list of appropriate parties as approved by the Board.
Carried.

Moved by R. Gauthier, seconded by Erica Morasset,
That in accordance with Sections 6 (c) of *the City of Windsor Act, 1981*, an amount of \$ 65,170. **BE PAID OVER** to the City of Windsor Willistead Capital Restoration Reserve Fund.
Carried.

6. COMMITTEES

6.1 Fundraising

None.

6.2 Community Relations and Promotion

None.

6.3 Acquisitions

R. Gauthier informs the Board members that the portrait of Mary Walker will be completed late April or early May and will be hung in the Great Hall opposite the portrait of Edward. R. Gauthier provides some images of the portrait that were sent to him by Artist Michele Van Maurik as an update. He informs the members that the artist conducted her own research on clothing from that period and used her findings for the the painting.

6.4 Friends of Willistead (FOW)

C. Pitman, provides the following updates:

- Five new members have joined the FOW and more will be joining in May.
- They are currently working on scheduling a training session in early May.
- The FOW are busy planning for Art in the Park, which will take place on June 1 & 2, 2024.
- Students from three secondary schools will be visiting the Manor on April 24th and another class will be visiting on May 14th.
- Other upcoming
- On Tuesday May 14th, a high school class will be visiting the Manor.
- On Tuesday, June 11th a Rum Runner's Tour will be attending.
- Other upcoming tours include a Rum Runner's Tour in June, the Albert Khan Legacy Foundation in June, and a group of car enthusiasts – Woodward Dream Cruise in August.
- C. Pittman informs that at the last meeting of the FOW information that had been provided by the late Art Jahns was shared with the members.

6.5 Education

R. Jasey informs the members that he has been working on trying to get the Willistead Manor tour/event hosted throughout the school board system and will provide customer service certification in the Coach House. He indicates that he would also like to explore hosting evening art shows where student's art can be displayed, and they can compete for prized. R. Jasey indicates that the plan for the next school year is to move in that direction and offer events after hours.

6.6 Historical

None.

6.7 Event Planning

C. Gaudette informs that the Event Planning Committee will be planning an event to celebrate the unveiling of the portrait of Mary Walker. Once C. Menard confirms a date the planning will begin.

7. NEW BUSINESS

R. Gauthier informs the Board members that a birthday party is being planned at Willistead Manor for Pam Morse, great-great granddaughter of Hiram Walker, by her family. Cocktail hour will take place in the Coach House and dinner will be served in the Manor. The Board members consider contributing towards the flowers for the event and will discuss further at the next meeting.

C. Menard notifies the Board members that in 2022, the Chimczuk Museum issued a public call for artifacts related to Hiram Walker. The exhibit, titled "Beyond the Barrel," is tentatively set to open on Saturday, June 22nd, 2024 and will include Art Jahns' extensive collection. The family of Art Jahns have indicated that may want to donate some additional items belonging to Art, to the museum. Further details about the exhibit's opening and ribbon cutting will be communicated to the Board when they are available.

D. Sanborn informs the Board members that he has spoken with Art Jahns' family, who expressed their intention to donate some items to Willistead Manor. C. Menard indicates that he would like to have everything digitized for the archives.

8. DATE OF NEXT MEETING

The next meeting of the Board of Directors, Willistead Manor Inc., will be held Thursday, May 9, 2024 at 4:30 o'clock p.m.

9. ADJOURNMENT

There being no further business, the meeting is adjourned at 5:31 o'clock p.m.

CHAIRPERSON

EXECUTIVE SECRETARY



Committee Matters: SCM 127/2024

Subject: Report No. 119 of the Board of Directors Willistead Manor Inc.

REPORT NO. 119
of the
BOARD OF DIRECTORS,
WILLISTEAD MANOR INC.
of its meeting held April 11, 2024

Present: D. Sanborn -- Chair
MJ. Dettinger
J. Evans
C. Gaudette
R. Gauthier
R. Jasey
E. Morasset
C. Pitman

Your Board submits the following recommendations:

Moved by J. Evans, seconded by R. Jasey,
That the Annual Report and Financial Statements on the affairs and
operations of Willistead Manor Inc. for the year 2023, attached as *Appendix A*, **BE
ACCEPTED** as presented.
Carried.

Moved by MJ. Dettinger, seconded by R. Jasey,
That upon acceptance of the Willistead Manor Inc. 2023 Annual Report by
City Council, copies **BE FORWARDED** to a list of appropriate parties as approved by
the Board.
Carried.

Moved by R. Gauthier, seconded by Erica Morasset,
That in accordance with Sections 6 (c) of *the City of Windsor Act, 1981*, an
amount of \$ 65,170. **BE PAID OVER** to the City of Windsor Willistead Capital
Restoration Reserve Fund.
Carried.

Chair

Executive Secretary

NOTIFY:

Name	Address	City/Prov/Pstcd	Telephone	FAX
Board of Directors Willistead Manor Inc.				

Annual Report 2023



Willistead Manor Inc.

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THE CITY OF WINDSOR

OFFICE OF THE MAYOR

DREW DILKENS, DBA
MAYOR

“Whatever good things we build end up building us.” | Jim Rohn.

Willistead Manor will always be one of the most important buildings in our community. The manor, the surrounding buildings, and the incredible park that houses it all is a pillar of our regional tourism portfolio, and a place that means so much to so many. The City of Windsor and City Council remain committed to heritage conservation and preservation projects at this remarkable facility, and to continued significant investments that keep the manor complex and the park site vibrant, thriving, and filled with heritage, culture, and art all year long.



In 2023, nearly 8,000 residents voted in Tourism Windsor Essex Pelee Island's 8th Annual Best of Windsor-Essex Awards. They selected Willistead Manor as the *Best Attraction – Historical* and *Best City Photo Op*. This certainly did not surprise those of us who regularly utilize the manor to showcase our region's rich culture and heritage. That same year, the manor was prominently featured in an episode of *The Amazing Race Canada*. The popular reality series filmed across our community and included a special challenge right in the halls of Willistead. The resulting episode saw Windsor-Essex shine on television screens everywhere and highlighted the importance of this building and its history not only here in Windsor-Essex and Southwestern Ontario, but all across Canada.

Last year, we undertook many important initiatives at Willistead, including: installation of a new cooling tower and heat pumps; restoration of the Paul Martin Gardens Terrace and the North Terrace; foundation waterproofing in the gardens and selected areas; restoration of exterior window well grates, and capstones; restoration of the sidewalk to the sunken gardens in Willistead Park; regrading of the South lawn; restoration of the original terrazzo floor in the Coach House Historical Exhibition room; and interior and exterior painting of several areas inside and outside the mansion. 2023 also saw many exciting enhancements, events and initiatives play out at this site. Back in 2021, City Council approved \$9.4 million to bring new accessible playgrounds to 32 more parks in Windsor. Willistead Park was on the list, and we proudly unveiled the new playground with its unique design by Mark Jones and New World Park Solutions. That playground is inspired by Willistead, Hiram Walker, and the Walker Family legacy in our community. It includes replicas of this iconic manor's façade, and items that celebrate Windsor history.

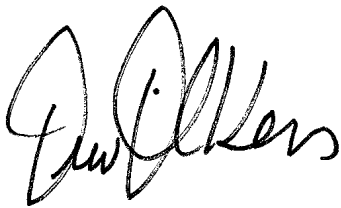
Last year, over 3,200 guests visited the new Coach House Historical Exhibition. There, they learned about the history of Hiram Walker. They explored the Walker businesses and community impacts, the formation of Walkerville, Edward and Mary Walker, construction of the manor, uses of Willistead over the years, and so much more. That exhibition first opened to the public back in 2022 as part of our robust Hiram Walker celebration. It is generously supported by the Walker and Merinoff families, through the Charleigh Charitable Trust, and other significant donations. Several private tour groups booked viewings of the Willistead Manor documentary in 2023, including school groups learning about the compelling history here. The popular **At the Manor** event series also returned in full swing, with another season of sold-out events and dinners. This included the standing-room-only Poetry at the Manor, and a holiday tour season that saw roughly 3,000 guests explore the manor, raising over \$15,000 for restoration and operations at Willistead.

Last year, we also announced the \$100,000 multi-year commitment the Walker Family made to Willistead Manor. Divided up into four installments of \$25,000 per year, the Charleigh Charitable Trust is helping to preserve and share the story of Willistead in new and exciting ways. They presented the first installment in 2023 and the second installment early in 2024. That 2023 investment came alongside significant donations from Rotary Club of Windsor (1918) and Art in the Park (over \$85,000), Hiram Walker's great-great granddaughter, Martha Henkel (\$10,000), and the Friends of Willistead (\$5,000).

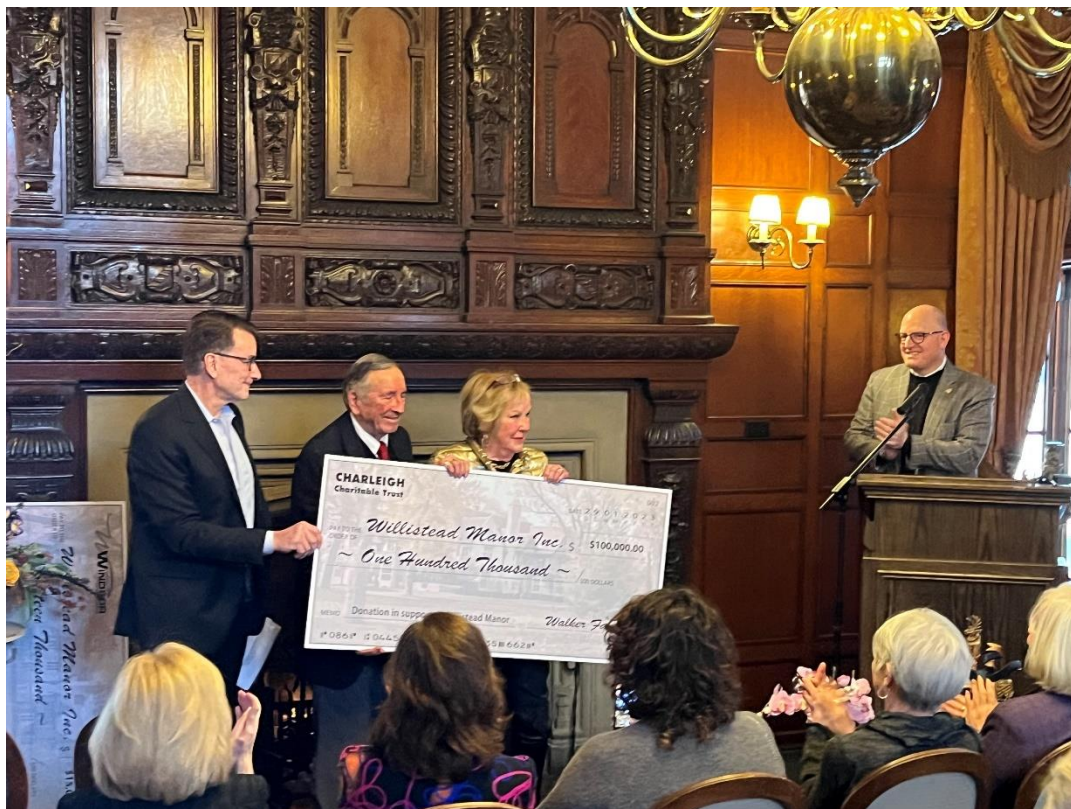
At the start of 2024, we began a full restoration and refurbishment of the Main Courtyard, to include tearing up the temporary concrete courtyard and path that was poured during our extensive restoration work in 2018 and removing and rebuilding the accessible ramp. Once complete, and in time for this year's *Art in the Park* festival, the restored courtyard will be close to the original layout, with material installed in the same original pattern across approximately 2,000 square-feet of hardscape. It will include new planting beds along the perimeter, and a new ramp installed to meet current accessibility standards. Over the next ten years, infrastructure projects at Willistead Manor will include \$2 million towards the restoration of the perimeter fence; \$400,000 towards parking lot repaving; \$400,000 towards restoration of the basement and associated infrastructure; and \$200,000 towards ongoing painting of the interior and exterior. Later this year, the Willistead Manor Inc. Board of Directors will unveil a portrait of Mary Walker, commissioned by the Board to help highlight Mrs. Walker's significant contributions to Willistead Manor, and to the city of Windsor and surrounding communities.

I say it every year: Windsor's story is tied to the history of Walkerville and of the Walker Family, and to the many contributions made during the formation of our community – including the creation and legacy of Willistead Manor. On behalf of the City of Windsor, thank you to the Willistead Manor Inc. Board of Directors, Friends of Willistead, Rotary Club of Windsor (1918), Charleigh Charitable Trust, Pamela and Tony Morse, Leigh and Charles Merinoff, Leslie Merinoff and Brian Kwasnieski, Andrew Merinoff and Lauren Pikovski, Martha Henkel, City of Windsor administration across many divisions, Tourism Windsor Essex Pelee Island, and all those who help to preserve, restore, program, showcase, and celebrate Willistead Manor and the surrounding park site all year long.

Sincerely,

A handwritten signature in black ink, appearing to read 'Drew Dilkens', with a stylized, cursive script.

Drew Dilkens
Mayor, City of Windsor





2023 Annual Report



The Corporation of the City of Windsor and the Board of Directors Willistead Manor Inc.

www.willistead.ca
www.citywindsor.ca

Prepared by the Council Services Department, April 2024

*Photographs: 'Willistead Manor in Winter' cover photo, and all other photographs by Christopher Menard, with the exception of Page 6 'The Amazing Race Canada' photo courtesy of CTV, and Page 5 photos by Pedro Kantati.

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To His Worship the Mayor and Members of Council:

This is the Willistead Manor Inc. Annual Report to City Council on the affairs and operations of the Corporation for the calendar year 2023.

The Willistead Manor Inc. Board of Directors act in a policy advisory capacity to City Council on the operation of Willistead Manor Inc.; however, the ongoing management of the facility is under the direction of the Office of the Commissioner of Community Services. A full report of the activities in the facility may be obtained from that Service Area.

Introduction and Background

The *City of Windsor Act, 1981* established a Corporation without share capital under the name of Willistead Manor Inc., with the objective to receive, maintain, manage, control and use donations for charitable purposes for the rehabilitation of Willistead Manor Inc. For the purpose of attaining its objective, the Corporation "Willistead Manor Inc." has the power to accept and hold any real or personal property granted, donated, devised, bequeathed or otherwise conveyed to it and to convert any such property into money and further to advise City Council respecting the following:

1. The operation of Willistead Manor Inc.;
2. The development and maintenance of the grounds of "Willistead Park";
3. The promotion and development of Willistead Manor Inc. as a centre for amusement, entertainment and exhibitions;
4. The promotion of meetings, receptions and displays in Willistead Manor;
5. The promotion of educational or cultural activities in Willistead Manor;
6. The promotion of the performing arts, including musical and artistic work, in Willistead Manor.

Pursuant to Section 12 of By-law Number 1 of the Corporation, enacted October 29, 1981, the Board of Directors shall, once annually, hold a meeting at which will be approved for submission to City Council, a review of the affairs and operations of the Corporation for the year immediately preceding and a financial statement which contains a profit and loss statement and a balance sheet for the year. This report is submitted in accordance with By-law Number 1.

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Directorate

<u>Term Expiring August 17, 2024</u>	<u>Term Expiring August 17, 2025</u>
Mary Jane Dettinger Colleen Gaudette Art Jahns Robert Jasey David Langstone	Andalieb Abu-Zahra James Evans Robert Gauthier Erica Morasset Douglas Sanborn
Councillor Mark McKenzie	
Connie Pitman, President, Friends of Willistead	

Officers

In accordance with Section 6 of By-law Number 1, of the Corporation, the Board at its first meeting following City Council's appointment of Directors, elected the following Officers:

2023/2024

Chairperson—Douglas Sanborn
Vice-Chair—Vacant
Treasurer—Robert Gauthier
Secretary—Colleen Gaudette
Past Chairperson—James Evans

Honourary Chairs—Stephen Marshall (Deceased) and Louise Brown

Committee Structure

The Board functions with an active Committee structure comprising the following sub-committees that report through the Board:

- Acquisitions Committee
- Community Relations & Promotions Committee
- Education Committee
- Event Planning Committee
- Fundraising Committee
- Historical Committee

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Manor Club



The Manor Club Fundraising program was approved by City Council in 1982, and revised in 1983, as an effective vehicle for persons and corporations to donate money for the continuing restoration and refurbishing of Willistead Manor Inc.

In 2023 the Manor Club received donations totalling \$ 48,432.00.

The following classifications of membership were established:

Charter Life Members:	original members whose donations exceeded \$1,000.00 prior to December 31, 1982
Charter Corporate Members:	original corporations whose donations exceeded \$1,000.00 prior to December 31, 1982
Life Members:	donors who have completed their \$1,000.00 donations since December 31, 1982
Corporate Members:	corporations who have completed their \$1,000.00 donations since December 31, 1982
Sustaining Members:	donors of less than \$1,000.00 whose donations, when they reach \$1,000.00 will make them life members
Sustaining Corporate Members:	corporate donors of less than \$1,000.00 whose donations, when they reach \$1,000.00 will make them corporate members



Report of the Board Chair

Willistead Manor is the crown jewel of Olde Walkerville offering gracious facilities and grounds for weddings, receptions, meetings and many other special events.

The Willistead Manor Inc. Board of Directors is an active participant with the management resources of the City of Windsor's Office of the Commissioner of Community Services, which oversees the Parks and Facilities and Recreation and Culture Departments that maintain Willistead's grounds, gardens, buildings and furnishings.

In sharp contrast to the two years of the facility being shuttered due to Covid restrictions, 2023 was another dynamic year for Willistead Manor.

The annual Rotary Club of Windsor (1918) Art in the Park event on June 5th and 6th, 2023 broke records with 40,000 in attendance which resulted in a record \$87,3365 donation to the Willistead Capital Restoration Reserve Fund. Donations to Willistead Manor from the Rotary Club (1918) began in 1978 and the Willistead Manor Board of Directors is extremely thankful for their 45 years of continuous support towards the upkeep of this historic gem for all to appreciate.

The Friends of Willistead are a vibrant group of approximately sixty volunteers, who for over 30 years have supported the Manor with docent services and community events, promoting and fund raising for the Manor. This year the Manor was once again decorated and presented in the true Holiday Tradition, which was enjoyed by almost 3,000 guests. We are eternally grateful for all that the Friends do for the Manor and for this year's donation of \$5,000 towards restoration and special heritage projects.

Additionally, the Board is sincerely thankful for the continued support over the years from The Manor Club Patrons and to everyone who contributes to support the Manor for the ongoing enjoyment of the residents and visitors to Essex County.

Finally, to the Acquisitions Committee, whose hard work and dedication allows the Manor to maintain the high-level historical quality and community value that Willistead Manor Inc. strives for, thank you.

The Board is pleased to announce that a portrait of Mary Walker in the style of the portraits of Edward Chandler Walker, Hiram Walker and James Harrington Walker that hang in the Manor today has been commissioned. Plans are underway for an unveiling event in the fall of 2024 to have Mary assume her place in the Manor across from her husband Edward in the Great Hall.



Thank you to the descendants of Hiram Walker who have rallied behind the efforts of Pam and Tony Morse in nurturing and exploring the special relationships between the Walker Family, Willistead Manor and the City of Windsor. Your donations and the historical items entrusted to us are very much appreciated. A special thank you to Leigh and Charles Merinoff who through the Charleigh Charitable Trust made a \$100,000 commitment to Willistead Manor on behalf of their parents Pamela and Tony Morse and their children Leslie Merinoff and Brian Kwasnieski, Andrew Merinoff and Lauren Pikovski. In addition, a special thank you to Matha Henkel for your generous \$25,000 donation to support your family's heritage.

As the Chair, I would like to thank the entire Board of Directors for their continued support and tireless effort. Working together we can achieve our vision of creating "An interactive world-class cultural site that promotes personal and community experiences connecting the past to the future."

On behalf of the Board, thank you to Mayor Dilkens and City Council for your support and ongoing investments honouring the Manor's history and present-day relevance.

In closing, we also wish to extend thanks to the following people from the City of Windsor for their interest and support:

Ray Mensour – Commissioner, Community Services
James Chacko, Executive Director, Parks & Facilities
Jen Knights, Executive Director, Recreation & Culture
Michelle Staadegaard, Manager, Culture & Events
Christopher Menard – Supervisor, Community Programming – Cultural Affairs & Willistead Manor Coordinator
Kim Manzerolle – Recreation Centre Clerk, Willistead Manor
Dan Seguin – Deputy Treasurer - Financial Accounting and Corporate Controls
Cindy Heaman – Financial Analyst, Financial Accounting and Corporate Controls
Steve Vlachodimos –City Clerk/Licence Commissioner
Sandra Gebauer – Council Assistant and Executive Secretary to the Board of Directors, Willistead Manor Inc.
Bonnie Reid – Resident Custodian

Respectfully submitted,

Douglas Sanborn

Douglas Sanborn
Chair, Willistead Manor Inc.



Acquisitions Committee

Throughout the year, the Acquisitions Committee has been actively identifying and completing various projects. We replaced the staircase carpeting with a rich wool carpet in a burnt claret color, greatly enhancing the area's aesthetic appeal. This change has been very well received, with several guests commenting on its beauty. The staircase is often used as a backdrop for photos.

The Committee successfully secured a bid at DuMouchelles Auction House in Detroit, Michigan, for a small Hepplewhite settee, which has been placed in Mrs. Walker's bedroom beneath a south-facing window. This exquisite piece adds charm to the room.

We have also commissioned a portrait of Mary Griffin Walker, to be hung in the Great hall, opposite her husband, Edward Chandler Walker. The portrait will be completed in 2024 and we look forward to honouring and presenting Mary to the public through this artwork.

The Coach House floors have been restored to their original terrazzo and look amazing. This restoration complements the historical displays on the walls, adding to the overall aesthetic appeal and historical significance.

Some future projects include, repainting Mrs. Walkers dressing room, adding lighting to the St. Mary's Academy cabinet, and adding picture light fixtures to various artworks throughout the Manor.

We extend our heartfelt gratitude to Charliegh Charitable Trust (Walker descendants), for their continued financial support, as well as to all of those who donate and work tirelessly to maintain Willistead Manor and to ensure its future as a treasured showplace in our community.

Respectfully Submitted,

Robert Gauthier

Robert Gauthier ARIDO IDC
Executive Member of the Board of Directors, Willistead Manor Inc., Chair of Acquisitions



Education Committee

As a member of the Board of Directors for Willistead Manor Inc. and Chair of the Education Committee, I am excited to present this report detailing plans for organizing and expanding ongoing school trips to the Manor. Our primary objectives include increasing awareness about the historical significance and cultural importance of Willistead Manor while partnering with Ministry of Education programs to share costs.

This year, we have forged a partnership with Walkerville Eatery to enhance the educational experience for students visiting Willistead Manor. After their tour, students will receive customer service training by Walkerville Eatery in the Coach House offering students hands-on learning opportunities in culinary arts and hospitality. During the afternoon of their visit, students will complete a SPE (Sector Partner Experience) as they brainstorm activities and events to raise awareness and increase visitation to the Manor.

We have expanded the program to include Vincent Massey's Business Specialist High Skills Major (SHSM) program along side Sandwich Secondary and are looking forward to adding several more schools to the list next year.

Respectfully submitted,

Robert Jasey

Robert Jasey, Chair
Education Committee



Event Planning Committee

Given the outstanding events that the Event Planning Committee participated in during 2022, including the unveiling of the commemorative statue of Hiram Walker, the inauguration of the Coach House Historical Exhibition, followed by the Roaring 20s fundraiser and the premiere of "Walkerville's Willistead Manor: The Home That Shaped A Community", 2023 was a much quieter year.

The Committee organized an exclusive luncheon in December 2023 for Pam and Tony Morse and Martha Henkel, who are descendants of the Walker Family. Also in attendance, were myself, Willistead Manor Inc. Board Chair Douglas Sanborn and Chair of Acquisitions, Robert Gauthier. The luncheon allowed our guests to view and enjoy the Manor in full Christmas décor. Martha Henkel provided a generous donation, affirming her commitment to the continuous restoration and conservation of Willistead Manor.

Although the Event Planning Committee organized and participated in fewer events in 2023, we have been strategizing and preparing for a magnificent event to unveil a portrait of Mary Walker, commissioned by the Board of Directors, Willistead Manor Inc. We look forward to releasing more details soon.

Respectfully submitted,

Colleen Gaudette

Colleen Gaudette BA, ARIDO
Executive Member of the Board of Directors, Willistead Manor Inc., Chair of the Event Planning Committee, Willistead Manor Inc.



Friends of Willistead

As 2023 began, the Friends of Willistead busied themselves with the aftermath of decorating for Christmas and worked on re-organizing the third floor during the winter months. The City of Windsor Reception was well-attended by our members. We were delighted to present two cheques to Mayor Dilkens: \$2500 for the Restoration Fund and \$2500 for the Endowment Fund in memory of Stephen Marshall. We raised more than \$15,000 for Willistead through our Holiday Open Houses, an amazing accomplishment. We also had the opportunity to honour our Past-President, Kathie Renaud. Kathie received gifts from the Board and the Friends of Willistead. She was recognized for leading the Friends of Willistead for more than twelve years, and for her unwavering dedication to Willistead and everything associated with it.

Over the winter, new and experienced members participated in docent training. We focused on increasing our membership. We established an array of Willistead-themed giftware that we could sell to raise funds. We passed our new mission statement and re-wrote our by-laws. We concentrated on getting sponsors and donations from local businesses to assist us in our work.

June brought Art in the Park and we eagerly set up our tents and partnered with Willistead caterer, Julie from Thyme to-Go. We were thrilled to have two beautiful weather days. While some of our members worked selling beverages and Willistead giftware, others took up a position in the Manor and greeted visitors, sharing information and stories – an effort of over 500 volunteer hours. We are very grateful to the Rotary Club of Windsor (1918) and the City of Windsor for continuing to support our presence at Art in the Park.

We welcomed many visitors over the summer during our annual open houses. The Coach House Historical Exhibition was also well attended.

In September, the Friends of Willistead resumed their general meetings with a renewed dedication to the preservation, restoration, and interpretation of Willistead Manor. The fall was a busy time as regular tours resumed. In October, six of our members received Ontario Volunteer Service Awards: Kathie Renaud, Bess Zivanovich, Carol Anne Winters, Cheryl McKeown, Sandra Miesmer, and Janette Long. We thank them for their ongoing contributions and support.

During the fall season, Christmas decorating plans began to take shape. Our largest single project was to re-invent the staircase, landing, and upper hallway. After four days of decorating, and the efforts of 46 members, 6 Board members, 7 St. Clair College students, and approximately 12 others, Willistead was ready for visitors. Attendance at our Holiday open houses broke previous records. Through the sale of Willistead merchandise we were able to raise more funds to support ongoing restoration. Our thanks to the 41 Friends of Willistead who volunteered a minimum of 300 hours. We fulfilled our mission to show off the Manor in all its glory and we received very positive feedback.

I would like to thank our members for everything they do to support Willistead. I would especially like to recognize the members of the Executive for the many hours they worked in order to keep things running smoothly. The Friends of Willistead look forward to another wonderful year in 2024!

Respectfully submitted,

Connie Pitman

Connie Pitman, President
Friends of Willistead



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***2023
Financial Reports
and Statements***

***Board of Directors
Willistead Manor Inc.***

WILLISTEAD MANOR INC.
FINANCIAL REPORT
For the year ending December 31, 2023

Manor Club

The fiscal year ending December 31, 2023 concluded with Willistead Manor Inc. continuing its “Manor Club” fund raising campaign. Operating on a budget of \$4,500 all of which is dedicated to the Manor Club campaign, various fundraising efforts were undertaken to promote the Willistead Manor Club this year and in the future. A positive operating fund balance from 2022 was included in the 2023 budget, which, combined with normal operating expenses, resulted in a cumulative surplus for 2023 of \$20,139.

Twenty eight contributions to the Manor Club were received, amounting to \$48,432. Nine of the Manor Club contributions exceeded the \$100 annual membership established by the Board of Directors. Since its inception in 1982, contributions to the Manor Club total \$478,851.

As the Board is empowered under Section 6 (c) of its governing legislation

“to pay over from time to time monies received by the Corporation to the City Treasurer and the City shall use any monies so received only for the purposes of operating, renovating and furnishing Willistead Manor”.

We will be presenting a cheque to the City Treasurer in the amount of \$65,170 to be applied toward the continued restoration of Willistead.

WILLISTEAD MANOR INC.
BALANCE SHEET
As at December 31, 2023

	<u>2023</u>	<u>2022</u>
<i>Assets:</i>		
<i>Cash in Bank</i>	<u>\$ 85,309</u>	<u>\$ 57,772</u>
<i>Accounts Receivable</i>		
 <i>Liabilities:</i>		
<i>City Treasurer - Willistead Capital Restoration Fund</i>	65,170	38,291
 <i>Equity</i>	<u>20,139</u>	<u>19,481</u>
 <i>Total Liabilities & Equity</i>	<u>\$ 85,309</u>	<u>\$ 57,772</u>

Note: Does not reflect values of fundraising inventory

WILLISTEAD MANOR INC.
STATEMENT OF REVENUE, EXPENDITURE AND FUND BALANCE
As at December 31, 2023
with comparative figures for 2022

	<u>2023</u>	<u>2022</u>
<i>Revenues:</i>		
<i>Manor Club Contributions</i>	\$ 3,065	\$ 5,180
<i>Charleigh Charitable Trust</i>	31,980	33,035
<i>Martha Henkel</i>	13,387	-
<i>Fundraising Event</i>	15,000	-
<i>Bank Interest - Savings</i>	1,738	76
<i>Total Fundraising Revenue</i>	<u>65,170</u>	<u>38,291</u>
<i>Operating Grant</i>	4,500	4,500
<i>Bank Interest - Operations</i>	<u>1,031</u>	<u>466</u>
<i>Total Revenues</i>	<u>70,701</u>	<u>43,257</u>
<i>Expenditures:</i>		
<i>Fundraising Contribution</i>	-	5,225
<i>Other</i>	4,973	11,305
<i>Transfer to Willistead Capital</i>		
<i>Restoration Fund</i>	<u>65,170</u>	<u>38,291</u>
<i>Total Expenditures</i>	<u>70,143</u>	<u>54,821</u>
<i>Excess (Shortfall) of Revenues</i>		
<i>over Expenditures</i>	558	(11,564)
<i>Fund Balance, Beginning of Year</i>	<u>19,581</u>	<u>31,145</u>
<i>Fund Balance, End of Year</i>	<u><u>\$ 20,139</u></u>	<u><u>\$ 19,581</u></u>

2023

***FINANCIAL REPORTS
AND STATEMENTS***



CORPORATION OF THE CITY OF WINDSOR

WILLISTEAD MANOR - Furniture and Furnishings Trust Fund

WILLISTEAD MANOR - Capital Restoration Reserve Fund

WILLISTEAD MANOR – Endowment Fund



**CORPORATION OF THE CITY OF WINDSOR
WILLISTEAD MANOR FINANCIAL REPORT
*For the year ending December 31, 2023***

Art-in-the-Park

Art-in-the-Park, co-sponsored by the City of Windsor and the Rotary Club of Windsor (1918), contributed \$87,365 to the Willistead Restoration Fund for 2023. This joint effort, which commenced in 1978, has generated \$1,558,384 towards Willistead Restoration projects.

Willistead Classic Car Show

The Willistead Classic Car Show event was not held in 2023. This show, which began in 1987, has generated a total of \$209,153 toward Willistead restoration projects.

Friends of Willistead

The Friends of Willistead have generated 'contributions' totalling \$130,006 since their inception in 1982. They have also volunteered countless hours of labour, particularly decorating for Christmas and assisting in furnishings acquisitions.

Furniture and Furnishings

Furniture and furnishings valued at approximately \$521,345 have been donated to Willistead over the years by many generous members of the community.

Willistead Capital Restoration

The Willistead Capital Restoration Fund has a balance of \$551,421 as at December 31, 2023 year-end.

Willistead Endowment Fund

In 2012, City Council approved the establishment of the Willistead Manor Endowment Fund. The fund is to be used exclusively, and in perpetuity, for the preservation, restoration, and capital improvement of Willistead Manor, and used for any means needed to achieve this purpose. It is intended that the fund be used for infrastructure projects. The minimum capital amount that must be preserved in the fund at all times is set at 50% of the receipted value of life to date contributions to the fund. As at December 31, 2023 the Willistead Endowment Fund has a fund balance of \$33,716. The minimum capital balance that must be preserved in the fund as at December 31, 2023 is \$14,728.



WILLISTEAD FURNISHINGS - TRUST FUND
STATEMENT OF REVENUE, EXPENDITURE AND FUND BALANCE
As at December 31, 2023
with comparative figures for 2022

	<u>2023</u>	<u>2022</u>
<i>Revenues:</i>		
<i>Interest Income</i>	\$ 775	\$ 405
<i>Transfer from Willistead Restoration Reserve Fund</i>	<u>10,000</u>	<u>10,000</u>
<i>Total Revenues</i>	10,775	10,405
<i>Expenditures:</i>		
<i>Furnishings and Upgrades</i>	<u>20,715</u>	<u>5,236</u>
<i>Total Expenditures</i>	<u>20,715</u>	<u>5,236</u>
<i>(Shortfall) Excess of Revenues over Expenditures</i>	(9,940)	5,169
<i>Fund Balance, Beginning of Year</i>	<u>15,651</u>	<u>10,482</u>
<i>Fund Balance, End of Year</i>	<u><u>\$ 5,711</u></u>	<u><u>\$ 15,651</u></u>



CORPORATION OF THE CITY OF WINDSOR
WILLISTEAD MANOR - CAPITAL RESTORATION RESERVE FUND
STATEMENT OF REVENUE, EXPENDITURE AND FUND BALANCE
As at December 31, 2023
with comparative figures for 2022

	<u>2023</u>	<u>2022</u>
<i>Revenues:</i>		
<i>Willistead Manor Inc.</i>	\$ 38,291	\$ 8,794
<i>Art-in-the-Park</i>	87,365	85,738
<i>Interest Income</i>	<u>22,538</u>	<u>7,909</u>
<i>Total Revenues</i>	148,194	102,441
<i>Expenditures:</i>		
<i>Transfer to Willistead Furnishings Trust Fund</i>	<u>10,000</u>	<u>10,000</u>
<i>Total Expenditures</i>	<u>10,000</u>	<u>10,000</u>
<i>Excess of Revenues Over Expenditures</i>	138,194	92,441
<i>Fund Balance, Beginning of Year</i>	<u>413,227</u>	<u>320,786</u>
<i>Fund Balance, End of Year</i>	<u><u>\$ 551,421</u></u>	<u><u>\$ 413,227</u></u>



CORPORATION OF THE CITY OF WINDSOR
WILLISTEAD MANOR - ENDOWMENT FUND
STATEMENT OF REVENUE, EXPENDITURE AND FUND BALANCE
As at December 31, 2023
with comparative figures for 2022

	<u>2023</u>	<u>2022</u>
<i>Revenues:</i>		
<i>Donations</i>	\$ 2,500	\$ 100
<i>Interest Income</i>	<u>1,744</u>	<u>689</u>
<i>Total Revenues</i>	4,244	789
<i>Expenditures:</i>		
<i>Total Expenditures</i>	<u>-</u>	<u>-</u>
<i>Excess of Revenues over Expenditures</i>	4,244	789
<i>Fund Balance, Beginning of Year</i>	<u>29,472</u>	<u>28,683</u>
<i>Fund Balance, End of Year</i>	<u><u>\$ 33,716</u></u>	<u><u>\$ 29,472</u></u>





Committee Matters: SCM 137/2024

**Subject: Minutes of the Age Friendly Windsor Working Group of its meeting held
April 11, 2024**

AGE FRIENDLY WINDSOR WORKING GROUP

Meeting held April 11, 2024

A meeting of the Age-Friendly Windsor Working Group is held this day commencing at 9:30 o'clock a.m. in Room 140, 350 City Hall Square West, there being present the following members:

Gerald Corriveau
Larry Duffield
Andrea Grimes
Cindy Matchett
Roxanne Tellier
Tom Wilson

Also present are the following resource personnel:

Nada Tremblay, Manager, Community Programming & Development
Kara Kristof, Supervisor Community Programming
Christina Ritorto, Client Support & Staff Development Coordinator
Karen Kadour, Committee Coordinator

1. Call to Order

The Committee Coordinator calls the meeting to order at 10:40 o'clock a.m. (following the Orientation and Governance sessions) and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Election of Chair

It is generally agreed that Kara Kristof, Supervisor Community Programming will act as Chair of the Age-Friendly Windsor Working Group.

3. Declaration of Conflict

None disclosed.

4. Training for Newly Appointed Committee Members

4.1 Health and Safety and Respectful Workplace Training

Phil Russo, Occupational Health and Safety Advisory provides a Presentation entitled "Occupational Health & Safety Orientation."

4.2 Orientation and Governance Training

Anna Ciacelli, Deputy City Clerk provides an overview of the governance structure for the new members of the Age-Friendly Windsor Working Group. The document entitled "Welcome – New Members of Advisory Committees, Working Groups and Expert Panels" is provided to the members of the Working Group.

5. Business Items

5.1 Introductions

Kara Kristof, Chair invites the members to introduce themselves.

5.2 Review of Committee Purpose

Kara Kristof poses the question to the Working Group "As a member, what are the goals of the committee?". The following remarks are provided:

- Interested in learning about different technology.
- Partner with Windsor Police Services on setting up a round table discussion on how to avoid scammers.
- Suggests a survey to ask what do you feel is compromising your life.
- Agrees with recommendations of the World Health Organization for an age friendly community to allow seniors to contribute more.
- Following COVID, perhaps many services need to be kickstarted again.
- There are a tremendous amount of needs that this population of people requires and to look at the barriers that hinder them from getting what they want.
- If we build a community that suits older adults, everybody in the community will be able to participate in it. For example, to ensure that the walkways are safe, the buildings are available and friendly and welcoming for this population. Further, that there are services and how do they reach these services.
- Discussion ensues regarding Seniors' Expos that have been done in the past.
- There is a need in Windsor to disseminate information especially for seniors and newcomers. Should have a registry of information for seniors.
- Advises 311 is a tremendous resource when searching for information.
- Goal is to understand what the city is doing as far as its membership in the age friendly community, and how budgets are being established with an age friendly lens.
- Assumed that the Working Group would take advice from Council as to what kind of direction they would like the group to look at with the goal of helping the city

further its responsibilities as an age friendly community. Does not want to recreate work that has been done by senior's organizations.

Kara Kristof refers to the Mandate of the Working Group which states to "Work in partnership with City administration to develop an Action Plan to enhance Windsor's status as an Age-Friendly community" and adds that guests from various departments will be invited to attend future meetings to speak to the Working Group.

5.3 Determine Agenda Standing Items

- (a) Maintaining work undertaken by the Seniors Advisory Committee as it relates to age friendly cities. Review of the age friendly guidelines and framework from the past.
- (b) Identify barriers:
 - Communication
 - Transparency
 - Accessibility

Tom Wilson leaves the meeting at 11:37 o'clock a.m.

5.4 Review of Financials

Kara Kristof indicates that the 2024 Operating Budget for the Working Group is \$4,000, however, a carry forward of \$3,949 from 2023 is also available.

5.5 Summary and Action Items

Kara Kristof thanks the members for being a part of the Working Group along with providing their specific motivations to address the needs of seniors in the City of Windsor.

6. Date of Next Meeting

The next meeting will be held at the call of the Chair.

7. Adjournment

There being no further business, the meeting is adjourned at 11:48 o'clock a.m.



Committee Matters: SCM 172/2024

**Subject: Report of the Special meeting of Council – In-camera of its meeting held
Monday, May 27, 2024**

**SPECIAL MEETING OF COUNCIL – IN CAMERA
May 27, 2024**

Meeting called to order at: 12:24 p.m.

Members in Attendance:

Mayor Drew Dilkens
Councillor Renaldo Agostino
Councillor Fabio Costante
Councillor Fred Francis
Councillor Gary Kaschak
Councillor Angelo Marignani
Councillor Kieran McKenzie
Councillor Mark McKenzie
Councillor Jim Morrison
Councillor Ed Sleiman

Members Absent:

Councillor Jo-Anne Gignac (regrets conveyed)

Also in attendance:

Joe Mancina, Chief Administrative Officer
Andrew Daher, Commissioner, Human and Health Services
Mark Winterton, Acting Commissioner of Infrastructure Services/City Engineer
Tony Ardochini for Janice Guthrie, Commissioner of Finance/City Treasurer
Dana Paladino, Acting Commissioner of Corporate Services
Ray Mensour, Commissioner of Community Services
Jelena Payne, Commissioner Economic Development
Steve Vlachodimos, City Clerk
Wira Vendrasco, Acting City Solicitor
Matthew Stubbings, Mayor's Chief of Staff
Denise Wright, Manager of Real Estate Services (Items 1,2 and 3)
Neil Robertson, Deputy City Planner (Item 4)
Mark Nazarewich, Senior Legal Counsel (Item 5)
Milan Vujanovic, Senior Economic Development Officer (Item 7)
Stephen Laforet, Fire Chief (Item 1)
Jamie Waffle, Deputy Fire Chief (Item 1)

Colleen Middaugh, Manager of Corporate Projects (Item 1)
Tracy Beadow, Project Administrator (Item 1)
James Chacko, Executive Director Parks and Facilities (Item 3)
Matthew Johnson, Executive Director Economic Development (Items 4, 7)

Verbal Motion is presented by Councillor Kieran McKenzie, seconded by Councillor Fabio Costante, to move in Camera for discussion of the following item(s):

Item No.	Subject & Section - Pursuant to <i>Municipal Act</i>, 2001, as amended
1	Property matter – purchase of land, Section 239(2)(c)
2	Property matter – purchase of land, Section 239(2)(c)
3	Property matter – purchase of land, Section 239(2)(c)
4	Property matter – proposed disposition of land, Section 239(2)(c)
5	Personal matter – labour negotiations/security of the property/advice subject to solicitor-client privilege, Sections 239(2)(a)(d)(f)
6	Legal matter – advice subject to solicitor-client privilege/plan – project update, Section 239(2)(f)(k)
7	Property matter – disposition of land/plan update, Section 239(2)(c)(k)
8	Property matter – acquisition of land/advice subject to solicitor-client privilege, Section 239(2)(c)(f)

Motion Carried.

Declarations of Pecuniary Interest:

None declared.

Discussion on the items of business.

**Verbal Motion is presented by Councillor Ed Sleiman, seconded by Councillor Mark McKenzie, to move back into public session.
Motion Carried.**

**Moved by Councillor Angelo Marignani, seconded by Councillor Renaldo Agostino,
THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Council Meeting held May 27, 2024 directly to Council for consideration at the next Regular Meeting.**

1. That the recommendation contained in the in-camera report from the Manager of Real Estate Services, Acting City Solicitor, Acting Commissioner of Corporate Services, Fire Chief, Commissioner of Community Services and Commissioner of Finance and City Treasurer respecting a property matter – purchase of land **BE APPROVED.**
2. That the recommendation contained in the in-camera report from the Manager of Real Estate Services, Acting City Solicitor, Acting Commissioner of Corporate Services, Executive Director of Parks and Facilities, Service Director of Security, Acting Commissioner of Infrastructure Services and Commissioner of Finance and City Treasurer respecting a property matter – purchase of land **BE APPROVED.**
3. That the recommendation contained in the in-camera report from the Manager of Real Estate Services, Acting City Solicitor, Acting Commissioner of Corporate Services, Executive Director of Parks and Facilities, Commissioner of Community Services and Commissioner of Finance and City Treasurer respecting a property matter – purchase of land **BE APPROVED.**
4. That the recommendation contained in the in-camera report from the City Planner, Executive Director of Economic Development and Climate Change, Acting City Solicitor, Commissioner of Economic Development, Commissioner of Infrastructure Services and Commissioner of Finance and City Treasurer respecting a property matter – proposed disposition of land **BE APPROVED.**

5. That the confidential in-camera report from the Acting Deputy City Solicitor, Acting Commissioner of Corporate Services, Acting City Solicitor, Acting Commissioner of Infrastructure Services and Commissioner of Finance and City Treasurer respecting a personal matter – labour negotiations/security of the property and advice subject to solicitor-client privilege **BE RECEIVED**, and that Administration **PROCEED** in accordance with the verbal direction of Council.

6. That the recommendation contained in the in-camera report from the Executive Initiatives Coordinator, Manager of Development Revenue and Financial Administration, Senior Legal Counsel, Financial Manager of Asset Planning, Financial Planning Administrators and Deputy Treasurer of Taxation, respecting a legal matter – advice subject to solicitor-client privilege/plan **BE APPROVED**.

7. That the recommendation contained in the in-camera report from the Senior Economic Development Officer, Executive Director of Economic Development, Commissioner of Economic Development, Acting City Solicitor, Acting Commissioner of Infrastructure Services and Commissioner of Finance and City Treasurer respecting a property matter – disposition of land/plan update **BE APPROVED AS AMENDED**.

8. That the recommendation contained in the in-camera report from the Manager of Real Estate Services, Acting City Solicitor, Acting Commissioner of Corporate Services, Executive Director of Recreation and Culture, Executive Director of Parks and Facilities, Commissioner of Community Services, Acting Commissioner of Infrastructure Services and Commissioner of Finance and City Treasurer respecting a property matter – acquisition of land/advice subject to solicitor-client privilege **BE APPROVED**.

Motion Carried.

Moved by Councillor Jim Morrison, seconded by Councillor Gary Kaschak,
That the special meeting of council held May 27, 2024 BE ADJOURNED.
(Time: 1:09 p.m.)
Motion Carried.



Committee Matters: SCM 173/2024

Subject: Report of the Striking Committee – In-camera of its meeting held

Monday, May 27, 2024

**STRIKING COMMITTEE – IN CAMERA
May 27, 2024**

Meeting called to order at: 1:09 p.m.

Members in Attendance:

Mayor Drew Dilkens
Councillor Renaldo Agostino
Councillor Fabio Costante
Councillor Fred Francis
Councillor Gary Kaschak
Councillor Angelo Marignani
Councillor Kieran McKenzie
Councillor Mark McKenzie
Councillor Ed Sleiman
Councillor Jim Morrison

Members Absent:

Councillor Jo-Anne Gignac

Also in attendance:

Joe Mancina, Chief Administrative Officer
Andrew Daher, Commissioner, Human and Health Services
Mark Winterton, Acting Commissioner, Infrastructure Services/City
Engineer
Tony Ardochini for Janice Guthrie, Commissioner of Finance/City Treasurer
Dana Paladino, Acting Commissioner, Corporate Services
Ray Mensour, Commissioner, Community Services
Jelena Payne, Commissioner Economic Development
Steve Vlachodimos, City Clerk
Wira Vendrasco, Acting City Solicitor
Matthew Stubbings, Mayor's Chief of Staff
Anna Ciacelli, Deputy Clerk

Verbal Motion is presented by Councillor Ed Sleiman, seconded by Councillor Fabio Costante,
to move in Camera for discussion of the following item(s):

Item No.	Subject & Section - Pursuant to <i>Municipal Act</i> , 2001, as amended
1	Personal matter – about identifiable individual(s) – appointment of member to the Windsor Public Library Board, Section 239(2)(b)
2	Personal matter – about identifiable individual(s) – appointment of 2 citizens to the Windsor Essex Community Housing Board of Directors, Section 239(2)(b)

Motion Carried.

Declarations of Pecuniary Interest:

None declared.

Discussion on the items of business.

Verbal Motion is presented by Councillor Fred Francis, seconded by Councillor Jim Morrison,
to moved back into public session.
Motion Carried.

Moved by Councillor Ed Sleiman, seconded by Councillor Jim Morrison,
THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Striking Committee Meeting held May 27, 2024 directly to Council for consideration at the next Regular Public Meeting or Special meeting of Council.

1. That the confidential discussions regarding the appointment of members to the Windsor Public Library Board **BE APPROVED** (see open report of the Striking Committee).

2. That the confidential discussions regarding the appointment of members to the Windsor Essex Community Housing Board of Directors **BE APPROVED** (see open report of the Striking Committee).

Motion Carried.

**Moved by Councillor Ed Sleiman, seconded by Councillor
Fred Francis.**

**That the special Striking Committee meeting held May 27, 2024 BE
ADJOURNED.**

(Time: 1:11 p.m.)

Motion Carried.



Committee Matters: SCM 174/2024

**Subject: Report of the Striking Committee of its meeting held Monday, May 27,
2024**

**REPORT OF THE STRIKING COMMITTEE
of its meeting held
May 27, 2024**

Members in Attendance:

Mayor Drew Dilkens
Councillor Renaldo Agostino
Councillor Fabio Costante
Councillor Fred Francis
Councillor Gary Kaschak
Councillor Angelo Marignani
Councillor Kieran McKenzie
Councillor Mark McKenzie
Councillor Jim Morrison
Councillor Ed Sleiman

Members Absent:

Councillor Jo-Anne Gignac

Also in attendance:

Joe Mancina, Chief Administrative Officer
Andrew Daher, Commissioner, Human and Health Services
Mark Winterton, Acting Commissioner, Infrastructure Services/City
Engineer
Tony Ardochini for Janice Guthrie, Commissioner of Finance/City Treasurer
Dana Paladino, Acting Commissioner, Corporate Services
Ray Mensour, Commissioner, Community Services
Jelena Payne, Commissioner Economic Development
Steve Vlachodimos, City Clerk
Wira Vendrasco, Acting City Solicitor
Matthew Stubbings, Mayor's Chief of Staff
Anna Ciacelli, Deputy Clerk

Declarations of Pecuniary Interest:

None declared.

Your Committee submits the following recommendations:

1. That Delia Greco **BE APPOINTED** to the ***Windsor Public Library Board*** to fill the vacancy of Nicole Coco Daignault, resigned, for the term expiring November 14, 2026, or until successors are appointed, and further that Councillor Renaldo Agostino **BE REAPPOINTED** to the Board for the term expiring November 14, 2026.

(2) That David Ennis and Paresh Kumar Ratila Jariwala **BE APPOINTED** to the ***Windsor Essex Community Housing Board*** as citizen representatives to fill the vacancies of Shelly Lucier, resigned and Marina Clemens, deceased, for the term expiring November 14, 2026 or until successors are appointed.

MAYOR

CITY CLERK

BY-LAW NUMBER 102-2024

A BY-LAW TO FIX THE TAX RATES AND TO PROVIDE FOR THE LEVY AND COLLECTION OF PROPERTY TAXES FOR THIS YEAR

Passed the 10th day of June, 2024

WHEREAS it is deemed necessary to fix the tax rates for the 2024 year pursuant to Section 312 of the *Municipal Act, 2001*, S.O. 2001 c.25 (hereinafter referred to as the “*Act*”) relative to the property classes specified below, and to provide accordingly for the levy and collection of taxes thereon required for the general purposes of The Corporation of the City of Windsor (hereinafter referred to as the “*City*”) in the amount of \$432,245,318;

AND WHEREAS the assessment on the subject property classes in the City, according to the assessment roll returned and revised for 2024 taxation pursuant to the provisions of the *Assessment Act*, R.S.O. 1990, c. A.31, as amended (the “*Assessment Act*”), is in the amount of \$18,336,973,727 upon which the rate of taxation for Municipal purposes for this year shall be fixed and levied pursuant to the provisions of all enabling legislation in that behalf including the *Act* and regulations thereunder promulgated, all as amended;

AND WHEREAS Property Classes and Property Subclasses have been prescribed pursuant to Sections 7 and 8 of the *Assessment Act*;

AND WHEREAS the City is required to establish tax ratios pursuant to Section 308 of the *Act* for each prescribed Property Class;

AND WHEREAS Sections 313 and 313.1 of the *Act* requires the tax treatment be set for each prescribed property subclass in accordance with the regulations;

AND WHEREAS Section 312 of the *Act* provides for the establishment of tax rates to be levied for local municipal purposes;

AND WHEREAS the taxes for School purposes shall be levied, collected and administered by the City in accordance with Ontario Regulation 400/98 under the *Education Act*, R.S.O. 1990, c. E.2;

AND WHEREAS Part X of the *Act* provides for the issuance of tax bills and the collection and administration of tax amounts, including amounts that become due and remain unpaid;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. “delegate” means any person or persons upon whom the City has conferred the duties and powers of the Treasurer with respect to tax collection pursuant to Section 286 of the *Act*.
2. **THAT** for the taxation year 2024, the tax ratio for property in:
 - a) the residential property class is 1.000000;
 - b) the multi-residential property class is 2.000000;
 - c) the new multi-residential property class is 1.000000;
 - d) the broad commercial property class is 1.978445;
 - e) the residual commercial property class is 2.013994;
 - f) the shopping centre property class is 2.013994;
 - g) the office building property class is 2.013994;
 - h) the parking lots and commercial vacant land property class is 1.016719;

- i) the broad industrial property class is 2.603974;
 - j) the industrial property class is 2.315779;
 - k) the large industrial property class is 2.932755;
 - l) the pipelines property class is 1.928249;
 - m) the farm property class is 0.250000; and
 - n) the managed forests property class is 0.250000.
- 3. **AND THAT** for the taxation year 2024, the tax rates that would otherwise be levied for Municipal and School purposes for the subclasses prescribed under paragraph 1 of Subsection 8(1) of the *Assessment Act* shall be reduced as follows:
 - a) For the first subclass of farmland awaiting development in the residential property class by 35%;
 - b) For the first subclass of farmland awaiting development in all other classes by the percentage required so that the tax rate matches the tax rate for the first subclass of in the residential property class; and
 - c) No reduction shall be applied for the second subclass of farmland awaiting development for any property class.
- 4. **AND THAT** in accordance with Subsection 313(1.3) of the *Act*, no tax rate reductions shall be applied to the vacant and excess land subclasses prescribed under paragraphs 2 or 3 of Subsection 8(11) of the *Assessment Act*;
- 5. **AND THAT** there shall be levied and collected upon all of the assessment within the below specified property classes, in the City, according to the assessment roll of the previous year, as returned for the current taxation year, the taxes and levies identified above based on the tax rates for each class of property as set out in Schedule "A" attached hereto and forming part of this by-law.
- 6. All taxes levied respectively as aforesaid and other rates payable as taxes, shall be payable into the hands of the Treasurer or delegate in accordance with the provisions of this by-law.
- 7. Save as provided in Section 6 hereof, all property taxes and all other rates and charges, payable as taxes, included in the tax roll for this year shall be payable in the portions and upon the dates set out below:
 - a) In three installments upon the following dates, that is to say:
 - i) One third thereon on the 17th day of July of this year,
 - ii) One third thereon on the 18th day of September of this year, and
 - iii) One third thereon on the 13th day of November of this year.
 - b) Under the City's Mid-Month 10 Month Preauthorized Payment Plan in five installments upon the following dates, that is to say:
 - i) One-fifth thereon on the 15th day of July of this year,
 - ii) One-fifth thereon on the 15th day of August of this year,
 - iii) One-fifth thereon on the 16th day of September of this year,
 - iv) One-fifth thereon on the 15th day of October of this year, and
 - v) One-fifth thereon on the 15th day of November of this year.
 - c) Under the City's End-Month 10 Month Preauthorized Payment Plan in five installments upon the following dates, that is to say:
 - i) One-fifth thereon on the 31st day of July of this year
 - ii) One-fifth thereon on the 30th day of August of this year,
 - iii) One-fifth thereon on the 27th day of September of this year,
 - iv) One-fifth thereon on the 31st day of October of this year, and
 - v) One-fifth thereon on the 29th day of November of this year.

8. Penalty and interest shall be imposed in accordance with the following against amounts that become due and remain unpaid:
 - a) Any installment of taxes payable and remaining unpaid after the dates specified in Subsection (1) shall be subject to a penalty for non-payment of one and one-quarter per cent (1¼%) on the first day of default.
 - b) Any and all taxes and installments that remain unpaid after the first day of default shall be subject to interest for non-payment which will be calculated at a rate of one and one-quarter per cent (1¼%), per month and imposed on the first day of each calendar month subsequent to the date of default.
9. The Treasurer or delegate is hereby authorized to accept part payment from time to time on account of taxes due, and to give a receipt of such part payment, provided that acceptance of any such part payment shall not affect the collection of any percentage charge imposed and collectable under Section 8 hereof in respect of non-payment of any taxes or any class of taxes or any installment thereof.
10. The Treasurer or delegate may mail or cause to be mailed to the address of the residence or place of business of each person taxed, a notice specifying the amount of taxes payable by such person.
11. That failure to receive a tax notice does not exempt the property owner from penalty and interest charges as outlined in Section 8 of this by-law.
12. Notwithstanding this by-law providing for payment of taxes or installments thereof without an additional percentage charge on or before the dates hereinbefore set forth, all taxes for this year, including local improvement rates and other rates payable as taxes, shall be deemed to have been imposed and to be due on and from the first day of January of this year.
13. Nothing herein contained shall prevent the Treasurer or delegate from proceeding at any time with the collection of any rate, tax or assessment, or any part thereof, in accordance with the provisions of the Statutes and by-laws governing the collection of taxes.
14. In the event of conflict between the provisions of this by-law and any other by-law, the provisions of this by-law prevail.

DREW DILKENS, MAYOR

CITY CLERK

First Reading - June 10, 2024
Second Reading - June 10, 2024
Third Reading - June 10, 2024

Schedule A
To By-Law 102-2024

City of Windsor
2024 Municipal General Levy and Provincial Education Tax Rates

Class/Subclass	RTC RTQ	Tax Ratio	Discount Factor	2024 Tax Rates	
				Municipal	Education
Residential	RT	1.000000	1.00	0.01879805	0.00153000
	RF	1.000000	1.00	0.01879805	0.00153000
	RG	1.000000	1.00	0.01879805	No Ed.
Farm	FT	0.250000	1.00	0.00469951	0.00038250
New Multi-Residential	NT	1.000000	1.00	0.01879805	0.00153000
Multi-Residential	MT	2.000000	1.00	0.03759610	0.00153000
Commercial Residual	CT	2.013994	1.00	0.03785916	0.00880000
	CM	2.013994	1.00	0.03785916	No Ed.
	CF	2.013994	1.00	0.03785916	0.01250000
	CG	2.013994	1.00	0.03785916	No Ed.
	CH	2.013994	1.00	0.03785916	0.01250000
	CP	2.013994	1.00	0.03785916	0.00880000
	CU	2.013994	1.00	0.03785916	0.00880000
Office Building	DT	2.013994	1.00	0.03785916	0.00880000
	DF	2.013994	1.00	0.03785916	0.01250000
	DG	2.013994	1.00	0.03785916	No Ed.
	DU	2.013994	1.00	0.03785916	0.00880000
Shopping Centre	ST	2.013994	1.00	0.03785916	0.00880000
	SU	2.013994	1.00	0.03785916	0.00880000
Parking Lot / Vac. Land	GT	1.016719	1.00	0.01911233	0.00822145
	CX	1.016719	1.00	0.01911233	0.00822145
	GF	1.016719	1.00	0.01911233	0.00822145
	GP	1.016719	1.00	0.01911233	0.00822145
	CZ	1.016719	1.00	0.01911233	No Ed.
	CY	1.016719	1.00	0.01911233	0.00822145
	CJ	1.016719	1.00	0.01911233	0.00822145
Industrial Residual	IT	2.315779	1.00	0.04353213	0.00880000
	IH	2.315779	1.00	0.04353213	0.01250000
	IX	2.315779	1.00	0.04353213	0.00880000
	IY	2.315779	1.00	0.04353213	0.01250000
	IJ	2.315779	1.00	0.04353213	0.01250000
	IU	2.315779	1.00	0.04353213	0.00880000
	IK	2.315779	1.00	0.04353213	0.01250000
	IV	2.315779	1.00	0.04353213	0.01250000
Large Industrial	LT	2.932755	1.00	0.05513008	0.00880000
	LU	2.932755	1.00	0.05513008	0.00880000
Pipeline	PT	1.928249	1.00	0.03624732	0.00880000

BY-LAW NUMBER 103-2024

A BY-LAW TO PROVIDE FOR THE IMPOSITION OF SPECIAL CHARGES UPON PRESCRIBED BUSINESS PROPERTY CLASSES OF RATEABLE PROPERTY WITHIN IMPROVEMENT AREAS FOR THE YEAR 2024

Passed the 10th day of June, 2024.

WHEREAS by original By-law Numbers, which by-laws and/or affected areas may have been subsequently amended and/or enlarged upon from time to time thereafter as the case may be, identified on Schedule “A” hereto, the respectively indicated improvement areas of the City of Windsor were so designated within the meaning of Section 204 of the *Municipal Act, 2001*, S.O. 2001, c.25 (the “Act”);

AND WHEREAS Council has approved the budgets of the respective Boards of Management of the said improvement areas for this year (the “Current Year”) in the amounts respectively indicated on said Schedule “A”;

AND WHEREAS the total assessed values of the rateable property in prescribed business property classes in the said improvement areas, used as the basis for computing such special charges, are in the amounts all as respectively depicted on said Schedule “A”;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That subject to such maximum and minimum charges heretofore specified by by-law as same may be applicable, there are hereby imposed special charges for the Current Year upon those persons assessed with respect to rateable property in prescribed business property classes in the affected improvement areas, all as more particularly respectively indicated on Schedule “A” hereto, which schedule forms part of this by-law and is incorporated herein, such special charges to be in the amounts respectively calculable in accordance with said Schedule “A”.
2. That the said respective special charges shall be imposed, levied and collected by tax rates respectively as applicable to the prescribed business property classes in accordance with said Schedule “A”, based on the assessment for rateable property that is used as the basis for computing the assessment according to the previous year’s assessment roll, as returned, upon which special charges or taxes for the Current Year shall be levied.
3. That the said special charges shall be respectively entered upon the tax roll and shall be collected in the same manner and with the same remedies as property taxes, and which special charges shall have priority lien status as defined in subsections 1(2.1) and 1(3) of the Act.
4. That the said respective special charges shall be paid by the persons assessed therefore in the improvement areas at the same time and in the same manner as property taxes, and there shall be added an additional percentage charge for non-payment by the due date in the same manner as for non-payment of property taxes.

5. That if any section, part or provision of this by-law shall be declared by a court of competent jurisdiction to be invalid or unenforceable, such impugned portion shall be deemed severed or severable from the remainder of this by-law and the application of the remainder of the by-law shall not be affected thereby and shall be valid and enforceable in accordance with the tenor thereof to the extent permitted by law.

6. That this by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading - June 10, 2024
Second Reading - June 10, 2024
Third Reading - June 10, 2024

**SCHEDULE A
TO BY-LAW 103-2024**

**A BY-LAW TO PROVIDE FOR THE IMPOSITION OF SPECIAL CHARGES UPON PRESCRIBED BUSINESS PROPERTY CLASSES OF RATEABLE
PROPERTY WITHIN BUSINESS IMPROVEMENT AREAS (BIA) FOR THE YEAR 2024**

Subject Improvement Area	Number of Parcels	Rate Minimum	Rate Maximum	Original BIA Designating By- Law Number	2024 Levy	Assessment for 2024 Taxation	2024 Tax Rate for each Prescribed Business Property Class
Downtown Windsor Business Improvement Association	302	\$75	\$15,000 + 1/2 over \$15,000	5651	764,550	243,838,507	0.00360506
Erie Street – Via Italia	91	N/A	N/A	8185 amended by 10295	125,000	21,694,400	0.00576185
Ford City	80	\$400	\$400	9571	30,000	7,731,150	\$400 flat levy
Olde Riverside Towne Centre	34	N/A	N/A	10362	75,000	9,988,600	0.00750856
Olde Sandwich Towne	26	N/A	N/A	8410	67,100	8,189,700	0.00819322
Ottawa Street	76	N/A	N/A	5385	71,965	21,248,400	0.00338684
Pillette Village	40	N/A	N/A	10559	40,000	11,018,000	0.00363043
Olde Walkerville	54	N/A	N/A	8024	55,000	22,691,800	0.00242378
Wyandotte Towne Centre	124	\$100	N/A	10095	94,000	22,700,600	0.00414047

BY-LAW NUMBER 104-2024

A BY-LAW TO FURTHER AMEND BY-LAW 9023 BEING A BY-LAW TO REGULATE VEHICULAR PARKING WITHIN THE LIMITS OF THE CITY OF WINDSOR ON MUNICIPAL STREETS, MUNICIPAL PARKING LOTS AND PRIVATE PROPERTIES

Passed the 10th day of June, 2024.

WHEREAS By-law Number 9023, being a by-law to regulate vehicular parking within the limits of the City of Windsor on municipal streets, municipal parking lots and private properties, was passed on the 8th day of June, 1987.

WHEREAS it is deemed expedient to amend By-law 9023.

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That **BY-LAW NUMBER 9023** be and the same is hereby amended as follows:

APPENDIX “A”

ITEM	REGULATION	STREET	SIDE	FROM	TO	ADDITIONAL RESTRICTION
1	Schedule “A” Limited Parking On DELETED	Wyandotte St E	North	St Rose Ave	Virginia Ave	1 Hour Limit – 8:00 AM To 6:00 PM – Monday to Saturday
2	Schedule “A” Limited Parking On ADD	Wyandotte St E	South	St Rose Ave	Virginia Ave	1 Hour Limit – 8:00 AM To 6:00 PM – Monday to Saturday
3	Schedule “A” Limited Parking On DELETED	Drouillard Rd	West	A point 30 Meters South of Riverside Dr E	Next Rail Line South	40 Minute Limit – 8:00 AM To 6:00 PM – Monday to Saturday
4	Schedule “A” Limited Parking On DELETED	Drouillard Rd	East	A point 26 Meters North of Ontario St	A point 40 Meters North of Ontario St	20 Minute Limit – 8:00 AM To 11:00 PM – Monday to Sunday
5	Schedule “A” Limited Parking On DELETED	Drouillard Rd	East	Edna St	Whelpton St	2 Hour Limit – 9:00 AM To 6:00 PM – Monday to Saturday

6	Schedule “A” Limited Parking On DELETED	Drouillard Rd	West	Edna St	Whelpton St	2 Hour Limit – 9:00 AM To 6:00 PM – Monday to Saturday
7	Schedule “A” Limited Parking On DELETED	Drouillard Rd	East	The Southerly Limit of Edna St	A point 30 Meters South of Edna St	2 Hour Limit – 9:00 AM To 6:00 PM – Monday to Saturday

ITEM	REGULATION	STREET	SIDE	FROM	TO	MONTHS	ADDITIONAL RESTRICTIONS
8	Schedule “B” Limited Alternate Side Parking DELETE	Drouillard Rd	East	A point 83m south of Reginald St	A point 95m north of Reginald St	April, June, August, October	10 Minute Limit - 8:00 AM To 12:00 PM - Monday to Saturday
9	Schedule “B” Limited Alternate Side Parking DELETE	Drouillard Rd	West	A point 83m south of Reginald St	A point 95m north of Reginald St	January, March, May, July, September, November	10 Minute Limit - 8:00 AM To 12:00 PM - Monday to Saturday
10	Schedule “B” Limited Alternate Side Parking ADD	Drouillard Rd	West	A point 83m south of Reginald St	A point 95m south of Reginald St	January, March, May, July, September, November	10 Minute Limit - 8:00 AM To 12:00 PM - Monday to Saturday
11	Schedule “B” Limited Alternate Side Parking ADD	Drouillard Rd	East	A point 83m south of Reginald St	A point 95m south of Reginald St	April, June, August, October	10 Minute Limit - 8:00 AM To 12:00 PM - Monday to Saturday
12	Schedule “B” Limited Alternate Side Parking DELETE	Drouillard Rd	East	Seminole St	North Leg of Matcalfe St	April, June, August, October	2 Hours Limit - 9:00 AM To 5:00 AM
13	Schedule “B” Limited Alternate Side Parking DELETE	Drouillard Rd	West	Seminole St	North Leg of Matcalfe St	January, March, May, July, September, November	2 Hours Limit - 9:00 AM To 5:00 AM

ITEM	REGULATION	STREET	SIDE	FROM	TO	ADDITIONAL RESTRICTION
14	Schedule “C” No Parking ADD	St Rose Ave	South	St Paul Ave	A point 30 Meters of east St Paul Ave	
15	Schedule “C” No Parking DELETE	Alexandra Ave	Both	Ojibway St	Piazza St	
16	Schedule “C” No Parking ADD	Alexandra Ave	West	Ojibway St	Piazza St	
17	Schedule “C” No Parking ADD	Alexandra Ave	East	Ojibway St	A Point 34m of south of Ojibway St	
18	Schedule “C” No Parking ADD	St Clair Ave	West	Cabana Rd W	North up to and Including Cul-De-Sac	
19	Schedule “C” No Parking DELETE	Drouillard Rd	East	A point 73.5 Meters South of Richmond St	A point 241 Meters South of Richmond St	
20	Schedule “C” No Parking DELETE	Drouillard Rd	East	Riverside Dr E	The Next Rail Line South of Riverside Dr E	
21	Schedule “C” No Parking ADD	Drouillard Rd	East	Riverside Dr E	Edna St	
22	Schedule “C” No Parking ADD	Drouillard Rd	West	A point 120 Meters South of Riverside Dr E	Edna St	

23	Schedule “C” No Parking ADD	Drouillard Rd	West	A point 50 Meters North of Deming St	Next Rail South	
24	Schedule “C” No Parking ADD	Drouillard Rd	East	A point 35 Meters North of Deming St	Next Rail South	
25	Schedule “C” No Parking DELETE	Howard Ave	West	Shepherd St E	A point 87 Meters south of Shepherd St E	At All Times
26	Schedule “C” No Parking DELETE	Howard Ave	East	Cataraqui St	Giles Blvd E	6:00 AM To 8:00 PM - Sundays And Holidays Excepted
27	Schedule “C” No Parking ADD	Howard Ave	East	Giles Blvd E	A point 30m north of Giles Blvd E	
28	Schedule “C” No Parking ADD	Howard Ave	West	Broadhead St	Erie St E	

ITEM	REGULATION	STREET	SIDE	FROM	TO	MONTHS	ADDITIONAL RESTRICTIONS
29	Schedule “D” Alternate Side No Parking DELETE	Drouillard Rd	East	Edna St	Next Rail Line South	February, April, June, August, October, December	8:00 AM To 3:30 PM – Monday to Friday
30	Schedule “D” Alternate Side No Parking DELETE	Drouillard Rd	West	Edna St	Next Rail Line South	January, March, May, July, September, November	8:00 AM To 3:30 PM – Monday to Friday

31	Schedule “D” Alternate Side No Parking DELETE	Drouillard Rd	East	Seminole St	Next Rail Line South	April, June, August, October,	4:00 AM To 6:00 AM
32	Schedule “D” Alternate Side No Parking DELETE	Drouillard Rd	West	Seminole St	Next Rail Line South	January, February, March, May, July, September, November, December	4:00 AM To 6:00 AM
33	Schedule “D” Alternate Side No Parking DELETE	Howard Ave	East	Cataraqui St	A Point 30m north of Giles Blvd E	February, April, June, August, October, December	6:00 AM To 8:00 PM
34	Schedule “D” Alternate Side No Parking DELETE	Howard Ave	West	Cataraqui St	A Point 30m north of Giles Blvd E	January, March, May, July, September, November	6:00 AM To 8:00 PM
35	Schedule “D” Alternate Side No Parking ADD	Howard Ave	East	Elliott St	Niagara St	April, June, August, October	
36	Schedule “D” Alternate Side No Parking ADD	Howard Ave	West	Elliott St	Niagara St	January, February, March, May, July, September, November, December	
37	Schedule “D” Alternate Side No Parking ADD	Howard Ave	East	Niagara St	A Point 30m north of Giles Blvd E	February, April, June, August, October, December	6:00 AM to 8:00 PM – Monday to Friday
38	Schedule “D” Alternate Side No Parking ADD	Howard Ave	West	Niagara St	Brodhead St	January, March, May, July, September, November	6:00 AM to 8:00 PM – Monday to Friday

39	Schedule “D” Alternate Side No Parking ADD	Howard Ave	West	Erie St E	A Point 30m north of Giles Blvd E	January, March, May, July, September, November	6:00 AM to 8:00 PM – Monday to Friday

ITEM	REGULATION	STREET	SIDE	FROM	TO	ADDITIONAL RESTRICTIONS	METER #
40	Schedule “H” On-Street Designated Accessible Parking ADD	Parent Ave	East	A point 103m north of Hanna St E	A point 109m north of Hanna St E	4 hour limit per calendar day and per signed location	
41	Schedule “H” On-Street Designated Accessible Parking ADD	Whelpton St	West	A point 32m north of Drouillard Rd	A point 38m north of Drouillard Rd	4 hour limit per calendar day and per signed location	
42	Schedule “H” On-Street Designated Accessible Parking ADD	Drouillard Rd	West	A point 18m south of Richmond St	A point 24m south of Richmond St	4 hour limit per calendar day and per signed location	
43	Schedule “H” On-Street Designated Accessible Parking DELETE	City Hall Sq E	West	A point 56m south of University Ave E	A point 62m south of University Ave E	4 hour limit per calendar day and per signed location	
44	Schedule “H” On-Street Designated Accessible Parking DELETE	City Hall Sq E	West	A point 62m south of University Ave E	A point 68m south of University Ave E	4 hour limit per calendar day and per signed location	
45	Schedule “H” On-Street Designated Accessible Parking DELETE	City Hall Sq E	West	A point 68m south of University Ave E	A point 74m south of University Ave E	4 hour limit per calendar day and per signed location	

46	Schedule “H” On-Street Designated Accessible Parking ADD	City Hall Sq E	West	A point 56m south of University Ave E	A point 62m south of University Ave E	1 hour limit per calendar day and per signed location	
47	Schedule “H” On-Street Designated Accessible Parking ADD	City Hall Sq E	West	A point 62m south of University Ave E	A point 68m south of University Ave E	1 hour limit per calendar day and per signed location	
48	Schedule “H” On-Street Designated Accessible Parking ADD	City Hall Sq E	West	A point 68m south of University Ave E	A point 74m south of University Ave E	1 hour limit per calendar day and per signed location	

ITEM	REGULATION	STREET	SIDE	FROM	TO	ADDITIONAL RESTRICTIONS	METER #
49	Schedule “I” Loading Zones DELETE	University Ave W	South	A point 12m west of Pelissier St	A point 12m west of Pelissier St	1 Hour Limit - 9:00 AM To 6:00 PM - Monday To Saturday - Commercial Vehicles Only - While Loading And Unloading	
50	Schedule “I” Loading Zones ADD	University Ave W	South	A point 12m west of Pelissier St	A point 12m west of Pelissier St	At all times	
51	Schedule “I” Loading Zones DELETE	Drouillard Rd	East	Trenton St	Whelpton St	9:00 AM To 6:00 PM – Monday to Saturday	
52	Schedule “I” Loading Zones DELETE	Drouillard Rd	West	Whelpton St	Edna St	9:00 AM To 6:00 PM	
53	Schedule “I” Loading Zones DELETE	Drouillard Rd	West	Whelpton St	Richmond St	9:00 AM To 6:00 PM - Monday to Friday	

54	Schedule “I” Loading Zones DELETE	Drouillard Rd	West	Whelpton St	Richmond St	9:00 AM To 6:00 PM - Monday to Saturday	
55	Schedule “I” Loading Zones ADD	Drouillard Rd	East	A point 16 Meters south of Whelpton St	A point 26 Meters south of Whelpton St	30 Minute Limit – 8:00 AM To 6:00 PM – Monday to Saturday – Commercial Vehicles Only	
56	Schedule “I” Loading Zones ADD	Drouillard Rd	West	A point 78 Meters south of Ontario St	A point 84 Meters south of Ontario St	30 Minute Limit – 8:00 AM To 6:00 PM – Monday to Saturday – Commercial Vehicles Only	

ITEM	REGULATION	STREET	SIDE	FROM	TO	MONTHS	ADDITIONAL RESTRICTIONS
57	Schedule “P” Personal Accessible Parking DELETE	Goyeau St	East	A point 14m south of Ellis St E	A point 20m south of Ellis St E		
58	Schedule “P” Personal Accessible Parking DELETE	Goyeau St	West	A point 15m south of Ellis St E	A point 21m south of Ellis St E		
59	Schedule “P” Personal Accessible Parking DELETE	Ellis St E	South	A point 8m west of Marentette Ave	A point 14m west of Marentette Ave		
60	Schedule “P” Personal Accessible Parking DELETE	Lincoln Rd	Both	A point 35m west of Ontario St	A point 41m west of Ontario St		
61	Schedule “P” Personal Accessible Parking DELETE	Arthur Rd	West	A point 44m north of Ontario St	A point 50m north of Ontario St		

62	Schedule “P” Personal Accessible Parking DELETE	Howard Ave	East	A point 20m north of Niagara St	A point 26m north of Niagara St		
63	Schedule “P” Personal Accessible Parking DELETE	Howard Ave	West	A point 18m north of Niagara St	A point 24m north of Niagara St		
64	Schedule “P” Personal Accessible Parking DELETE	Watkins St	North	A point 26m west of Queen Street	A point 34m west of Queen Street	April, June, August, October	Effective 9 a.m. on the first day of each month
65	Schedule “P” Personal Accessible Parking DELETE	Watkins St	South	A point 36m west of Queen Street	A point 42m west of Queen Street	April, June, August, October	Effective 9 a.m. on the first day of each month
66	Schedule “P” Personal Accessible Parking DELETE	Monmouth Rd	East	A point 40m west of Cataraqui St	A point 46m west of Cataraqui St		
67	Schedule “P” Personal Accessible Parking DELETE	Bridge Ave	West	A point 185m south of University Ave W	A point 191m south of University Ave W		
68	Schedule “P” Personal Accessible Parking ADD	Ellis St E	South	A point 8m west of Marentette Ave	A point 14m west of Marentette Ave	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month
69	Schedule “P” Personal Accessible Parking ADD	Bruce Ave	East	A point 97m west of Hanna St W	A point 103m west of FHanna St W	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month
70	Schedule “P” Personal Accessible Parking ADD	Bruce Ave	West	A point 97m west of Hanna St W	A point 103m west of Hanna St W	April, June, August, October	Effective 9 a.m. on the first day of each month

71	Schedule “P” Personal Accessible Parking ADD	McKay Ave	West	A point 100m north of Wyandotte St W	A point 106m north of Wyandotte St W		
72	Schedule “P” Personal Accessible Parking ADD	Assumption St	North	A point 23m west of Marentette Ave	A point 29m west of Marentette Ave	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month
73	Schedule “P” Personal Accessible Parking ADD	Assumption St	South	A point 23m west of Marentette Ave	A point 29m west of Marentette Ave	April, June, August, October	Effective 9 a.m. on the first day of each month
74	Schedule “P” Personal Accessible Parking ADD	Henry Ford Centre Dr	North	A point 40m west of Whelpton St	A point 46m west of Whelpton St		
75	Schedule “P” Personal Accessible Parking ADD	Baby St	East	A point 15m north of Chippawa St	A point 21m north of Chippawa St	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month
76	Schedule “P” Personal Accessible Parking ADD	Baby St	West	A point 15m north of Chippawa St	A point 21m north of Chippawa St	April, June, August, October	Effective 9 a.m. on the first day of each month
77	Schedule “P” Personal Accessible Parking ADD	Howard Ave	East	A point 30m south of Cataraqui St	A point 36m south of Cataraqui St		
78	Schedule “P” Personal Accessible Parking ADD	Langlois Ave	East	A point 15m south of Cataraqui St	A point 21m south of Cataraqui St	April, June, August, October	Effective 9 a.m. on the first day of each month
79	Schedule “P” Personal Accessible Parking ADD	Langlois Ave	West	A point 15m south of Cataraqui St	A point 21m south of Cataraqui St	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month

80	Schedule “P” Personal Accessible Parking ADD	Windsor Ave	West	A point 96m south of Shepherd St E	A point 100m south of Shepherd St E		
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2. This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading - June 10, 2024
Second Reading - June 10, 2024
Third Reading - June 10, 2024

BY-LAW NUMBER 105-2024

A BY-LAW TO PROVIDE THAT PART-LOT CONTROL SHALL NOT APPLY TO CERTAIN LAND THAT IS WITHIN REGISTERED PLANS 679 and 531 IN THE CITY OF WINDSOR

Passed the 10th day of June, 2024.

WHEREAS the *Planning Act, R.S.O. 1990, Chapter P.13*, as amended, provides that part-lot control shall apply where land is within a plan of subdivision registered before or after the coming into force of the Act.

AND WHEREAS subsection 7 of Section 50 of the said *Planning Act* provides that the council of a municipality may by by-law provide that part-lot control does not apply to land that is within such registered plan or plans of subdivision or parts thereof as is or are designated in the by-law and where the by-law is passed part-lot control as described in subsection 5 of Section 50, ceases to apply to such land.

AND WHEREAS it is deemed desirable that the provisions of the said subsection 5 of Section 50 of the *Planning Act* shall not apply to certain land that is within **REGISTERED PLANS 679 and 531** in the City of Windsor.

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That the provisions of subsection 5 of Section 50 of the *Planning Act, R.S.O. 1990, Chapter P.13*, do not apply to that part of the land that is within **REGISTERED PLANS 679 and 531**, as described in Schedule "A" attached hereto and forming part of this by-law.
2. This by-law is repealed on June 10, 2027.
3. This by-law shall come into force and take effect after the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading - June 10, 2024
Second Reading - June 10, 2024
Third Reading - June 10, 2024

SCHEDULE "A"
TO BY-LAW 105-2024

PART LOTS 62 AND 74 PLAN 679, LOTS 63 TO 73 INCL., PLAN 679,
DESIGNATED AS PARTS 1 TO 9 INCL. AND PARTS 52 TO 60, INCL. ON
PLAN 12R25573; WINDSOR

All of PIN 01097-1291 (LT)
4565 Ontario Street, Windsor

PART ALLEY PL 531 (CLOSED BY FC2621) DESIGNATED AS PARTS 43
TO 51 INCL. ON PLAN 12R25573; WINDSOR

All of PIN 01097-1340 (LT)
0 Ontario Street, Windsor

BY-LAW NUMBER 106-2024

A BY-LAW TO ADOPT AMENDMENT NO. 180
TO THE OFFICIAL PLAN OF THE CITY OF
WINDSOR

Passed the 10th day of June, 2024.

WHEREAS pursuant to the provisions of Section 17(1) of the *Planning Act*, R.S.O. 1990, c. P.13 as amended, the Minister of Municipal Affairs and Housing (Minister) is the approval authority in respect of the approval of a plan as an official plan.

AND WHEREAS Section 17(9) of the said *Planning Act* provides that the Minister may by order exempt a proposed official plan amendment from his approval under Section 17(1) of the said Act.

AND WHEREAS pursuant to the provisions of Ontario Regulation 525/97 most amendments to the official plan of the City of Windsor commenced after January 19, 1998 are exempt from the approval of the said Minister.

THEREFORE the Council of the Corporation of the City of Windsor in accordance with the provisions of the said *Planning Act* hereby enacts as follows:

1. That Amendment No. **180** to the Official Plan of the City of Windsor, attached hereto, is hereby adopted.

DREW DILKENS, MAYOR

CITY CLERK

First Reading - June 10, 2024
Second Reading - June 10, 2024
Third Reading - June 10, 2024

AMENDMENT NO. 180
TO THE
OFFICIAL PLAN
CITY OF WINDSOR

Part D (Details of the Amendment) of the following text and attached
Schedule A of the City of Windsor Official Plan constitute
Amendment No. 180.

Also included, but not constituting part of the Amendment, are explanations
of Purpose, Location, Background, and Implementation of the Amendment,
and Appendix A (Results of Public Notification).

A. PURPOSE:

The purpose of Amendment No. 180 is to amend Schedule “A” of Volume I: The Primary Plan of the City of Windsor Official Plan by designating the subject parcel as a Special Policy Area and to add a Special Policy Area to Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan to allow a mixed-use development on the subject parcel.

B. LOCATION:

The amendment applies to the land described as Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, & Part of Parts 4, 5, 10, & 18, RP 12R24779 (PIN 01583-2726), known municipally as 2144 Huron Church Road (Roll No. 080-510-00420) situated on the east side of Huron Church Road, north of Northwood Street.

C. BACKGROUND:

The Applicant is requesting amendments to the City of Windsor Official Plan and Zoning By-law 8600 to allow a Combined use building with a height of 20.2 m (6 storeys) with 58 dwelling units, 273.6 m² of commercial space, and 83 parking spaces total on the vacant portion of the site. Vehicular access is via existing driveways to Huron Church and Daytona Avenue. The Applicant intends to sever the lands into two parcels. The severed parcel (combined use building) will have an area of 0.55 ha with 99.4 m of frontage along Huron Church and an average depth of 69.1 m. The retained parcel will have an area of 0.71 ha with 99.4 m of frontage on Huron Church and an average depth of 72.2 m.

The Official Plan designates the site “Commercial Corridor” on Schedule SC-1: Development Concept, South Cameron Planning Area, Volume II – Secondary Plans and Special Policy Area. Special Policy 1.2 in Volume II: Secondary Plans and Special Areas applies to parcels that abut, and requires specific building setbacks from, Huron Church Road. The parcel is zoned Commercial District 2.1 (CD2.1) and Commercial District 2.2 (CD2.2) by Zoning By-law 8600. The northern portion of the site is occupied by a retail store and garden centre with parking and loading areas. The remainder of the parcel is vacant.

The Applicant is requesting an Official Plan Amendment to designate the subject land as Mixed Use Corridor and a reduced landscaped setback from Huron Church for the combined use building and to rezone the property and adding a site specific exception to permit dwelling units in a combined use building as an additional permitted main use, retain the existing commercial building, all subject to additional provisions.

All site plans, floor plans, and elevations are conceptual and subject to change. The development as proposed will be subject to site plan control.

When Official Plan Amendment 180 is approved, the requested zoning amendment will conform to the Zoning Amendment Policies in Section 11.6.3 of the Official Plan and conform to the general direction of the Official Plan.

D. DETAILS OF THE AMENDMENT:

- 1) That Schedule “A” of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726; 2144 Huron Church Road; Roll No. 080-510-00420), situated on the east side of Huron Church Road, west side of Daytona Avenue, north of Northwood Street, as a Special Policy Area.
- 2) That Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as follows:

1.X 2144 Huron Church Road

<i>LOCATION</i>	1.X.1	The property described as Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726), situated on the east side of Huron Church Road, north of Northwood Street, is designated on Schedule A: Planning Districts and Policy Areas in Volume I - The Primary Plan.
<i>LAND USE DESIGNATION</i>	1.X.2	Notwithstanding the designation of these lands as “Commercial Corridor” on Schedule SC-1: Development Concept in the South Cameron Planning Area in Volume II – Secondary Plans and Special Policy Area, the subject lands shall be designated as a “Mixed Use Corridor” and be subject to the appropriate policies in Chapter 6 – Land Use in Volume I – The Primary Plan.
<i>LANDSCAPED SETBACK FROM HURON CHURCH ROAD</i>	1.X.3	Notwithstanding Special Policy Area 1.2 Huron Church Road Corridor in Chapter 1 of Volume II of the City of Windsor Official Plan, the minimum landscaped setback from the Huron Church Road right-of-way shall be 10.0 m

E. IMPLEMENTATION:

- i. This amendment is to be implemented by an amendment to Zoning By-law 8600 as recommended in Report Number SCM 142/2024 & S 41/2024 (OPA 180 OPA/7168 Z-003/24 ZNG/7169; ZO/10790 & ZB/10789) and approved by Council by CR230/2024 DHSC 605.
- ii. The proposed development will be deemed a development per Section 41 (1) of the Planning Act and therefore, Site Plan Control will be an additional tool for the implementation of this amendment.

APPENDIX A

The following are the results of public notification of the amendments and the outcome of public meetings. Comments relate to the Official Plan Amendment and the associated rezoning amendment.

DEVELOPMENT & HERITAGE STANDING COMMITTEE (DHSC):

A meeting of the DHSC was held on May 6, 2024, to consider the applications (OPA 180 OPA/7168 Z-003/24 ZNG/7169) and Staff Report S 41/2024. This is the statutory public meeting required by the Planning Act. One written submission was received. Below is an extract from the minutes of the meeting:

7.1. OPA & Rezoning – Bouzide Enterprise Ltd - 2144 Huron Church Rd - OPA 180 OPA/7168 Z-003/24 ZNG/7169 – Ward 10

Adam Szymczak, Senior Planner (author) - is available for questions.

Tracey Pillon-Abbs (agent), Pillon Abbs Inc. – is available for questions.

Counsellor Kieran McKenzie states that there are nearby environmentally sensitive areas and that there is language in the motion and the report around the mitigation of endangered species at risk and asks how these processes work, what happens when a species at risk is found, and what is the role of the Ministry of the Environment, Conservation and Parks (MECP). Ms. Pillon-Abbs states that the open drain abutting the property has some potential for habitat and is a remnant piece that was once a larger downstream water course. It was recommended by the biologist to keep it open and that we go through the required species-at-risk assessment, MECP clearance, and a larger buffer between any buildings and structures and the open drain and has been incorporated in the concept plan. Ms. Pillon-Abbs adds that there is no parking or structures along the drain, and any existing landscaping will be protected.

Councillor Kieran McKenzie asks if there will be an impact for the volume of traffic on Daytona Avenue and at the intersection immediately south of the development, and if it will present challenges on that front. Ms. Pillon-Abbs states that a traffic impact study was prepared and that there will be no negative impacts on traffic volumes and sight lines along Daytona.

Councillor Fred Francis states that a resident has sent forward communication that they would like to see this application move forward as residential housing units rather than a hotel and asks if there are any mitigating factors to put in place to ensure this. Mr. Szymczak answers that a hotel is not a permitted use in the CD2.1 zoning district.

Chair Jim Morrison states that the proposal is mixed use with commercial units on the first floor. Chair Morrison adds that the intersection at Daytona & Northwood does get busy at certain times of the day and will be important to pay attention to with the new developments in the surrounding area.

Moved by: Councillor Fred Francis Seconded by: Councillor Angelo Marignani

Decision Number: **DHSC 605**

1. THAT Schedule “A” of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726; 2144 Huron Church Road; Roll No. 080-510-00420), situated on the east side of Huron Church Road, west side of Daytona Avenue, north of Northwood Street, as a Special Policy Area.

2. THAT Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as follows:

1.X 2144 Huron Church Road

<i>LOCATION</i>	1.X.1	The property described as Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726), situated on the east side of Huron Church Road, north of Northwood Street, is designated on Schedule A: Planning Districts and Policy Areas in Volume I - The Primary Plan.
<i>LAND USE DESIGNATION</i>	1.X.2	Notwithstanding the designation of these lands as “Commercial Corridor” on Schedule SC-1: Development Concept in the South Cameron Planning Area in Volume II – Secondary Plans and Special Policy Area, the subject lands shall be designated as a “Mixed Use Corridor” and be subject to the appropriate policies in Chapter 6 – Land Use in Volume I – The Primary Plan.
<i>LANDSCAPED SETBACK FROM HURON CHURCH ROAD</i>	1.X.3	Notwithstanding Special Policy Area 1.2 Huron Church Road Corridor in Chapter 1 of Volume II of the City of Windsor Official Plan, the minimum landscaped setback from the Huron Church Road right-of-way shall be 10.0 m.

3. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, & Part of Parts 4, 5, 10, & 18, RP 12R24779 (PIN 01583-2726; 2144 Huron Church Road; Roll No. 080-510-00420), situated on the east side of Huron Church Road, north of Northwood Street by adding a site specific exception to Section 20(1) as follows:

500. EAST SIDE OF HURON CHURCH ROAD, WEST SIDE OF DAYTONA AVENUE, NORTH OF NORTHWOOD STREET

For the lands consisting of Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726), the following additional provisions shall apply:

a) Additional Permitted Main Use:

Dwelling Units in a *Combined Use Building* with any one or more permitted uses in Section 15.1.1, save and except the following uses: *Gas Bar*; *Outdoor Market*; *Parking Garage*; *Public Parking Area*; *Tourist Home*.

- b) For the lands identified as the “Retained Parcel” on Appendix B – Conceptual Site Plans to Report S 41/2024, the following additional provisions shall apply:
 - 1. Notwithstanding Section 24.20, the minimum total required *parking spaces* shall be 67.
 - 2. Notwithstanding Section 25.5.20.1.3, the minimum parking area separation from an *interior lot line* shall be 0.30 m.
- c) For the lands identified as the “Severed Parcel” on Appendix B – Conceptual Site Plans to Report S 41/2024, for a *Combined Use Building*, the following additional provisions shall apply:
 - 1. Building Height – maximum 20.2 m
 - 2. Amenity Area – Per *Dwelling Unit* – minimum 12.0 m² per unit
 - 3. Notwithstanding Section 24.20, the minimum total required *parking spaces* shall be 83.
 - 4. Notwithstanding Section 25.5.20.1.2, the minimum parking area separation from Daytona Avenue shall be 2.90 m.
 - 5. Notwithstanding Section 25.5.20.1.5, the minimum parking area separation from a *building* wall in which is located a main pedestrian entrance facing the *parking area* shall be 1.80 m.
 - 6. Notwithstanding Section 25.5.20.1.6, where a *building* is located on the same *lot* as the *parking area*, for that portion of a *building* wall not containing a *habitable room window* within 4.0 m of the *ground*, the minimum parking area separation from that portion of the *building* wall shall be 0.0 m.

(ZDM 4; ZNG/7169)

4. THAT, when Site Plan Control is applicable:

- A. Prior to the submission of an application for site plan approval, at the discretion of the City Planner, Deputy City Planner, or Site Plan Approval Officer:
 - 1) those documents submitted in support of the applications for amendments to the Official Plan and Zoning By-law 8600 **BE UPDATED** to reflect the site plan for which approval is being sought, and any comments from municipal departments and external agencies.
- B. The Site Plan Approval Officer **BE DIRECTED** to incorporate the following, subject to any updated information, into an approved site plan and an executed and registered site plan agreement:
 - 1) Noise and vibration control measures identified in Sections 4, 5 and 6 in the Acoustical and Vibration Report, prepared by Baird AE, dated May 8, 2023, subject to the approval of the City Planner, Deputy City Planner, or Site Plan Approval Officer.

- 2) Requirements of the City of Windsor – Engineering and City of Windsor – Transportation Planning contained in Appendix D of Report S 41/2024, subject to the approval of the City Engineer.
 - 3) Mitigation measures identified in Section 5.0 of the Species at Risk Impact Assessment prepared by Insight Environmental Solutions Inc. and dated December 12, 2022. subject to the approval of the City Planner, Deputy City Planner, or Site Plan Approval Officer.
 - 4) Written confirmation from the Ministry of the Environment, Conservation and Parks (MECP) that a Record of Site Condition (RSC) has been filed in the Environmental Site Registry.
- C. The Site Plan Approval Officer **CONSIDER** all other comments contained in Appendix D of Report S 41/2024 and all recommendations in the documents submitted in support of the applications for amendments to the Official Plan and Zoning By-law 8600.

Carried.

Report Number: S 41/2024

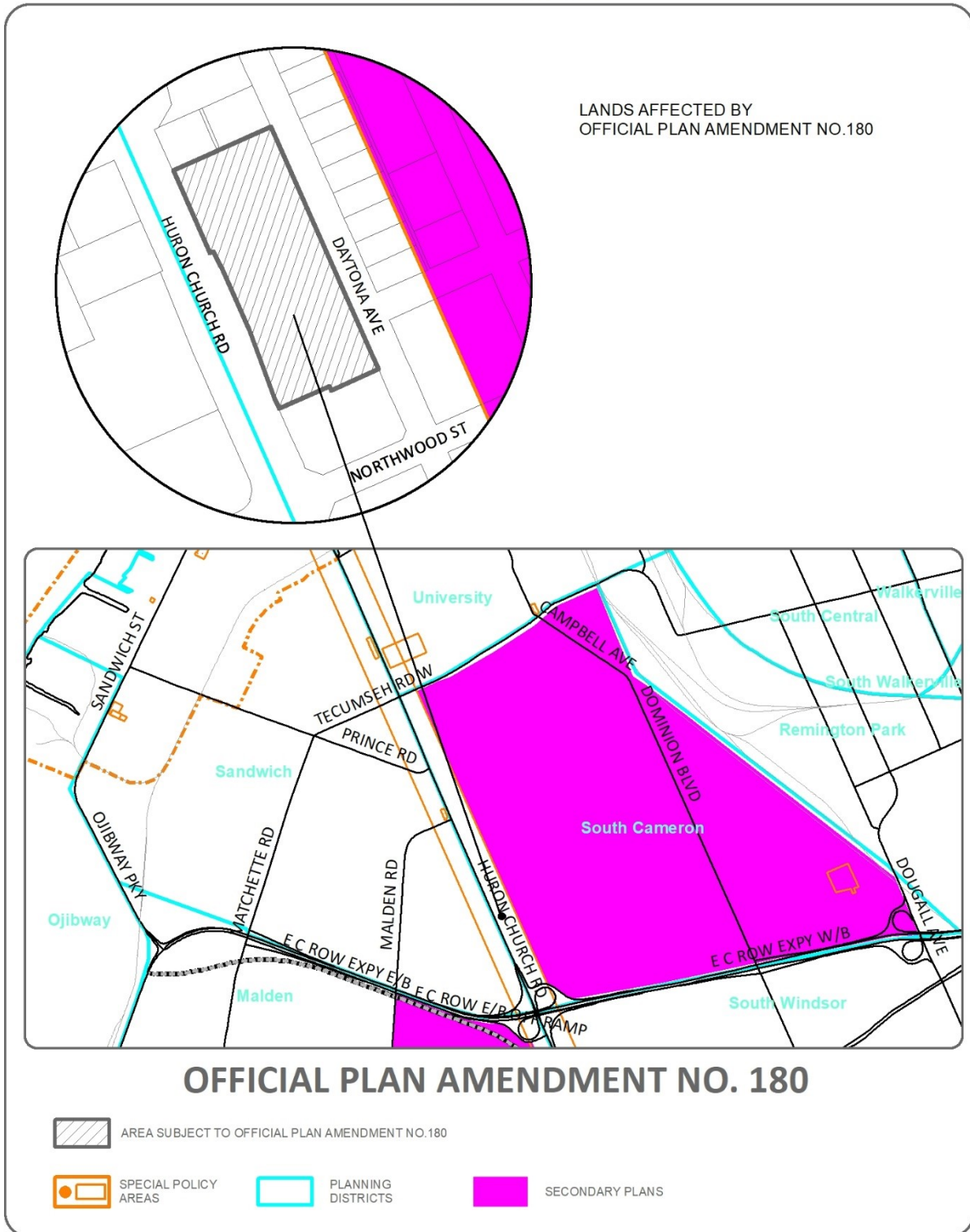
Clerk's File: ZO/10790 & ZB/10789

CITY OF WINDSOR COUNCIL MEETING:

A meeting of City Council was held on May 27, 2024, at which time the recommendations of the DHSC were considered (Report Number: SCM 142/2024 & S 41/2024 8.21). No oral or writer submissions were made or submitted.

Council approved the recommendations of DHSC (CR230/2024 DHSC 605).

SCHEDULE A



BY-LAW NUMBER 107-2024

A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE
"CITY OF WINDSOR ZONING BY-LAW"

Passed the 10th day of June, 2024.

WHEREAS it is deemed expedient to further amend By-law Number 8600 of the Council of The Corporation of the City of Windsor, cited as the "City of Windsor Zoning By-law" passed the 31st day of March, 1986, as heretofore amended:

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That subsection 1 of Section 20, of said by-law, is amended by adding the following paragraph:

500. **EAST SIDE OF HURON CHURCH ROAD, WEST SIDE OF DAYTONA AVENUE, NORTH OF NORTHWOOD STREET**

For the lands consisting of Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726), the following additional provisions shall apply:

- a) Additional Permitted Main Use:
Dwelling Units in a *Combined Use Building* with any one or more permitted uses in Section 15.1.1, save and except the following uses: *Gas Bar, Outdoor Market; Parking Garage; Public Parking Area; Tourist Home.*
- b) For the lands identified as the "Retained Parcel" on Appendix B – Conceptual Site Plans to Report S 41/2024, the following additional provisions shall apply:
 - 1. Notwithstanding Section 24.20, the minimum total required *parking spaces* shall be 67.
 - 2. Notwithstanding Section 25.5.20.1.3, the minimum parking area separation from an *interior lot line* shall be 0.30 m.
- c) For the lands identified as the "Severed Parcel" on Appendix B – Conceptual Site Plans to Report S 41/2024, for a *Combined Use Building*, the following additional provisions shall apply:
 - 1. Building Height – maximum 20.2 m
 - 2. Amenity Area – Per *Dwelling Unit* – minimum 12.0 m² per unit
 - 3. Notwithstanding Section 24.20, the minimum total required *parking spaces* shall be 83.
 - 4. Notwithstanding Section 25.5.20.1.2, the minimum parking area separation from Daytona Avenue shall be 2.90 m.
 - 5. Notwithstanding Section 25.5.20.1.5, the minimum parking area separation from a *building* wall in which is located a main pedestrian entrance facing the *parking area* shall be 1.80 m.
 - 6. Notwithstanding Section 25.5.20.1.6, where a *building* is located on the same *lot* as the *parking area*, for that portion of a *building* wall not containing a *habitable room window* within 4.0 m of the *ground*, the minimum parking area separation from that portion of the *building* wall shall be 0.0 m.

(ZDM 4; ZNG/7169)

2. The said by-law is further amended by changing the Zoning District Maps or parts thereof referred to in Section 1, of said by-law and made part thereof, so that the lands described in Column 3 are delineated by a broken line and further identified by the zoning symbol shown in Column 5:

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Official Plan Amendme nt Number	5. Zoning Symbol
1	4	Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, & Part of Parts 4, 5, 10, & 18, RP 12R24779 (PIN 01583-2726; 2144 Huron Church Road; Roll No. 080-510-00420; situated on the east side of Huron Church Road, north of Northwood Street)	180	S.20(1)500

DREW DILKENS, MAYOR

CITY CLERK

First Reading - June 10, 2024
Second Reading - June 10, 2024
Third Reading - June 10, 2024

BY-LAW NUMBER 108-2024

A BY-LAW TO ADOPT AMENDMENT NO. 183
TO THE OFFICIAL PLAN OF THE CITY OF
WINDSOR

Passed the 10th day of June, 2024.

WHEREAS pursuant to the provisions of Section 17(1) of the *Planning Act*, R.S.O. 1990, c. P.13 as amended, the Minister of Municipal Affairs and Housing (Minister) is the approval authority in respect of the approval of a plan as an official plan.

AND WHEREAS Section 17(9) of the said *Planning Act* provides that the Minister may by order exempt a proposed official plan amendment from his approval under Section 17(1) of the said Act.

AND WHEREAS pursuant to the provisions of Ontario Regulation 525/97 most amendments to the official plan of the City of Windsor commenced after January 19, 1998 are exempt from the approval of the said Minister.

THEREFORE the Council of the Corporation of the City of Windsor in accordance with the provisions of the said *Planning Act* hereby enacts as follows:

1. That Amendment No. **183** to the Official Plan of the City of Windsor, attached hereto, is hereby adopted.

DREW DILKENS, MAYOR

CITY CLERK

First Reading - June 10, 2024
Second Reading - June 10, 2024
Third Reading - June 10, 2024

AMENDMENT NO. 183
TO THE
OFFICIAL PLAN
CITY OF WINDSOR

Part D (Details of the Amendment) of the following text and attached
Schedule D of the City of Windsor Official Plan constitute
Amendment No. 183.

Also included, but not constituting part of the Amendment, are explanations
of Purpose, Location, Background, and Implementation of the Amendment,
and Appendix A (Results of Public Notification).

A. PURPOSE:

The purpose of Amendment No. 183 is to apply a site specific policy area to Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E, in the City of Windsor that would permit the construction of High Profile buildings up to 48m in height.

B. LOCATION:

The amendment applies to the land described as Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E., (Roll No. 060-460-21662), situated at the South Side of Wyandotte St. E, between Clover St. and Lublin Ave.

C. BACKGROUND:

The proposed development includes the construction of three (3), 6-storey, 63-unit multiple dwelling buildings and two (2), 12-storey, 129-unit multiple dwelling buildings for a total of 447 dwelling units.

The site is designated “Residential Neighbourhood” in the East Riverside Secondary Plan and “Residential” on Schedule “D” of the City of Windsor Official Plan. The site is currently zoned HRD1.2 permitting the development of single detached residential dwellings on 12m wide lots. The H prefix may be removed when a plan of subdivision is registered, and services are available.

Additionally, the site is subject to the Residential designation of the Official Plan. The Residential designation in the City of Windsor Official Plan permits low and medium profile developments not greater than twenty-six (26) metres in height. The proposed development is 48m (12 storeys) in height which would not conform to Section 6.3.1.2 of the Official Plan.

6.3.2.1 Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile, and Medium Profile dwelling units.

High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.

This policy was implemented through OPA 159 and generally directs high profile development to the City Centre, Mixed Use Centres and Mixed Use Corridors.

The applicant is requesting that a Site Specific policy area be applied to the site to permit a high profile building (48m) proposed A site-specific policy area to permit High Profile

buildings and an amendment to Zoning By-law 8600 by changing the zoning to allow multiple dwellings with regulations that will require specific building heights

The multiple dwelling development as proposed will be subject to site plan control.

When Official Plan Amendment 183 is approved, the requested zoning amendment will conform to the Zoning Amendment Policies in Section 11.6.3 of the Official Plan and conform to the general intent of the Official Plan.

D. DETAILS OF THE AMENDMENT:

- 1) **THAT** the City of Windsor Official Plan, Volume II, Part 1 – Special Policy Areas, **BE AMENDED** by adding site specific policies as follows:

1.# South Side of Wyandotte St. E, between Clover St. and Lublin Ave.

- 1.#.1 The property described as Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E, is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.
- 1.#.2 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 – East Riverside Secondary Plan High Profile Residential Buildings shall be permitted on the subject property.
- 1.#.3 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 – East Riverside Secondary Plan the maximum permitted density of the site shall be 130 units per ha.

E. IMPLEMENTATION:

- i. This amendment is to be implemented by an amendment to Zoning By-law 8600 as recommended by the Development and Heritage Standing Committee recommendation DHSC 607 and approved by Council by CR228/2024.

APPENDIX A

The following are the results of public notification of the amendments and the outcome of public meetings. Comments relate to the Official Plan Amendment and the associated rezoning amendment.

DEVELOPMENT & HERITAGE STANDING COMMITTEE (DHSC):

A meeting of the DHSC was held on May 6, 2024, to consider the applications Z 005-24 [ZNG-7174] & OPA 183 [OPA-7175] and Staff Report S 56/2024. This is the statutory

public meeting required by the Planning Act. Below is an extract from the minutes of the meeting:

7.3. Official Plan Amendment and Zoning Bylaw Amendment Site specific regulations for Multiple Dwelling – Z 005-24 [ZNG-7174] & OPA 183 [OPA-7175] 1027458 Ontario Inc. 0 Wyandotte St E. - Ward 7

Jim Abbs (author), Planner III – Development Review - presents application.

Karl Tanner (agent), Dillon Consulting Ltd. is available for questions.

Councillor Marginani asks about flood mitigation and if Administration is confident that this development and future developments will not cause infrastructure and flood concerns to the surrounding residents. Mr. Abbs defers the questions to the Public Works Department, and states that this development is larger than the development across the street. Mr. Patrick Winters states that all areas were included in the original design area for the North Neighbourhood Pond. Following the rainfall events of 2016 & 2017, the Engineering Department in collaboration with ERCA required that a reassessment of the North Neighbourhood Pond be completed to look at considerations for intensity that had occurred in the area over and above what was in the original design for East Riverside. He adds that the results of the study determined that the Pond is of adequate capacity to support full buildout of the area.

Councillor Marignani asks if the City will do any updates to the current infrastructure as a result of these new developments to ensure residents will not be flooded. Mr. Winters states that the developments will be required to meet the original design intent of Wyandotte St. together with the North Neighbourhood Pond, and no upgrades are needed due to the adequate capacity of the system.

Councillor Marignani asks if the two ponds west of the development currently have the infrastructure to connect this development to these ponds. Mr. Winters states that a new outlet will be installed to the pond with this development through their site.

Councillor Marginani asks what the immediate mitigation is for the development of the five buildings. Mr. Perissinotti states that the mitigation will be done on site with a specific release rate and any water above and beyond will be stored onsite, through surface ponding on the parking lot or underground.

Councillor Marginani asks if underground parking will be for the two larger buildings and the remaining three will have surface parking with parking at 1.27. Mr. Abbs confirms this.

Councillor McKenzie asks if the proposed park addition is included as part of the development or will that be a City managed property and what is the vision for that space. Mr. Abbs states that it is not part of the development but part of the previous plan of subdivision that was done on Lublin and the Clover extension to Wyandotte, this is where the part remnant piece came from, and will be conveyed to the City.

Councillor McKenzie confirms that it is part of the parkland dedication component. Mr. Abbs states that it is not part of the component and is separate. Councillor McKenzie asks

if in addition to the proposed park there is a parkland dedication component included in this development. Mr. Abbs states that there will be through Site-Plan Control, but no proposed park through this development, and the present park is currently part of the East End Park.

Councillor Marginani asks about the proposed park addition of 0.51 ha on the diagram and whether that will be part of the East End Park and will it remain a public park for the City of Windsor. Mr. Abbs states that the park is part of previous phases of plans of subdivision with the extension of Clover. He adds that the realignment of Clover made that portion of land available as the road can no longer be double loaded and will be single loaded, and the City will be granted that portion of land.

Councillor Marginani asks about the timeline for construction of the new roads. Mr. Abbs states that physical roads do not exist but the road allowances do. Mr. Karl Tanner states that the anticipated construction will start in this calendar year towards the end of the summer for phases 3 and 5, and likely a year of servicing construction, with homes being built next year.

Councillor Marginani asks where garbage waste will be held or whether that is determined later in development. Mr. Tanner states that yes they will contain garbage within their buildings.

Councillor Marginani asks about electric car charging stations as the diagrams do not show indicators of this and whether there it is plans for this development. Mr. Tanner answers that yes there will be.

Councillor Marginani asks if there is a certain number or percentage they are considering. Mr. Tanner states that he does not have numbers at this time, but they will be looking into it.

Councillor Marginani asks if the next phase is phase three. Mr. Tanner states that phase three and five will be done at the same time, but there is some preloading of the roads to get ready for construction.

Councillor Marginani asks if the development off Beverly Glen is just conditioning the terrain to hold the road and the construction that will be happening in the next few years. Mr. Tanner confirms this.

Moved by: Councillor Fred Francis
Seconded by: Councillor Mark McKenzie

Decision Number: **DHSC 607**

- I. THAT Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34 and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E, situated on South Side of Wyandotte St. E, between Clover St. and Lublin Ave., as a Special Policy Area; and,

- II. THAT Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as follows:

1.# South Side of Wyandotte St. E, between Clover St. and Lublin Ave.

- 1.#.1 The property described as Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E, is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.
- 1.#.2 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 – East Riverside Secondary Plan High Profile Residential Buildings shall be permitted on the subject property.
- 1.#.3 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 – East Riverside Secondary Plan the maximum permitted density of the site shall be 130 units per ha.; and,

- III. THAT an amendment to City of Windsor Zoning By-law 8600 **BE APPROVED** changing the zoning of Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E, from Residential District with a hold provision HRD1.2 to Residential District with a hold provision HRD 3.3; and,

- IV. THAT the hold provision **BE REMOVED** when the applicant/owner submits an application to remove the holding and the following condition is satisfied:

- a. an addendum to the Environmental Evaluation Report, dated October 2023, is prepared and submitted to the satisfaction of the City Planner; and,

- V. THAT subsection 1 of Section 20 of the City of Windsor Zoning By-law 8600 **BE AMENDED** for Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E by adding site specific regulations as follows:

5##. South Side of Wyandotte St. E, between Clover St. and Lublin Ave.

For the lands described as Part of Block A on Plan 1161; Part Streets and Alleys (Closed by R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of

Windsor, known municipally as 0 Wyandotte St. E. the following regulations shall apply:

Main Building Height - within 24m of Wyandotte Street East right of way –
Maximum –
10 m

Main Building Height – remainder of site - Maximum - 48.0 m;

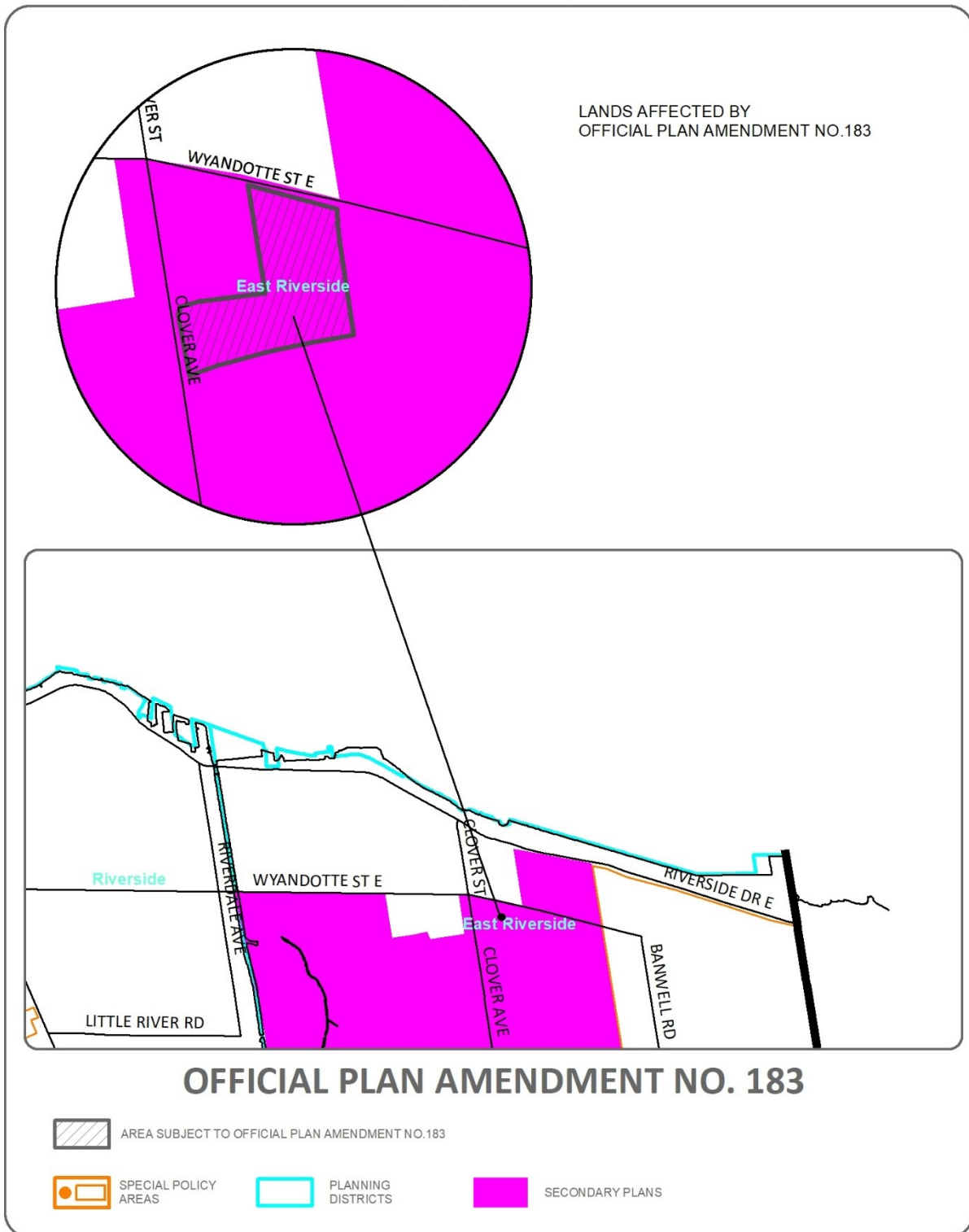
Carried.

Report Number: S 57/2024
Clerk's File: Z/14731 & Z/14732

CITY OF WINDSOR COUNCIL MEETING:

A meeting of City Council was held on May 27, 2024, at which time the recommendations of the Development & Heritage Standing Committee were considered. No presentations were made to Council and no changes were made to the Standing Committee Recommendation, which was approved via CR228/2024.

SCHEDULE A



BY-LAW NUMBER 109-2024

A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW"

Passed the 10th day of June, 2024.

WHEREAS it is deemed expedient to further amend By-law Number 8600 of the Council of The Corporation of the City of Windsor, cited as the "City of Windsor Zoning By-law" passed the 31st day of March, 1986, as heretofore amended:

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. By-law Number 8600 is further amended by changing the Zoning District Maps or parts thereof referred to in Section 1, of the by-law and made part thereof, so that the zoning district symbol of the lands described in Column 3 shall be changed from that shown in Column 5 to that shown in Column 6:

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Official Plan Amendme nt Number	5. Zoning Symbol	6. New Zoning Symbol
1	14	Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E	183	HRD1.2	HRD3.3

2. That the hold provision be removed when the applicant/owner the following conditions have been satisfied:
- a) An application is received to remove the H symbol;
 - b) an addendum to the Environmental Evaluation Report, dated October 2023, is prepared and submitted to the satisfaction of the City Planner.
3. That subsection 1 of Section 20, of said by-law, is amended by adding the following paragraph:

507. South Side of Wyandotte St. E, between Clover St. and Lublin Ave.

For the lands described as Part of Block A on Plan 1161; Part Streets and Alleys (Closed by R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E. the following regulations shall apply:

Main Building Height - within 24m of Wyandotte Street East right of way
– Maximum – 10 m

Main Building Height – remainder of site - Maximum - 48.0 m;

4. The said by-law is further amended by changing the Zoning District Maps or parts thereof referred to in Section 1, of said by-law and made part thereof, so that the lands described in Column 3 are delineated by a broken line and further identified by the zoning symbol shown in Column 5:

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Official Plan Amendme nt Number	5. Zoning Symbol
1	14	Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E	183	S.20(1)507

DREW DILKENS, MAYOR

CITY CLERK

First Reading - June 10, 2024
Second Reading - June 10, 2024
Third Reading - June 10, 2024

BY-LAW NUMBER 110-2024

A BY-LAW TO ADOPT AMENDMENT NO. 184
TO THE OFFICIAL PLAN OF THE CITY OF
WINDSOR

Passed the 10th day of June, 2024.

WHEREAS pursuant to the provisions of Section 17(1) of the *Planning Act*, R.S.O. 1990, c. P.13 as amended, the Minister of Municipal Affairs and Housing (Minister) is the approval authority in respect of the approval of a plan as an official plan.

AND WHEREAS Section 17(9) of the said *Planning Act* provides that the Minister may by order exempt a proposed official plan amendment from his approval under Section 17(1) of the said Act.

AND WHEREAS pursuant to the provisions of Ontario Regulation 525/97 most amendments to the official plan of the City of Windsor commenced after January 19, 1998 are exempt from the approval of the said Minister.

THEREFORE the Council of the Corporation of the City of Windsor in accordance with the provisions of the said *Planning Act* hereby enacts as follows:

1. That Amendment No. **184** to the Official Plan of the City of Windsor, attached hereto, is hereby adopted.

This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading - June 10, 2024
Second Reading - June 10, 2024
Third Reading - June 10, 2024

AMENDMENT NO. 184

TO THE

OFFICIAL PLAN

CITY OF WINDSOR

Part D (Details of the Amendment) of the following text and attached
Schedule A of the City of Windsor Official Plan constitute
Amendment No. 184.

Also included, but not constituting part of the Amendment, are explanations
of Purpose, Location, Background, and Implementation of the Amendment,
Appendix A (Results of Public Involvement)

A. PURPOSE:

The purpose of Amendment No. 184 is to amend Schedule “A” of Volume I: The Primary Plan of the City of Windsor Official Plan by designating the subject land as a Special Policy Area, and to amend Chapter “1” of Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan to add specific planning policies for the aforesaid Special Policy Area to allow an increase in maximum building height from four (4) storeys to no more than six (6) storeys.

B. LOCATION:

The amendment applies to the land described as Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, known municipally as 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, shown as the *Area of Development* on Schedule A, and situated on the southeast corner of Marentette Avenue and Tecumseh Road East.

Ward: 4 Planning District: Walkerville

ZDM: 7

C. BACKGROUND:

All site plans, floor plans, and elevations are conceptual and subject to change.

The Applicant is requesting amendments to the City of Windsor Official Plan and Zoning By-law 8600 to allow for the construction of a six (6) storey, 54-unit multiple dwelling with a 68-space parking area having access off Marentette Avenue and Parent Avenue (via the Giovanni Caboto Club’s parking area). The proposal will require the removal of the existing retail store (General Paint) and its parking area, an accessory garage, and five rows of parking (70 parking spaces) from the Giovanni Caboto Club’s parking area, which form the Area of Development.

The City of Windsor Official Plan currently designates the Area of Development as “Mixed Use Corridor” (in part) and “Residential” (in part) on Schedule D: Land Use of Volume I: The Primary Plan. Medium profile residential uses are permitted under both land use designations.

Amendments to the Official Plan adding a Special Policy Area to allow an increase in maximum building height from four (4) storeys to no more than six (6) storeys as well as amendments to Zoning By-law 8600 changing the zoning from Commercial District 3.3 (CD3.3) in part and Residential District 1.3 (RD1.3), to Residential District 3.2 (RD3.2) to allow the proposed multiple dwelling use and a minimum main building height, minimum exterior finish of brick, textured concrete, and/or stone for the north and west faces of the first and second floors not occupied by windows, doors, or HVAC infrastructure, minimum side yard width and increased parking area separation to the north limit of Lot 61 & Part of Closed Alley, Plan 908, and prohibition from having a parking area in a front yard and an exterior side yard.

The development as proposed will be subject to site plan control.

When Official Plan Amendment No. 184 is approved, the requested amendment to Zoning By-law 8600 will conform to the Zoning By-law Amendment Policies in Section 11.6.3 of the Official Plan and conform to the general direction of the Official Plan.

D. DETAILS OF THE AMENDMENT:

- 1) THAT Schedule “A” of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, known municipally as 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, shown as the *Area of Development* on Schedule A, situated on the southeast corner of Marentette Avenue and Tecumseh Road East as a Special Policy Area.
- 2) That Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as follows:

1.XX Southeast Corner of Marentette Avenue and Tecumseh Road East

<i>LOCATION</i>	1.XX.1	The property described as Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, known municipally as 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, situated on the southeast corner of Marentette Avenue and Tecumseh Road East, is designated on Schedule A: Planning Districts and Policy Areas in Volume I - The Primary Plan.
<i>STREET PRESENCE</i>	1.XX.2	<p>Notwithstanding Section 6.5.3.3(a) of the City of Windsor Official Plan, Volume I, Chapter 6 - Land Use:</p> <p>a) A Medium Profile residential development shall have a building height of no less than 14.0 metres and no more than 26.0 metres.</p>

E. IMPLEMENTATION:

- i. This amendment is to be implemented by an amendment to Zoning By-law 8600 as recommended in Report Number S 49/2024, Item No. 8.18 (Z-006/24 [ZNG-7179] & OPA 184 [OPA-7180]) and approved by Council by CR227/2024 DHSC 609.
- ii. The proposed development on the subject lands is deemed a development per Section 41(1) of the *Planning Act*; therefore, Site Plan Control shall be an additional tool for the implementation of this amendment.

APPENDIX A

The following are the results of public notification of the amendments and the outcome of public meetings. Comments relate to the Official Plan Amendment and the associated Zoning By-law Amendment.

DEVELOPMENT & HERITAGE STANDING COMMITTEE (DHSC):

A meeting of the DHSC was held on May 6, 2024, to consider the applications (Z-006/24 [ZNG-7179] & OPA 184 [OPA-7180]) and Staff Report S 49/2024. This is the statutory public meeting required by the *Planning Act*. Oral presentations or written submissions were made or submitted. Below is an extract from the minutes of the meeting:

7.5. Official Plan Amendment and Zoning By-law Amendment Applications for 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, Z-006/24 [ZNG-7179] & OPA 184 [OPA-7180], Ward 4

Brian Nagata, Planner II - Development Review (author), and Diana Radulescu, Planner II - Development Review (author) - present applications.

Tracey Pillon-Abbs, Pillon Abbs Inc. (authorized agent) is available for questions.

David Girard (resident at 2223 Marentette Avenue) is opposed to the proposed Zoning By-law and Official Plan Amendments and believes a four-storey building better suits the area. The area contains commercial and residential uses, with a maximum of three to four storeys. Mr. Girard requests that the current zoning for the site remain at a maximum of four storeys. Mr. Girard states concerns that the surrounding vacant lots will create further opportunity for rezoning and additional entrance and exit points to the Caboto Club property. Mr. Girard states his concern for the current elevated traffic levels, that the proposed development does not address traffic calming for this area and that there are no current traffic counts. Mr. Girard states that the development will take away four to five on-street parking spots and asks if these missing spots will be reinstated elsewhere for the residents, who will assume the liability and will there be a maximum number of vehicles that can park in the Caboto Club parking area. He reiterated that there is only one entry and exit point on Tecumseh Road East and the proposed development only shows one new point at Marentette Avenue. This solution creates a large traffic increase in the surrounding neighbourhood.

Tracey Pillon-Abbs speaks to Administration and supports all recommendations except for item number five which proposes a minimum parking area separation of 3.0 metres from the north limit of 2156 Marentette Avenue. Mrs. Pillon-Abbs adds that upon reviewing the EnWin setbacks, it is recommended to move the building closer to the hydro corridor and maintain the minimum separation from EnWin's requirements. Mrs. Pillon-Abbs is requesting that the recommendation be changed to a minimum parking area separation of 2.0 metres from 2156 Marentette Avenue with appropriate landscaping and fencing as part of Site Plan Control.

Councillor Kieran McKenzie asks if administration has the flexibility to support the requested reduction in the recommended parking area separation from 3.0 metres to 2.0 metres. Mr. Nagata noted this request was discussed with the Planning Department's Landscape Architect prior to the meeting. The Landscape Architect confirmed that 2.0 metres is still a sufficient area for accommodating an adequate landscape buffer between the parking area and 2156 Marentette Avenue.

Councillor Kieran McKenzie asks if a separate company will run the residence after a severance is granted by the Committee of Adjustment. Mrs. Pillon-Abbs states that the Caboto Club will continue to own the property legally under a different corporation with the intent of creating affordable rental units. When the application to sever comes forward to the Committee of Adjustment, a reciprocal access easement will be recommended as condition of consent to provide permission for vehicles to move between the Caboto Club parking area and the proposed development. Councillor Kieran McKenzie asks if overflow parking will also be negotiated into the arrangement, to which Mrs. Pillon-Abbs noted the affirmative. Councillor Kieran McKenzie asks how the separation of the two properties will be distinguished and will it discourage patrons of the Caboto Club from utilizing the egress onto Marentette Avenue. Mrs. Pillon-Abbs states that the architect designed the concept plan to deter this traffic behaviour and a traffic impact study (TIS) will also be required through Site Plan Control. Mrs. Pillon-Abbs adds that at this point any concerns from the City can be addressed by mitigation.

Councillor Kieran McKenzie asks if consideration has been given to a traffic management plan and how it may interact with activities at the Caboto Club. Mrs. Pillon-Abbs states that they will have to follow advice of a traffic engineer for techniques, signage, or width/angle of connections to slow traffic and flow appropriately.

Councillor Kieran McKenzie asks to what extent does this traffic plan enter discussions around the flow of traffic exiting the Caboto Club. Mr. Nagata states that traffic flows will be covered under the scope of the TIS, and that it is preferred that residents of the proposed development exit onto Tecumseh Road East via Parent Avenue due to existing traffic issues at the intersection of Marentette Avenue and Tecumseh Road East. Shawna Boakes agrees with Mr. Nagata's comments and noted that while this scale of development does not typically trigger a TIS, Transportation Planning holds similar concerns. Councillor Kieran McKenzie asks if there will be modifications to lights such as an advanced left turn to mitigate the traffic concerns. Mrs. Boakes noted this would be included in the TIS but is uncertain which intersections are currently included in the scope. Most recent counts (from 2021) for the Tecumseh and Parent intersection do not currently show a left turn required, however the City will redo the counts within the next two years to determine if this is an option. The Tecumseh Rd. corridor is an adaptive system where lights will adapt to the volume of traffic. For Caboto Club, there is a limit on adaptability for high volumes of traffic in a short amount of time. The system does run cycle-to-cycle based on the numbers it logs.

Councillor Fred Francis asks what traffic calming measures can be implemented in the short term to deal with anticipated and unintended consequences, as a resident has requested speed humps. Mrs. Boakes notes that residents can make a request for speed humps on their street by contacting 311 or the Transportation Planning

Department. If the street is deemed to be eligible for speed humps, abutting residents will be surveyed on whether they wish for speed humps to be installed. There will be additional options for implementing expedited traffic calming measures with the Ward Councillor once the TIS has been completed.

Councillor Francis asks if Caboto Club has always planned to have six-storeys for the development. Mrs. Pillon-Abbs states that the proposed development has always been six-storeys because of the Mixed-Use Corridor land use designation under the Official Plan which encourages increased density on Tecumseh Road East. The Devonshire Court proposed development is another example of a similar development but that was a designation of residential and not a comparable case study. Councillor Francis asks if all six-storeys will be residential. Mrs. Pillon-Abbs notes this is intended to be a stand-alone residential building.

Councillor Marignani asks Administration to provide context on the corner cut off. Rob Perissinotti states that it is a sight line corner for vehicle and pedestrian safety at a non-signalised intersection. Councillor Marignani asks if this means nothing can be built on the corner. Mr. Perissinotti states that the corner will be conveyed to the City and will become part of the right-of-way with an angle.

Member Arbour asks about traffic flow from a large event exiting onto Marentette Avenue into the residential area and whether a fob gate could be considered to restrict Caboto Club patrons from exiting onto Marentette Avenue. Mr. Nagata defers to the applicant. Mrs. Pillon-Abbs states this can be taken into consideration as part of the TIS and the applicant can work with the City on recommendations arising from the TIS.

Councillor Marignani asks if the City would be liable for accidents in the Caboto Club parking lot. Aaron Farough states that the risk to the City is quite low.

Councillor Kieran McKenzie recommends considering options to mitigate traffic impacts in the neighbourhood as per suggestions brought forward by Member Arbour.

Moved by: Councillor Fred Francis

Seconded by: Councillor Angelo Marignani

Decision Number: **DHSC 609**

- I. THAT Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, known municipally as 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue; shown as the *Area of Development* on Appendix A; situated on the southeast corner of Marentette Avenue and Tecumseh Road East as a Special Policy Area.
- II. THAT the City of Windsor Official Plan, Volume II, Chapter 1 - Special Policy Areas, **BE AMENDED** by adding site specific policies as follows:

1.xx. Southeast Corner of Marentette Avenue and Tecumseh Road East

- 1.xx.1 The property described as Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, known municipally as 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, situated on the southeast corner of Marentette Avenue and Tecumseh Road East, is designated on Schedule A: Planning Districts & Policy Areas in Volume I - The Primary Plan.
- 1.xx.2 Notwithstanding Section 6.5.3.3(a) of the City of Windsor Official Plan, Volume I, Chapter 6 - Land Use:
 - a) A Medium Profile residential development shall have a building height of no less than 14.0 metres and no more than 26.0 metres.

III. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning for the lands located on the southeast corner of Marentette Avenue and Tecumseh Road East, described as Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140 [PIN No. 01322-0389 LT (in part)], shown as the *Area of Development* on Appendix A, from Commercial District 3.3 (CD3.3) in part and Residential District 1.3 (RD1.3), to Residential District 3.2 (RD3.2), subject to additional regulations:

501. SOUTHEAST CORNER OF MARENTETTE AVENUE AND TECUMSEH ROAD EAST

(1) For the lands comprising of Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, PIN No. 01322-0389 LT (in part), and delineated by a heavy blue line on Schedule 2, attached to By-law xxx-2024, the following shall apply:

1. Main Building Height - minimum 14.0 m
2. A minimum of 80.0% of the north and west faces of the first and second floors not occupied by windows, doors, or HVAC infrastructure shall have an exterior finish of brick, textured concrete, and/or stone.
3. Side Yard Width from the north limit of Lot 61 & Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT - minimum. 20.0 m
4. A parking area is prohibited in a front yard and an exterior side yard, save and except for an access area or collector aisle necessary for providing access to a parking area from Marentette Avenue.
5. Notwithstanding Section .3 of Table 25.5.20.1, a minimum separation of 2.00 metres shall be provided from a parking area to the north limit of Lot 61 & Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT.

[ZDM 7; ZNG/7179]

- IV. THAT, at the discretion of the City Planner, Deputy City Planner, or Site Plan Approval Officer, the following **BE SUBMITTED** with an application for Site Plan Approval:
- a. Environmental Noise Assessment Report, prepared by Akoustik Engineering Limited, dated August 24, 2023.
 - b. Existing Tree Inventory & Preservation Plan, prepared by Bezaire Partners, sealed on June 29, 2023.
 - c. Planning Rationale Report (Revised), prepared by Pillon Abbs Inc., dated February 22, 2024.
 - d. Sanitary Sewer Study, prepared by Aleo Associates Inc. Consulting Engineers, dated September 1, 2023.
 - e. Transportation Impact Study, prepared by a qualified transportation consultant, in accordance with the TIS Scope set forth under Appendix 1 of Appendix E of this report.
- V. THAT the Site Plan Approval Officer **BE DIRECTED** to incorporate the following, subject to any updated information, into an approved site plan and executed and registered site plan agreement:
- a. 1.83-metre-high screening fence shall be erected and maintained on that portion of the north limit of Lot 61 & Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT, that flanks a rear yard or side yard therein.
 - b. Financial contributions towards any required traffic improvements identified within the aforesaid Transportation Impact Study.
 - c. Mitigation measures identified in the aforesaid Environmental Noise Assessment Report, subject to the approval of the City Engineer.
 - d. Servicing and right-of-way requirements of the City of Windsor - Engineering Department - Right-of-Way Division contained in Appendix E of this report and measures identified in the Sanitary Sewer Study, prepared by Aleo Associates Inc. Consulting Engineers, dated September 1, 2023, subject to the approval of the City Engineer.
- VI. THAT the Site Plan Approval Officer **CONSIDER** the following matter in an approved site plan and/or executed and registered site plan agreement:
- a. Written confirmation from the Ministry of the Environment, Conservation and Parks that a Record of Site Condition has been filed in the Environmental Site Registry.
- VII. THAT administration **BE REQUESTED** to provide options to mitigate traffic impacts in the area and in the neighbourhood, to address the concerns of traffic entering the neighbourhood as a result of this proposed development.

Carried.

Councillor Mark McKenzie discloses an interest and abstains from voting on this matter.

Report Number: S 49/2024

Clerk's File: Z/14755 & Z/14754

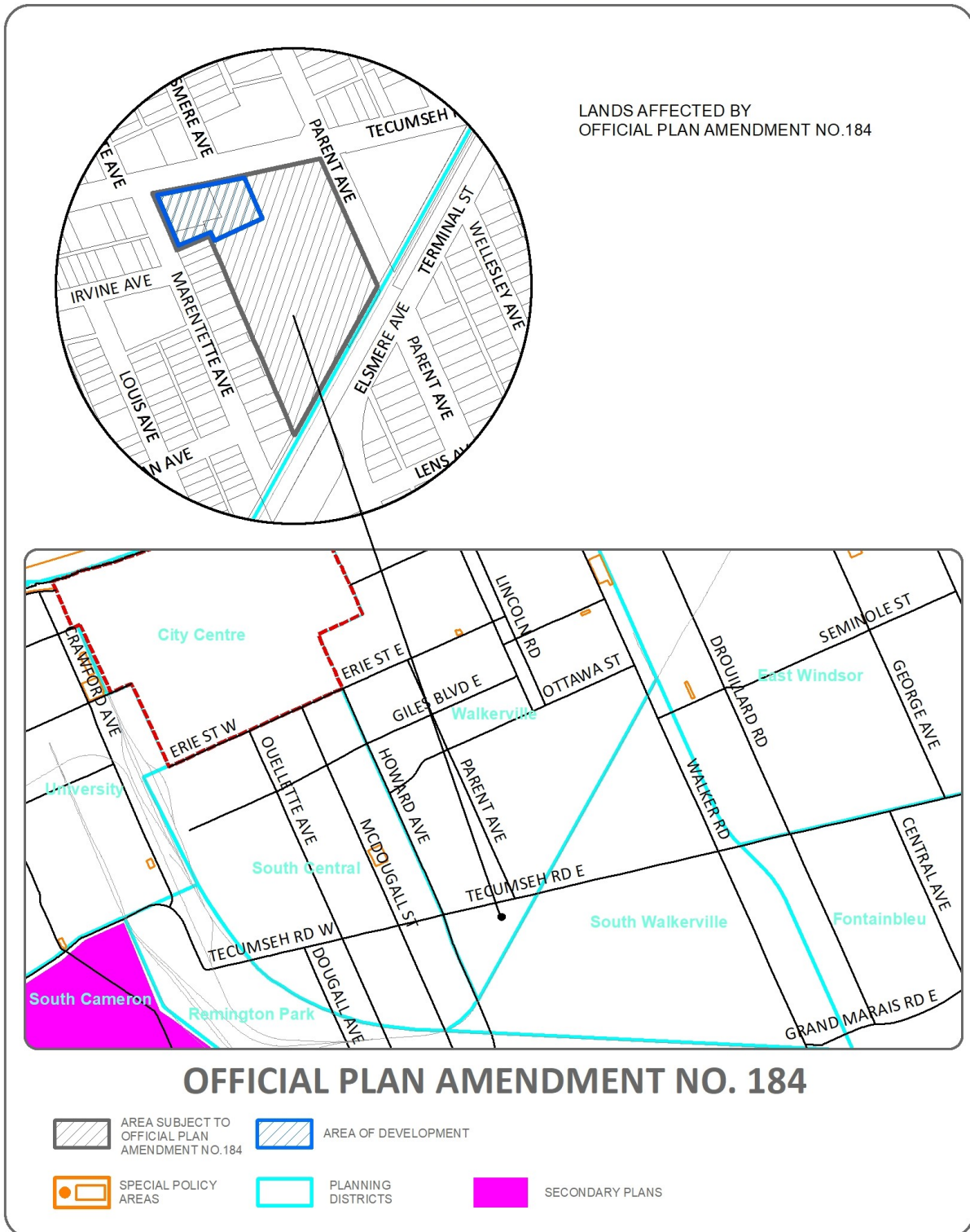
COUNCIL MEETING:

A meeting of City Council was held on May 27, 2024, at which time the recommendations of the DHSC were considered (Report Number: S 49/2024, Item No. 8.18).

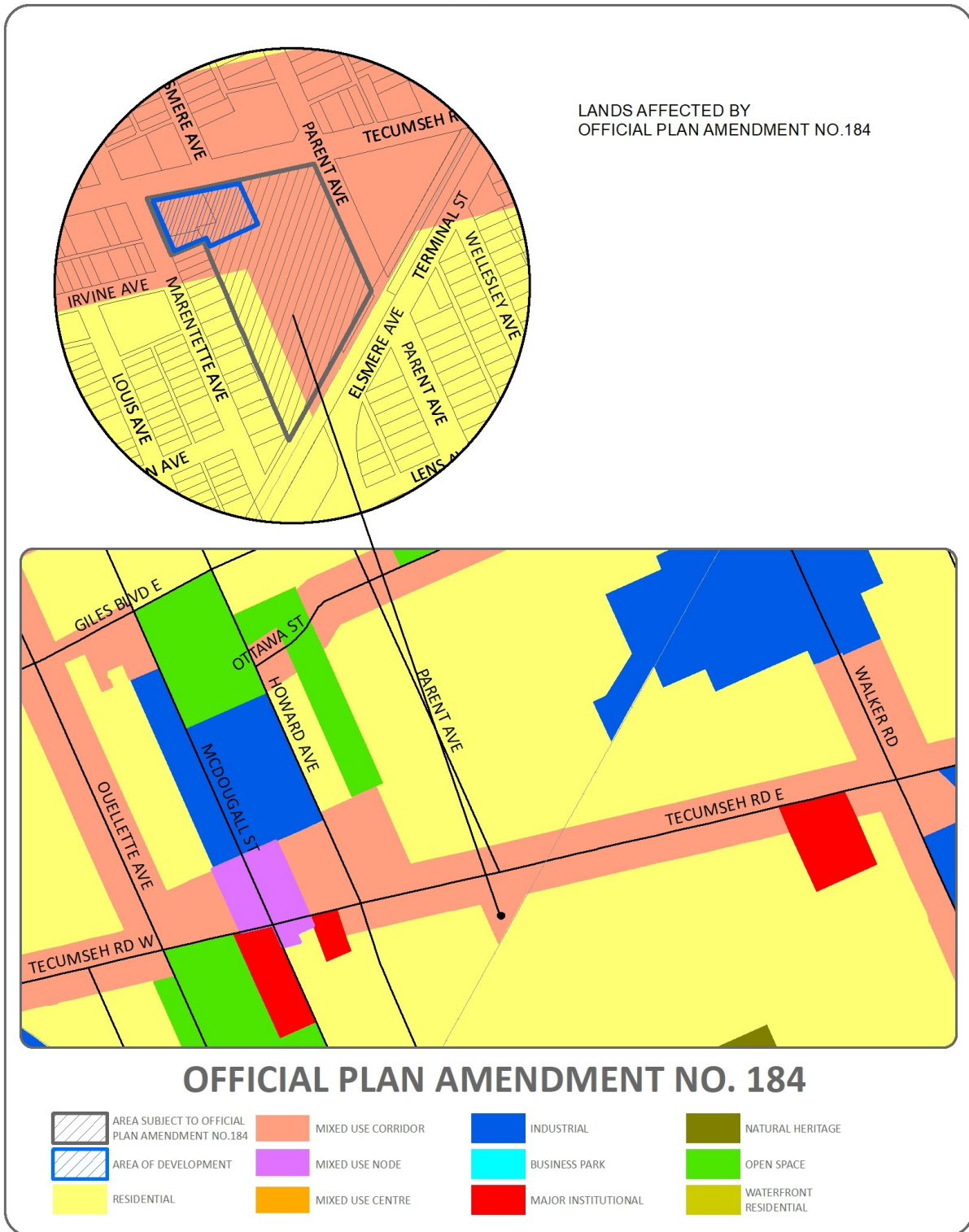
David Girard, resident at 2223 Marentette Avenue, made a presentation to Council, reiterating his objections made at the May 6, 2024, DHSC meeting. Council did not ask any follow-up questions to Mr. Girard, the applicant, or administration.

No other oral presentations or written submissions were made or submitted. Council approved the recommendations of DHSC (CR227/2024 DHSC 609).

SCHEDULE A



SCHEDULE D



BY-LAW NUMBER 111-2024

A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW"

Passed the 10th day of June, 2024.

WHEREAS it is deemed expedient to further amend By-law Number 8600 of the Council of The Corporation of the City of Windsor, cited as the "City of Windsor Zoning By-law" passed the 31st day of March, 1986, as heretofore amended:

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That subsection 1 of Section 20, of said by-law, is amended by adding the following clause:

**501. SOUTHEAST CORNER OF MARENTETTE AVENUE AND
TECUMSEH ROAD EAST**

For the lands comprising of Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, PIN No. 01322-0389 LT (in part), and delineated by a heavy blue line on Schedule 2, attached to By-law xxx-2024, the following shall apply:

- 1. Main Building Height - minimum 14.0 m
- 2. A minimum of 80.0% of the north and west faces of the first and second floors not occupied by windows, doors, or HVAC infrastructure shall have an exterior finish of brick, textured concrete, and/or stone.
- 3. Side Yard Width from the north limit of Lot 61 & Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT - minimum. 20.0 m
- 4. A parking area is prohibited in a front yard and an exterior side yard, save and except for an access area or collector aisle necessary for providing access to a parking area from Marentette Avenue.
- 5. Notwithstanding Section .3 of Table 25.5.20.1, a minimum separation of 2.00 metres shall be provided from a parking area to the north limit of Lot 61 & Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT.

[ZDM 7; ZNG/7179]

2. The said by-law is further amended by changing the Zoning District Maps or parts thereof referred to in Section 1, of said by-law and made part thereof, so that the lands described in Column 3 are delineated by a broken line and further identified by the zoning symbol shown in Column 6:

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Official Plan Amendme nt Number	5. Zoning Symbol	6. New Zoning Symbol
1	7	Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, PIN No. 01322-0389 LT (in part) (located on the southeast corner of Marentette Avenue and Tecumseh Road East)	184	CD3.3 RD1.3	RD3.2 S.20(1)501

DREW DILKENS, MAYOR

CITY CLERK

First Reading - June 10, 2024
Second Reading - June 10, 2024
Third Reading - June 10, 2024

BY-LAW NUMBER 112-2024

A BY-LAW TO ADOPT AMENDMENT NO. 182
TO THE OFFICIAL PLAN OF THE CITY OF
WINDSOR

Passed the 10th day of June, 2024.

WHEREAS pursuant to the provisions of Section 17(1) of the *Planning Act*, R.S.O. 1990, c. P.13 as amended, the Minister of Municipal Affairs and Housing (Minister) is the approval authority in respect of the approval of a plan as an official plan.

AND WHEREAS Section 17(9) of the said *Planning Act* provides that the Minister may by order exempt a proposed official plan amendment from his approval under Section 17(1) of the said Act.

AND WHEREAS pursuant to the provisions of Ontario Regulation 525/97 most amendments to the official plan of the City of Windsor commenced after January 19, 1998 are exempt from the approval of the said Minister.

THEREFORE the Council of the Corporation of the City of Windsor in accordance with the provisions of the said *Planning Act* hereby enacts as follows:
1. That Amendment No. **182** to the Official Plan of the City of Windsor, attached hereto, is hereby adopted.

DREW DILKENS, MAYOR

CITY CLERK

First Reading - June 10, 2024
Second Reading - June 10, 2024
Third Reading - June 10, 2024

AMENDMENT NO. 182
TO THE
OFFICIAL PLAN
CITY OF WINDSOR

Part D (Details of the Amendment) of the following text and attached
Schedule D of the City of Windsor Official Plan constitute
Amendment No. 182.

Also included, but not constituting part of the Amendment, are explanations
of Purpose, Location, Background, and Implementation of the Amendment,
and Appendix A (Results of Public Notification).

A. PURPOSE:

The purpose of Amendment No. 182 is to apply a site specific policy area to Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor that would permit the construction of High Profile buildings up to 44m in height provide a maximum unit density of 187 units/ha and remove the limitation of dwelling types between Riverside Drive and Wyandotte Street East.

B. LOCATION:

The amendment applies to the land described as Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St. situated on North Side of Wyandotte St. E, between Clover St. and Chateau Ave., (Roll No. 060-460-21100).

C. BACKGROUND:

The applicant's proposal for this site includes the construction of multiple unit dwellings with a total of 308 dwelling units.

The proposed development will provide 373 parking spaces split between a proposed 1-storey underground parking area and surface parking lot centrally located on the subject site. The applicant proposes a parking ratio of 1.21 parking spaces per dwelling unit.

The applicant requested a site specific policy area to permit High Profile development on the site.

The City of Windsor Official Plan currently designates the site Residential Schedule D – Land Use.

East Riverside Secondary Plan designates the subject site Residential Neighbourhood. While generally limiting development to lower density forms policy 2.7.7.2 provides opportunity for higher density development.

2.7.7.2 Notwithstanding policy 2.7.7.1 above, developers shall be encouraged to provide alternative, higher density forms of housing in the Residential Neighbourhoods, particularly in proximity to community services and facilities such as parks, schools and convenience retail to accommodate a range of demographic and tenure types.

This section limits opportunities for intensification north of Wyandotte Street E. As such, the planning department proposes that 2.7.7.5 be amended by removing the limitation of dwelling types between Riverside Drive and Wyandotte Street East to read as follows:

“The mix and distribution of dwelling types within Residential Neighbourhoods will be established in the neighbourhood subdivision plans provided for in Section 2.8 of this Secondary Plan provided, however, that single detached dwellings shall be the only permitted use on any lot which abuts the municipal boundary of the Town of Tecumseh.”

A site-specific policy area to permit High Profile buildings and an amendment to Zoning By-law 8600 to allow multiple dwellings with regulations that will require specific building heights, a reduction in the minimum required landscaped open space, a reduction in the number of parking spaces required, and set a Maximum unit density for the site will be applied.

The multiple dwelling development as proposed will be subject to site plan control.

When Official Plan Amendment 182 is approved, the requested zoning amendment will conform to the Zoning Amendment Policies in Section 11.6.3 of the Official Plan and conform to the general intent of the Official Plan.

D. DETAILS OF THE AMENDMENT:

- 1) **THAT** the City of Windsor Official Plan, Volume II, Part 2 – East Riverside Secondary Plan, **BE AMENDED** by deleting Section 2.7.7.5. and replacing as follows:

“2.7.7.5 The mix and distribution of dwelling types within Residential Neighbourhoods will be established in the neighbourhood subdivision plans provided for in Section 2.8 of this Secondary Plan provided, however, that single detached dwellings shall be the only permitted use on any lot which abuts the municipal boundary of the Town of Tecumseh.”

- 2) **THAT** the City of Windsor Official Plan, Volume II, Part 1 – Special Policy Areas, **BE AMENDED** by adding site specific policies as follows:

1.# North Side of Wyandotte St. E, between Clover St. and Chateau Ave.

1.#.1 The property described as Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St. (Roll No. 060-460-21100), is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.

1.#.2 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 – East Riverside Secondary Plan, High Profile Residential Buildings shall be permitted.

- 1.#.3 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 – East Riverside Secondary Plan the maximum permitted density of the site shall be 187 units per ha.

E. IMPLEMENTATION:

- i. This amendment is to be implemented by an amendment to Zoning By-law 8600 as recommended by the Development and Heritage Standing Committee recommendation DHSC 606 and approved by Council by CR229/2024.

APPENDIX A

The following are the results of public notification of the amendments and the outcome of public meetings. Comments relate to the Official Plan Amendment and the associated rezoning amendment.

DEVELOPMENT & HERITAGE STANDING COMMITTEE (DHSC):

A meeting of the DHSC was held on May 6, 2024 to consider the applications Z 004-24 [ZNG-7171] & OPA 182 [OPA-7173] and Staff Report S 56/2024. This is the statutory public meeting required by the Planning Act. Below is an extract from the minutes of the meeting:

7.2. Official Plan Amendment and Zoning Bylaw Amendment Site specific regulations for Multiple Dwelling – Z 004-24 [ZNG-7171] & OPA 182 [OPA-7173] 1027458 Ontario Inc. 0 Clairview Ave. - Ward 7

Jim Abbs (author), Planner III – Development Review - presents application.

Karl Tanner (agent), Dillon Consulting Ltd. is available for questions.

David Carlini (resident) – 10896 Riverside Dr. – wants to object this proposal because the parcel is currently zoned at RD 1.1 and will be changed to RD 3.3. He has concerns with the proposed increased lot coverage and height restrictions that exceed RD 3.3 specifications. He adds that his objections are the height of the building nearest the road, overshadowing onto Ganacho Trail will be a disservice to residents and adjacent lots will want to replicate this proposal. Mr. Carlini disagrees with the high profile building proposed and recommends a medium profile as a comprise. Mr. Carlini has concerns that the developments proposed underground parking will change to above ground. He has concerns with the height of the building based on the amount of units and storey height proposed, and questions if the unit number and floors will be limited to a certain amount. He objects to the lot coverage increase and limited capacity for flooding. Mr. Carlini objects to the minimal amount of parking proposed when the parking lot may be full, and the overflow would go to Lauzon Parkway or parking in residential areas on Chateau or Clover Rd.

Mr. Karl Tanner states he is in full support of Administration's recommendation.

Councillor Angelo Marginani asks Administration about the concerns raised by the delegates such as a decrease in parking as there is no other places to park in the area and zero visitor designated spots. Mr. Jim Abbs states that visitor parking is included in the 1.21 required spaces, and that the concept plan did not identify a difference between unit and visitor parking. Councillor Marginani asks if there will be visitor parking not assigned to a particular unit. Mr. Abbs states that there was no request for a reduction in visitor parking and it will comply to the required amount by the by-law.

Councillor Marginani asks why there are zero spaces for bikes. Mr. Abbs states that bike parking will comply with the required amount in the by-law. Councillor Marginani asks if bike spaces will take up parking spaces. Mr. Abbs states that they will not. Councillor Marginani questions the required number of loading spaces. Mr. Abbs states that it will follow the required amount in the by-law. Councillor Marginani has concerns that parking will overflow into the Riverside Sportsman Club or with future developments, shared parking may be an option.

Councillor Marginani has concerns with storm water management and flooding with an area already saturated with water, and if our system will be able to take that capacity. Mr. Abbs defers the question to the Public Works Department. Mr. Rob Perissinotti states that the Developer has provided a functional servicing study demonstrating that there is capacity in the municipal storm water system including the regional storm water pond to accommodate this development. Mr. Perissinotti also states that any storm water runoff from the site will have to meet the requirements set out for the overall North Neighbourhood storm water plan.

Councillor Marginani asks if there is any planned improvement to our system as a result of this development to prevent flooding, as it will affect surrounding single dwelling homes. Mr. Patrick Winters states that this area has always been identified to be developed in the future when the North Neighbourhood Pond was constructed and included trunk storm sewers. He adds that this area has been taken into account for the drainage area for the pond and ensures that the infrastructure is capable to support the development as it proceeds.

Councillor Marginani asks about the proposed drainage plan and where the water will go. Mr. Winters states that when Wyandotte St. was constructed trunk storm sewers were installed and convey the water to the North Neighbourhood Pond. Councillor Marginani asks how storm water runoff be managed and mitigated, and will it be brought to the mentioned pond. Mr. Winters states that with the original design for the pond there is allowable release rates from all sites to the trunk storm sewer, anything over and above will have to be contained on-site and will be up to consulting engineer to represent that it is completed adequately.

Councillor Marginani asks whether this development will not increase the risk of flooding in this area with confidence. Mr. Winters answers yes.

Councillor Marginani asks if the environmental impact assessment has been conducted regarding this storm water management with this development and further developments in mind. Mr. Winter states that a functional servicing study has been completed.

Councillor Marignani asks if that submission will not produce an additional risk to the surrounding neighbourhoods for flooding with intense rains or 100-year storms. Mr. Winters states that this development has met the design criteria based on the regional guidelines which include analysis up to and including a climate change event including a 100-year event.

Councillor Marignani asks of the current percentage capacity of the storm water mitigation system in the area. Mr. Winters states that the undeveloped land versus the developed would be the percentage and he can provide this information later.

Councillor Marignani asks who is responsible for maintaining the storm water infrastructure once the development is complete. Mr. Winters states that the infrastructure located on private property will be the responsibility of the property owner and we will continue to maintain the storm sewers in the city.

Councillor Marginani asks what system would the developer employ to mitigate the storm water management, and is there an underground cistern under the parking structure. Mr. Winters states that would be determined but the consulting engineer representing the developer and if they choose to employ certain OGS units or other mechanisms that are required to achieve storm water quality, they will have to follow the manufacturers recommendations for maintenance.

Councillor Marignani asks if Administration is confident a high-rise is suitable in comparison to everything surrounding is a low profile and why are we allowing a high profile building. Mr. Abbs states that this development is an opportunity to provide additional housing units in an area that can support it through infrastructure, green space, and transportation corridors. The size of the site lends itself to being developed at a higher density and there are not many opportunities in the City of Windsor like this and we need to take advantage of these sites.

Councillor Marignani asks for clarification. Mr. Abbs states that this site has very good alternative transportation connections, such as bike lanes and the Ganacho Trail, where other sites in the city do not have this. Councillor Marignani states that not many people will be taking the Ganacho Trail to work. Mr. Abbs states that there is an opportunity for the trail to be used.

Councillor McKenzie asks what issues need to be addressed in the Environmental Evaluation Report. Mr. Abbs states that the City Naturalist identified some issues that needed to be further explained in the document, and as the development is not imminent there is an opportunity to have work completed prior to construction.

Councillor McKenzie asks Mr. Karl Tanner if he is aware of the concerns and if he can explain them in relation to the Environmental Evaluation Report. Mr. Tanner states that a series of background studies are prepared including the Environmental Evaluation Report and the City Ecologist has asked for further information about the work completed for the Ministry on the endangered species onsite and fill in the missing information. He adds that no habitats have been identified for endangered species, and the work can be completed at any time to provide the information to the City Ecologist.

Councillor McKenzie asks for an explanation to address the issues of storm water management on the site. Mr. Tanner states that the pond, previously mentioned, was oversized to take on future developments and accommodate this particular phase of the North Neighbourhood. He adds that the release rate for this particular property has to be maintained, and water will be held on-site when needed. This will be addressed at the Site-Plan Control process where it will be reviewed in detail to determine any negative impact. Mr. Abbs states that the release rate does not change based on the type of development, such as a more intense development does not mean that there will be a more intense water release rate. It means that water may have to be stored onsite for longer or a greater volume may have to be stored on site.

Councillor Marginani asks if there is a mechanism for the release rate that can be removed if the area floods where they can increase the flow from the held area. Mr. Abbs states that it is not something that is done typically, and water will back up on the site until it can flow out.

Councillor Marginani asks Mr. Carlini has any further concerns. Mr. Carlini states that there was no information for bike parking spots and not enough spots for a loading zone, which will create additional hardscape and parking spots creating a lower ratio for parking. A medium profile for the building is preferred. Chair Morrison asks if there are plans for bike parking spots on the development. Mr. Tanner states that it will be determined at the Site-Plan control process and will likely be underground within the building and exterior, and that the requirements of the City will be met.

Member Arbour asks whether there will be any electric charging for cars within the building. Mr. Tanner states that yes it will be provided onsite, and the percentage will be determined at Site-Plan Control, in collaboration with Enwin. Member Arbour asks if we have enough power to the buildings to charge the vehicles. Mr. Abbs defers the question to Enwin.

Councillor Marginani asks for a definite number of storeys for the building and clarification of what 10m height from main arterial road and what that means in this report. Mr. Tanner states that the intention to create an opportunity to step the building back for street fronting townhomes. Mr. Szymczak states that the conversion factor is 4m per storey as per the by-law and storey refers to meters not building height, as different floors may have higher ceilings. Councillor Marignani states that then 44m refers to 11 storeys. Mr. Szymczak states that it can vary based on the height of the ceiling on each development.

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Fred Francis

Decision Number: **DHSC 606**

- I. THAT the City of Windsor Official Plan, Volume II, Part 2 – East Riverside Secondary Plan, **BE AMENDED** by deleting Section 2.7.7.5. and replacing as follows:

“2.7.7.5 The mix and distribution of dwelling types within Residential Neighbourhoods will be established in the neighbourhood subdivision plans provided for in Section 2.8 of this Secondary Plan provided, however, that

single detached dwellings shall be the only permitted use on any lot which abuts the municipal boundary of the Town of Tecumseh.”; and,

- II. THAT Schedule “A” of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St. situated on North Side of Wyandotte St. E, between Clover St. and Chateau Ave., as a Special Policy Area; and,
- III. THAT the City of Windsor Official Plan, Volume II, Part 1 – Special Policy Areas, **BE AMENDED** by adding site specific policies as follows:

1.# North Side of Wyandotte St. E, between Clover St. and Chateau Ave.

- 1.#.1 The property described as Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St., is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.
- 1.#.2 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 – East Riverside Secondary Plan High Profile Residential Building shall be permitted
- 1.#.3 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 – East Riverside Secondary Plan the maximum permitted density of the site shall be 187 units per ha.; and,

- IV. THAT an amendment to City of Windsor Zoning By-law 8600 **BE APPROVED** changing the zoning of Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St., from Residential District RD1.1 to Residential District with a hold provision HRD 3.3; and,

- V. THAT the hold provision **BE REMOVED** when the applicant/owner submits an application to remove the holding and the following condition is satisfied:

- a. an addendum to the Environmental Evaluation Report, dated October 2023, is prepared and submitted to the satisfaction of the City Planner; and,

- VI. THAT subsection 1 of Section 20 of the City of Windsor Zoning By-law 8600 **BE AMENDED** for Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St by adding site specific regulations as follows:

5##. North Side of Wyandotte St. E, between Clover St. and Chateau Ave.

For the lands described as Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St. the following regulations shall apply:

Main Building Height - within 24m of Wyandotte St. E right of way – Maximum– 10 m

Main Building Height – remainder of the site - Maximum - 44.0 m;

Landscaped Open Space Area - Minimum - 30%

Dwelling Unit Density – dwelling units per ha – Maximum - 187

Parking Rate - Minimum - 1.21/unit

Carried.

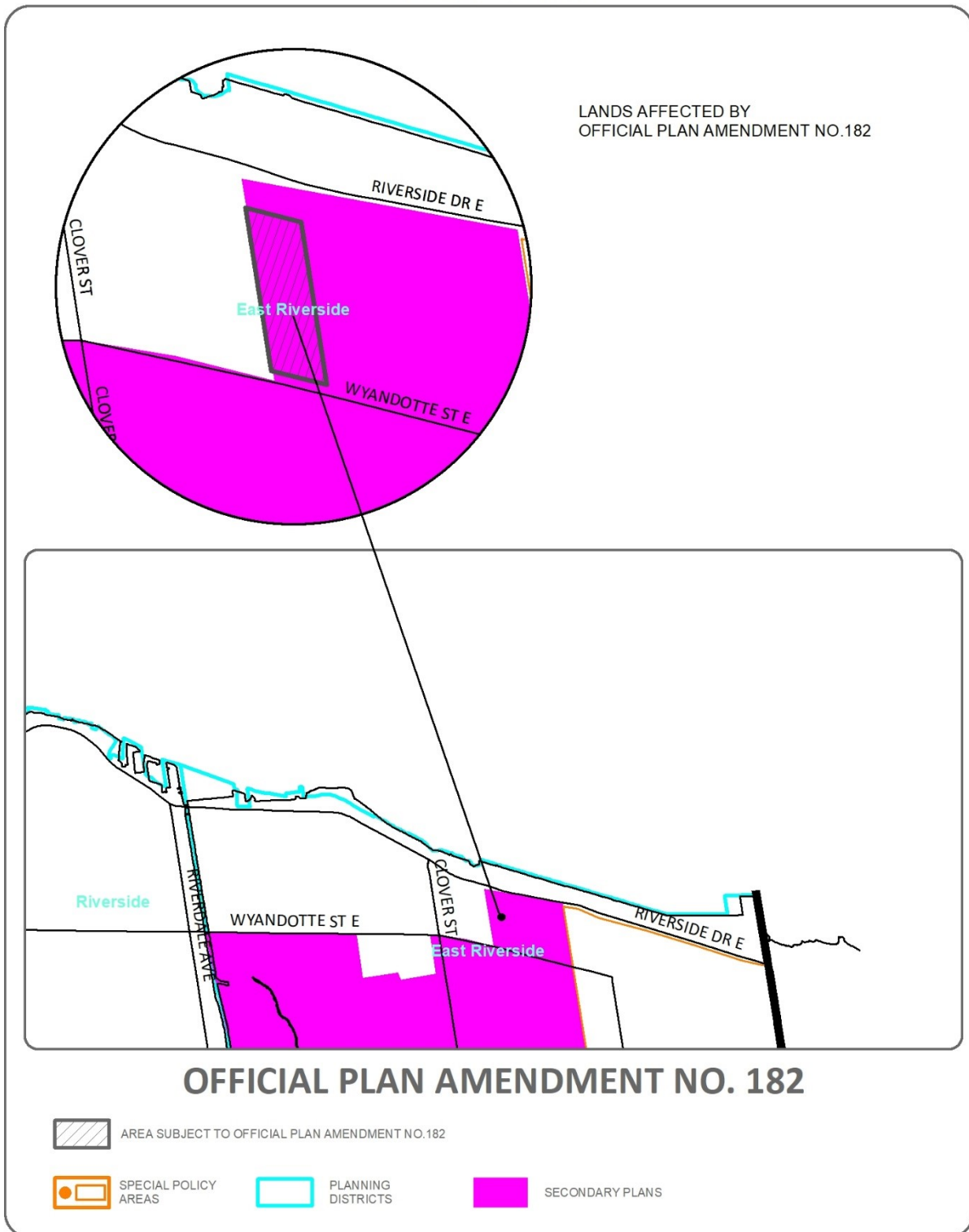
Councillor Angelo Marignani voting nay.

Report Number: S 56/2024
Clerk's File: Z/14734 & Z/14735

CITY OF WINDSOR COUNCIL MEETING:

A meeting of City Council was held on May 27, 2024, at which time the recommendations of the Development & Heritage Standing Committee were considered. No presentations were made to Council and no changes were made to the Standing Committee Recommendation, which was approved via CR229/2024.

SCHEDULE A



BY-LAW NUMBER 113-2024

A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW"

Passed the 10th day of June, 2024.

WHEREAS it is deemed expedient to further amend By-law Number 8600 of the Council of The Corporation of the City of Windsor, cited as the "City of Windsor Zoning By-law" passed the 31st day of March, 1986, as heretofore amended:

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. By-law Number 8600 is further amended by changing the Zoning District Maps or parts thereof referred to in Section 1, of the by-law and made part thereof, so that the zoning district symbol of the lands described in Column 3 shall be changed from that shown in Column 5 to that shown in Column 6:

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Official Plan Amendme nt Number	5. Zoning Symbol	6. New Zoning Symbol
1	14	Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St	182	RD1.1	HRD3.3

2. That the hold provision be removed when the applicant/owner the following conditions have been satisfied:

- a) An application is received to remove the H symbol;
- b) an addendum to the Environmental Evaluation Report, dated October 2023, is prepared and submitted to the satisfaction of the City Planner.

3. That subsection 1 of Section 20, of said by-law, is amended by adding the following paragraph:

506. North Side of Wyandotte St. E, between Clover St. and Chateau Ave.

For the lands described as Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St. the following regulations shall apply:

Main Building Height - within 24m of Wyandotte St. E right of way – Maximum– 10 m

Main Building Height – remainder of the site - Maximum - 44.0 m;

Landscaped Open Space Area - Minimum - 30%

Dwelling Unit Density – dwelling units per ha – Maximum - 187
Parking Rate - Minimum - 1.21/unit

4. The said by-law is further amended by changing the Zoning District Maps or parts thereof referred to in Section 1, of said by-law and made part thereof, so that the lands described in Column 3 are delineated by a broken line and further identified by the zoning symbol shown in Column 5:

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Official Plan Amendme nt Number	5. Zoning Symbol
1	14	Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St	182	S.20(1)506

DREW DILKENS, MAYOR

CITY CLERK

First Reading - June 10, 2024
Second Reading - June 10, 2024
Third Reading - June 10, 2024

BY-LAW NUMBER 114-2024

A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 10TH DAY OF JUNE, 2024

Passed the 10th day of June, 2024.

WHEREAS it is deemed expedient that the proceedings of the Council of The Corporation of the City of Windsor at this meeting be confirmed and adopted by by-law;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. The action of the Council of The Corporation of the City of Windsor in respect to each recommendation contained in the Report/Reports of the Committees and the local Boards and Commissions and each motion and resolution passed and other action taken by the Council of The Corporation of The City of Windsor at this meeting is hereby adopted and confirmed as if all such proceedings were expressly in this by-law.
2. The Mayor and the proper officials of The Corporation of the City of Windsor are hereby authorized and directed to do all things necessary to give effect to the action of the Council of The Corporation of the City of Windsor referred to in the preceding section hereof.
3. The Mayor and the City Clerk are authorized and directed to execute all documents necessary in that behalf and to affix thereto the seal of The Corporation of the City of Windsor.

This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading - June 10, 2024
Second Reading - June 10, 2024
Third Reading - June 10, 2024



Council Questions: SCM 175/2024

Subject: Summary of Outstanding Council Questions as of May 30, 2024

OUTSTANDING COUNCIL QUESTIONS

Just a reminder that this is quoted from the 2004 Council report:

“overdue Council Questions (i.e., outstanding for 30 days or more) be responded to immediately.”

Outstanding:

2019 – 1
2020 – 3
2021 – 3
2022 – 1
2023 – 23
2024 – 28

2019

Total Outstanding: 1

COUNCIL MEMBER		QUESTION – ISSUES RAISED	
Kieran McKenzie	Chief Administrative Officer	CQ7-2019 Asks that in light of the recent announcement from FCA to eliminate the third shift at the Windsor Assembly Plant and understanding the gravity of the economic impact to our community where as many as 10,000 jobs may be lost or affected, that Administration develop a proposal for Council’s review that could incent FCA to consider the possibility of introducing a new product into the Windsor Assembly Plant Facility. In doing so Administration should consider how existing City of Windsor economic development programs could be applied or amended to create a proposal that can help to protect the jobs now at risk both at the Windsor Assembly Plant and across the community generally. SPL/10759 (April 15, 2019)	Type of Response Required -Written Report

Total Outstanding: 3

COUNCIL MEMBER		QUESTION – ISSUES RAISED	
Kieran McKenzie	Comm. Human Health & Services and Comm. Economic Development	<p>CQ4-2020</p> <p>That Administration prepare a comparative analysis of the Affordable Housing frameworks and incentives that are in place in comparable municipalities. To the extent that the data is available the analysis should consider all forms of affordable housing and the composition of the affordable housing marketplace in the communities analyzed.</p> <p>SS2020 (February 3, 2020)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Fabio Costante	Comm. Corporate Services (Executive Director Human Resources)	<p>CQ17-2020</p> <p>It is important that we recognize and acknowledge the historic and systemic nature of racism and discrimination in our country and our City. We understand that to move forward and promote equity and eliminate anti-racism requires reaching out to and hearing from the voices of those in our community and Corporation most impacted by discrimination and racism.</p> <p>In this pursuit, it is also essential that we work towards having a Corporation that is representative of the people it serves and that everyone is treated with respect. As such, I am seeking the input and recommendations of Administration and our Diversity Advisory Committee on the viability of:</p> <p>1.Including community-led consultations on systemic racism, under Phase 2 of the City of Windsor Diversity and Inclusion Initiative.</p> <p>2.Seeking the input of those in our Corporation and related entities and our community most affected by racism and discrimination, regarding barriers to hiring and advancement in our Corporation and related entities as part of the Diversity and Inclusion Initiative.</p> <p>3.Including recommendations and input regarding providing historical information and educational materials for City owned statues, buildings and streets named with racist histories as part of the Diversity and Inclusion Initiative,</p>	<p>Type of Response Required</p> <p>-Written Report</p>

		and further developing a plan for inclusive street and property naming practices in the future. APM2020 (July 13, 2020)	
McKenzie	Comm. Economic Development	CQ32-2020 That Administration review and report back to Council on tree protection and replacement policies as it relates to the City of Windsor's land development bylaws. The review should include information pertaining to replacement ratios and the mechanisms by which trees are protected and required to be protected through the development process as well as the extent to which development is impacting the total tree count under our current framework along with options for Council to consider in terms of protecting trees and increasing tree cover through land development policy. SRT2020 (December 7, 2020)	Type of Response Required -Written Report

Total Outstanding: 3

COUNCIL MEMBER		QUESTION – ISSUES RAISED	
Jo-Anne Gignac	Comm. Corporate Services (Executive Director of Human Resources)	CQ7-2021 Asking Administration to provide a report to Council outlining the policy that regulates procedures after an accident involving City vehicles and any amendments they might propose to update it. ACD2021 & AL2021 18.2 (March 29, 2021)	Type of Response Required -Written Report
Kieran McKenzie	Comm. Corporate Services	CQ17-2021 Asks that, to promote greater public safety for all people, that Administration work to develop a by-law for Council consideration to provide the City of Windsor with additional tools within the licensing framework for enforcement agencies to address unsafe and illicit activity in hotels and motels across the community that create dangerous and undesirable situations for motel guests, neighbours, and community members alike. The bylaw development process should include consultation process with industry stakeholders and social service providers, social agencies and health providers from both within and external to the City of Windsor as well as any other stakeholder group deemed appropriate by Administration. AB2021 & MH2021 18.1 (July 26, 2021)	Type of Response Required -Written Report
Jo-Anne Gignac	Comm. Economic Development	CQ26-2021 Asks that Administration research what municipal zoning bylaws may be in place in other municipalities in Ontario or across Canada that regulate Cannabis retail outlets/consumption areas. GP/13047 18.3 (November 1, 2021)	Type of Response Required -Written Report

Total Outstanding: 1

COUNCIL MEMBER		QUESTION – ISSUES RAISED	
Fabio Costante	Comm. Community Services	CQ14-2022 Asks that, as part of the Urban Forest Management Plan, Administration should include information about the following: How a tree is determined to be either public or privately owned. Reason(s) for potential change in ownership status. The impacts of change in ownership status for the municipality and the private property owner with respect to liability, maintenance and replacement costs. ACOQ2022 & SRT2022 (August 8, 2022)	Type of Response Required -Written Report

Total Outstanding: 23

COUNCIL MEMBER		QUESTION – ISSUES RAISED	
Kieran McKenzie	Comm. Economic Development	<p>CQ1-2023</p> <p>Asks that given Council's declaration of a Climate Change Emergency informing the need to address climate change through municipal policy frameworks;</p> <p>And further, given the energy capacity challenges and opportunities faced by our community over the short, medium and long term;</p> <p>That Administration report back to Council with proposals for Council consideration to create a Green Energy Community Energy Plan (CIP) with the goal of creating a favourable energy investment climate for sustainable energy proposals.</p> <p>ACOQ2023 (January 16, 2023)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Mark McKenzie	Comm. Infrastructure Services	<p>CQ4-2023</p> <p>That Administration develop a report and policy for Council on the feasibility of Electric Vehicle Charging Stations be installed to all current and future municipally owned parking lots and garages.</p> <p>ST2023 (February 13, 2023)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Kieran McKenzie	Comm. Economic Development (City Planner)	<p>CQ5-2023</p> <p>Given the significant housing crisis challenging municipalities across Canada, including the City of Windsor</p> <p>And noting, the objective stated by the Government of Ontario to add 1.5 Million home across the province over the next 10 years, including 13,000 in our Community.</p> <p>And Whereas, the City of Windsor has already recognized the benefits of adding housing capacity through Additional Dwelling Units (ADUs) by enacting Planning Act amendments thereby eliminating some barriers to investment.</p> <p>That Administration report back with further options for Council to consider that would include a range of financial tools including (but not</p>	<p>Type of Response Required</p> <p>-Written Report</p>

		necessarily limited to) a targeted Community Improvement Plan or Grant program that would address industry challenges to help promote greater uptake of the opportunity to augment housing stock through investments in ADUs. SS2023 (February 13, 2023)	
Kieran McKenzie	Comm. Corporate Services (City Clerk)	CQ6-2023 That, given the City of Windsor's stated objective in Council's approved Diversity and Inclusion Initiative to: continually take steps to learn and grow as a community and to recognize that "diversity adds to our strength and creates an important opportunity for fostering understanding, acceptance and innovation", and, The City's publicly articulated commitment to an Agency, Board and Committee (ABC) appointments process that is transparent, fair and consistent; That Administration undertake a review of the city's appointment policy, including a comparison to processes and policies adopted in peer municipalities such as (but not limited to) London, Kitchener and Cambridge and report back with options for Council consideration in terms of best practices or improvements that can be made in the context of Equity, Diversity, Inclusion, Transparency and Accountability. ACO2023 (February 13, 2023)	Type of Response Required -Written Report
Angelo Marignani	Comm. Community Services	CQ10-2023 That Administration report back to City Council on a collaboration with Detroit City Council in creating a new International Freedom Festival. This world class civic event will promote international investment while improving the quality of life in our city. It will showcase our rich heritage and shared identity of our two cities. The focal point of this new annual festival will be the new Gordie Howe International Bridge, opening in 2024. There is more than a bridge that connects us and it is in our advantage to strengthen these connections. SR2023 (February 27, 2023)	Type of Response Required -Written Report

Mark McKenzie	Comm. Community Services	CQ12-2023 Asks that Administration develop new policies and provide report back to tamp down on “frivolous, dangerous and unreasonable” behaviour at City Hall and other City owned facilities, similar to Essex County Council. Also, report back on feasibility of installing metal detectors at City Hall and WFCU Centre. ACO2023 (May 29, 2023)	Type of Response Required -Written Report
Mark McKenzie	Comm. Infrastructure Services	CQ13-2023 Asks Administration re-examine the Driveway Requirement Policy regarding 2.2.1 which deals with not allowing front parking, as well as the Official Plan to allow front driveways with report back to Council. SB2023 & ACOQ2023 (May 29, 2023)	Type of Response Required -Written Report
Gary Kaschak	Comm. Infrastructure Services	CQ14-2023 Asks that Administration investigate the use of rumble strips in an urban environment within the City of Windsor through a pilot installation on Grand Marais Avenue between Plymouth and Pillette Road and that information as to their effectiveness be collected, analyzed and reported back to Council once sufficient data has been collected to determine both the benefits and concerns of their use in an urban setting and that the cost of the pilot be funded through the Expedited Temporary Traffic Calming Program. ST2023 & ACOQ2023 (May 29, 2023)	Type of Response Required -Written Report
Angelo Marignani	Comm. Community Services	CQ15-2023 Asks to have the city look into more auxiliary police being used on a regular schedule in our public parks and trails. A report back on costs and risks involved. SP2023 (May 29, 2023)	Type of Response Required -Written Report
Fabio Costante	Comm. Infrastructure Services	CQ17-2023 Asks Administration to investigate a method to implement Intelligent Transportation applications to improve transportation and traffic flow throughout the City. Including, but not limited to, an advanced warning system for trains for eastbound travel on Tecumseh Road West east of Crawford. MT2023 (May 29, 2023)	Type of Response Required -Written Report

Mark McKenzie	Comm. Economic Development	CQ21-2023 Asks that administration be directed to provide council with a feasibility report on the elimination of the alley closure application fee of \$1505 (and other associated fees) to assist in the acceleration of closing residential alleys. ACOQ2023 & ACO2023 (July 10, 2023)	Type of Response Required -Written Report
Mark McKenzie	Comm. Corporate Services	CQ22-2023 Asks that Administration be directed to provide options on targeted and pro-active enforcement in paved alleys to address garbage, vandalism, encampments, and land maintenance concerns up to and including any possible collaborative efforts that can be initiated with other City departments and resources. ACOQ2023 & ACO2023 (July 10, 2023)	Type of Response Required -Written Report
Angelo Marignani	Comm. Corporate Services (Deputy Licence Commissioner)	CQ23-2023 Asks that administration report back to city council regarding the rise in popularity of smoker barbecues and the nuisance that it causes in the community with air pollution and concerns from neighbors who no longer can enjoy their outdoors as a result of smoke. ACO2023(August 8, 2023)	Type of Response Required -Written Report
Mark McKenzie	Comm. Infrastructure Services	CQ24-2023 Asks that administration provide a report to Council regarding construction projects, specific to road repair, sewer infrastructure and road rehab, including policies and procedures, minimum standards and vendor warranties for review. ACO2023 (August 8, 2023)	Type of Response Required -Written Report
Angelo Marignani	Comm. Infrastructure Services	CQ25-2023 Asks that Administration come back with a report explaining the need for traffic lights at the intersection of Robinet and Tecumseh Rd. To include details such as traffic volume, recent police incidents, and any growing trends in ward seven that indicates the necessity for traffic lights at this intersection. It was also requested that a meeting be set up with traffic department to discuss this concern as well as a follow up with the administration to check on the progress as soon as possible. ACO2023 (September 5, 2023)	Type of Response Required -Written Report

Renaldo Agostino	Comm. Infrastructure Services / Comm. Economic Development	<p>CQ26-2023</p> <p>Certain cities across North America have introduced pre-approved housing and primary/secondary/ADU galleries/permits to streamline the process and lower construction costs for residential and accessory dwelling units in order to boost their city's housing supply without dramatically altering neighbourhoods.</p> <p>Raleigh, Stockton and Los Angeles to name a few.</p> <p>The City of Enderby, British Columbia hosted a competition for drawings. The winners' drawings are now for sale by the city to builders for \$1000 each. The drawings are pre-approved and in compliance.</p> <p>Asks that Administration look at these models which could help standardize rules, save time and money and speed up the building of more homes in our city.</p> <p>ACO2023 (September 18, 2023)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Ed Sleiman	Comm. Community Services	<p>CQ27-2023</p> <p>Asks that in light of parking complaints at the Ford Test Track, Administration be requested to report back to Council regarding designing and building 100 parking spaces at Ford Test Track on the former Gordon McGregor lands; and, that the report include financial information and budget allocations as required.</p> <p>ACO2023 (September 18, 2023)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Fred Francis	Comm. Infrastructure Services	<p>CQ29-2023</p> <p>Asks that Administration report back to City Council about a policy regarding capital improvements at city gateways to provide options for further enhancements when budget allotments do not allow for them.</p> <p>ACO2023 (October 30, 2023)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Angelo Marignani	Windsor Police Services/Police Chief	<p>CQ31-2023</p> <p>Asks that Administration look into and report on a pilot project to install video police box. These safety tools will create confidence in our community and help our police force deter crime. I would like to see the pilot project at Optimist Park in Forest Glade or wherever administration sees fit.</p> <p>ACO2023 (October 30, 2023)</p>	<p>Type of Response Required</p> <p>-Written Report</p>

Jo-Anne Gignac	Comm. Economic Development	<p>CQ33-2023</p> <p>Asks that Administration report back with tools that we, as a municipality, have to protect areas of our city that we have designated or identified, such as historic districts, historic neighbourhoods or even roadways, such as the Riverside Vista, as developments and intensification occurs in order to ensure that these developments compliment these identified areas.</p> <p>ACO2023 (October 30, 2023)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Renaldo Agostino	Comm. Infrastructure Services	<p>CQ34-2023</p> <p>Downtown businesses face many challenges. A major concern is our current streetscaping plan. Many benches occupy space in front of abandoned businesses. These benches attract unwanted illegal public drinking and in some case use of illegal narcotics. These areas then get used as street bathrooms. This then becomes a burden on the businesses/their redevelopment and in some cases residential buildings ask the residents. Asks that Administration report back regarding the current streetscaping plan to remove or relocate benches that exist around abandoned businesses.</p> <p>ACO2023 (October 30, 2023)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Renaldo Agostino	Comm. Infrastructure Services	<p>CQ35-2023</p> <p>Recently I've had reports from concerned citizens in regards to the operations from out of town buses. I myself was almost involved in a car accident in-front of the police station where a bus just randomly stopped to drop off passengers. I've also had reports concerning seniors being left out in the cold waiting hours for a bus to pick them up with no shelter. Asks that Administration report back regarding out of town buses not utilizing our bus station and what steps can be taken to motivate them to do so.</p> <p>ACO2023 (October 30, 2023)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Renaldo Agostino	Comm. Infrastructure Services	<p>CQ37-2023</p> <p>Asks that Administration report back on EV charging - How will cars in our neighbourhoods, especially those who don't have driveways or garages, charge their electric vehicles? If you park on the street how do you charge your car?</p> <p>ACO2023 (December 11, 2023)</p>	<p>Type of Response Required</p> <p>-Written Report</p>

Total Outstanding: 28

COUNCIL MEMBER		QUESTION – ISSUES RAISED	
Gary Kaschak	Chief Administrative Officer	<p>CQ1-2024</p> <p>Asking that Administration provide a comprehensive report regarding all of the activities, situations, interactions & ramifications involved that occur within our Municipality from having the two current Federal border crossings & soon to be 3 located in our City. All financials, use of City employees & monies involved with Windsor hosting these Federal border crossings are required to be outlined for City Council.</p> <p>ACO2024 & GF2024 (January 15, 2024)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Angelo Marignani	Comm. Infrastructure Services	<p>CQ2-2024</p> <p>Asks administration to report back on an enhanced street sweeping initiative. The Public Works department to develop and implement a comprehensive street sweeping plan including increase frequency in coverage in area prone to flooding.</p> <p>ACO2024 (January 15, 2024)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Jo-Anne Gignac	Comm. Community Services	<p>CQ3-2024</p> <p>Canada Goose population is becoming a dangerous hazard and there are no natural predators to keep check on the population growth. Personal injury and vehicle accidents related to geese is on the rise. Asks that administration report on options including a cull be presented to Council.</p> <p>ACO2024 (January 15, 2024)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Renaldo Agostino	Comm. Infrastructure Services	<p>CQ4-2024</p> <p>Asks that Administration look into removing parking metres across the city and replacing them with modern technology. I would like to know the costs of upgrading our system and the savings we could realize or any additional revenue sources.</p> <p>ACO2024 (January 15, 2024)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Mark McKenzie	Comm. Community Services	<p>CQ5-2024</p> <p>Asks that administration report back with a variety of operating models & options for Lakeview park marina, including potential divestment options.</p> <p>ACO2024 & SR2024 (January 15, 2024)</p>	<p>Type of Response Required</p> <p>-Written Report</p>

Renaldo Agostino	Comm. Infrastructure Services	CQ7-2024 Asks that Administration look into changing some one-way streets downtown back into two-way streets. This has the potential to make our roads safer and bring more business downtown on Pellissier and McDougall, for example. ACO2024 & ST2024 (February 12, 2024)	Type of Response Required -Written Report
Jo-Anne Gignac	Comm. Infrastructure Services	CQ8-2024 Asks that Administration report back regarding the requirement for handicapped parking spots in BIAs and in front of the Capitol Theater. ACO2024 & ST2024 (February 12, 2024)	Type of Response Required -Written Report
Angelo Marignani	Comm. Infrastructure Services	CQ9-2024 Asks that Administration report back regarding a strategy with option to rectify current deficient roads that are not part of our 10-year Capital Budget, while adhering to the budget constraints of the Asset Management Plan – In addition as an interim solution for roads designated as a “like for like” policy without service upgrades. Helping Neighbourhoods where LIP option is financially challenging, this approach aims to enhance constituents’ well-being by offering clearer insight to city policy and ensuring equitable solutions to our residents. ACO2024 & SW2024 (February 12, 2024)	Type of Response Required -Written Report
Mark McKenzie	Comm. Infrastructure Services	CQ10-2024 Asks that Administration report back regarding a policy adjustment for approval, which would change the permit policy to require a property owner to sign off on any permit applications. ACO2024 & SB2024 (February 12, 2024)	Type of Response Required -Written Report
Angelo Marignani	Chief of Police	CQ11-2024 Asks for a strategic partnership between city Administration and Windsor Police to work closely with school administrators to address specific challenges and tailor solutions to the unique needs of each school in relation to the Kiss and Ride program. The purpose of this question is to ensure safety on our streets for our students and drivers alike. ACO2024 & ST2024 (February 26, 2024)	Type of Response Required -Written Report

Angelo Marignani	Comm. Community Services	CQ12-2024 Asks that Administration consider instituting an annual citizen recognition award in Windsor to honour hard-working individuals who contribute to our community's well-being. This award would celebrate their effort, inspiring others and reinforce our city's values of compassion and dedication. ACO2024 & APR2024 (February 26, 2024)	Type of Response Required -Written Report
Gary Kaschak	Comm. Community Services	CQ13-2024 Asks that Administration prepare a report in regards to the potential of City installing a couple squash courts at a City owned facility for residents to rent & use moving forward. I understand there are no squash courts or facilities any longer in the City. ACO2024 & SR2024 (February 26, 2024)	Type of Response Required -Written Report
Fred Francis	Comm. Infrastructure Services	CQ15-2024 Asks that Administration provide a status report regarding the access soil/earth project from 2021. This is important as it can save some money when we take projects to tender. ACOQ2024 & EI2024 (March 18, 2024)	Type of Response Required -Written Report
Jo-Anne Gignac	Comm. Community Services	CQ16-2024 Asks that Administration provide a report on the feasibility of adding indoor pickle ball courts to our facilities where space allows, utilizing the space as much as possible. ACOQ2024 & SR2024 (March 18, 2024)	Type of Response Required -Written Report
Jo-Anne Gignac	Comm. Economic Development	CQ17-2024 Asks that Administration prepare a report on feasibility of a residential "outdoor lighting by-law", similar to those in Muskoka, Tecumseh and Lakeshore. ACOQ2024 & AB2024 (March 18, 2024)	Type of Response Required -Written Report
Jo-Anne Gignac	Comm. Infrastructure Services	CQ18-2024 Asks that Administration provide an update on the Little River flood control plan progress and how we are monitoring encroachments along the berm and waterway. ACOQ2024 & SPL2024 (March 18, 2024)	Type of Response Required -Written Report

Renaldo Agostino	Comm. Human & Health Services	CQ19-2024 Asks that Administration report back to City Council on the current status of the warming bus initiative, including current statistics and also explore the feasibility of expanding this to a full year service, including all costs and resources required. ACOQ2024 & MT2024 (March 18, 2024)	Type of Response Required -Written Report
Renaldo Agostino	Comm. Infrastructure Services	CQ20-2024 Asks that Administration report back to City Council on the feasibility of expanding the current bulk item pick-up program to include commercial businesses in BIAs rather than just residential, do we have the capacity to do this. ACOQ2024 & SW2024 (March 18, 2024)	Type of Response Required -Written Report
Fabio Costante	Comm. Corporate Services	CQ21-2024 Asks that Administration report back on the Short-Term Rental License By-law, what is working and what is not, especially from an enforcement perspective. Further, report back on potential strategies, taking into account what other municipalities are doing, in addition to advocacy proposals to upper level government. ACOQ2024 & ACL2024 (March 18, 2024)	Type of Response Required -Written Report
Kieran McKenzie	Comm. Infrastructure Services	CQ22-2024 Asks that Administration report back to Council with a list of Local Improvement Plans previously approved prior to the policy change enabling the City to initiate LIPs in areas that would serve to further City objectives and provide cost estimates for the previously approved projects for Council consideration in upcoming 2025 budget. ACOQ2024 & SL2024 (March 18, 2024)	Type of Response Required -Written Report
Kieran McKenzie	Comm. Infrastructure Services	CQ23-2024 Asks that Administration report back to Council on the feasibility, financial and service level implications of adding snow removal services on residential roads for Transit Windsor School Bus Extra routes. ACOQ2024 & SW2024 (March 18, 2024)	Type of Response Required -Written Report

Fabio Costante	Comm. Community Services	<p>CQ24-2023</p> <p>Asks that Administration prepare a report back to Council confirming the average number of participants that took advantage of the free public skating sessions that were offered during the 2023-24 ice season. The report should also include the operating budget requirements needed to financially annualize free public skating programs at City of Windsor Arenas.</p> <p>SR2024 & ACOQ2024 (April 22, 2024)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Kieran McKenzie	Comm. Infrastructure Services	<p>CQ25-2024</p> <p>Asks that given the significant public safety and public nuisance concerns raised in our community related to illegal car rallies and excessive noise from motor vehicles;</p> <p>That Administration analyze and report back to Council on all available tools for Council consideration including strengthening bylaws as well as investments in new technologies including camera and sound detection devices and other hardware that can help to address these reckless driving behaviours;</p> <p>And Further that Administration conduct a review of what other municipalities have implemented to address this concern and undertake this analysis in collaboration with the Windsor Police Service and any other pertinent stakeholder. Carried.</p> <p>SP2024 & ACOQ2024 (April 22, 2024)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Kieran McKenzie	Comm. Infrastructure Services	<p>CQ26-2024</p> <p>Asks that Administration Report back to Council with strategies for Council consideration to address transportation and transit services related challenges in the Twin Oaks Industrial Park.</p> <p>MT2024 & ACOQ2024 (April 22, 2024)</p>	<p>Type of Response Required</p> <p>-Written Report</p>
Kieran McKenzie	Comm. Economic Development	<p>CQ27-2024</p> <p>Asks that given the City of Windsor positioning itself as a global leader in the production of Electric Vehicles, that Administration report back to Council on the City's Electric Vehicle charging capacity in both public and private spaces;</p> <p>And that the Administration propose recommendations for Council consideration to augment that capacity through direct investment, policy/bylaw change or incentive programs in</p>	<p>Type of Response Required</p> <p>-Written Report</p>

		order to further encourage EV adoption across the community. SW2024 & ACOQ2024 (April 22, 2024)	
Renaldo Agostino	Comm. Economic Development	CQ28-2024 Asks that Administration report back to examine the opportunities to eliminate or reduce parking requirements for new residential developments in the downtown core. ST2024 & ACOQ2024 (May 13, 2024)	Type of Response Required -Written Report
Angelo Marignani	Comm. Community Services	CQ29-2024 Asks that Administration report back to council at the June 10, 2024 Council meeting regarding immediate safety measures and their costs for Sandpoint Beach and related area for City Council to review and consider, in light of the recent tragic incident next to Sandpoint Beach and considering this is a matter we have discussed and budgeted for in the past. SR2024 & ACOQ2024 (May 27, 2024)	Type of Response Required -Written Report
Angelo Marignani	Comm. Community Services	CQ30-2024 When responding to the CQ 16-2024 regarding indoor pickle ball courts asks that administration report back on limiting Pickleball bookings and making it more open to more users. SR2024 & ACOQ2024 (May 27, 2024)	Type of Response Required -Written Report

/sg
as of May 30, 2024



Council Directives: SCM 176/2024

Subject: Outstanding Council Directives as of May 29, 2024

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
December 17, 2012	CR293/2012	16287	Corporate Services	That the report of the City Planner dated November 21, 2012 entitled "Exemption from Sandwich Demolition Control By-law 20-2007 — 508, 520, 540, 556, 570, 590, 604, 612, 615, 622, 623, 631, 639, 646, 663, 670, 673, 686, 704, 710, 718, 724, 730, 738, 744, 750, 753, 758-760, 759, 765, 764, 769, 772, 777, 778, 781, 784, and 790 Indian Road, 812 and 862 Mill Street, and 764, 770, 780 and 788 Rosedale Avenue" BE DEFERRED as requested by the Canadian Transit Company, to allow for further discussions with administration on this matter.	Report remains deferred as per City Solicitor.
August 24, 2015	CR159/2015	17893	Finance & City Treasurer	That City Council APPROVE the award of the Workforce Management Solution RFP 69-14 to the successful proponent, WorkForce Software; and... That the final FTE staffing changes reductions and resultant project savings and completions, BE REPORTED to City Council as part of or prior to the 2018 budget process.	
May 16, 2016	CR334/2016	S 76/2016	Finance & City Treasurer	THAT City Council AUTHORIZE the CFO/City Treasurer (or delegate) to sign Minutes of Settlement as it relates to the Centralized Property Appeals. THAT the CFO/City Treasurer (or delegate) BE REQUIRED to report the results of the Minutes of Settlement to City Council once all appeals have been finalized.	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
January 15, 2018	B32/2018	S 184/2017	Community Services	<p>THAT the report from the City Forester regarding an update on the progress of a City-wide Tree Inventory Project, a Preventative Tree Maintenance Program and a Urban Forest Management Plan BE RECEIVED; and further,</p> <p>...That Administration PROVIDE information on any available subsidized programs which may exist by investigating best practices used in other municipalities; and that this information BE PROVIDED during the 2019 Budget deliberation process.</p>	
March 26, 2018	CR155/2018	C 52/2018	Infrastructure Services	<p>THAT City Council APPROVE all required expenditures to complete the deliverables of the demolition and development of 6700 Raymond Avenue, as per CR366/2017, and...</p> <p>That once the tender results are known that a report be submitted to City Council relative to the award of the contract and identifying a funding source for any projected funding shortfalls that may arise.</p>	
May 07, 2018	CR275/2018	C 77/2018	Infrastructure Services	<p>That Council PROVIDE Riverwest with the City's copyright permission to use banners... and further,</p> <p>That Council APPROVE the requested \$5000 indemnity and that this BE CHARGED to the Budget Stabilization Reserve Fund (BSR) and that Administration BE DIRECTED to prepare a draft policy for Council's consideration regarding banners (how they can be requested, all costs associated, etc.) outlining what would be expected.</p>	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
September 17, 2018	CR503/2018	S 122/2018	Community Services	<p>That the report of the Manager Parks Development, dated July 20, 2018, responding to CQ27-2017 regarding first responders signage for parks, BE RECEIVED for information; and,...</p> <p>That Administration BE DIRECTED to develop a wayfinding standards policy based on the results of the Little River Corridor wayfinding signage and markers, as a pilot project, to be brought to City Council for approval.</p>	
October 01, 2018	CR550/2018	C 165/2018	Community Services	<p>That the report from Glos Associates Inc. titled "Proposed Relocation/Construction of Lanspeary Park Greenhouse Feasibility Study" and dated September 10, 2018 BE RECEIVED; and further,...</p> <p>That Administration BE DIRECTED to offer options for the expansion of the demonstration house on the site within the re-development plans for Lanspeary Park (options showcasing the low impact re-development); and further,</p> <p>That Administration BE DIRECTED to provide information on production numbers for having this in-house versus externally for this service (how much does the taxpayer benefit from having this in- house.</p>	
February 04, 2019	CR35/2019	C 11/2019	Finance & City Treasurer	<p>That City Council APPROVE, as per the requirements of the Leadership Asset Management Program (LAMP), the use of the tools and guidelines for Triple bottom line plus (TBL+), Whole life-cycle (WLC) and Business Case Evaluation (BCE) as developed through the LAMP grant and approved by the Asset Planning Steering Committee; and...</p> <p>That Administration BE DIRECTED to prepare a report for Council's consideration on methods that could be used to accelerate the process for implementation.</p>	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
March 25, 2019	CR120/2019	C 43/2019	Corporate Services	<p>That the report of the City Treasurer regarding the Mayor, Councillors and Appointees 2018 Statement of Remuneration and Expenses BE RECEIVED for information; and further,...</p> <p>That Administration BE DIRECTED to prepare a report for Council's consideration on a process that would allow all members of Council to access conference materials and summary notes for information purposes, from those Councillors that attend conferences.</p>	To be included in upcoming rework of Procedure by-law
April 01, 2019	B8/2019	C 226/2018	Finance & City Treasurer	<p>That City Council RECEIVE the 2019 Capital Budget 7-Year Plan documents reflective of approx. \$845.104 M in total funding; and...</p> <p>That Administration BE DIRECTED to REPORT BACK to Council regarding the infrastructure deficit and a high-level plan to address it;</p>	
July 08, 2019	CR322/2019	C 68/2019	Economic Development	<p>That a vacant building registry NOT BE IMPLEMENTED at this time and the vacant building initiative (VBD) BE EXTENDED to July 2020; and...</p> <p>That administration BE DIRECTED to report back in 2020 for a more fulsome breakdown of statistics including types of orders issued, which were successful, which were complied with, and that the report ALSO INCLUDE options for a vacant building registry that expressly includes the topic of access, cost recovery, identification, highest fees possible under the law and the shortest timelines.</p>	
October 07, 2019	CR495/2019	C 162/2019	Finance & City Treasurer	<p>That Council AUTHORIZE administration to negotiate a Municipal Sewer Access Agreement between the City of Windsor and Noventa Engergy Partners Ltd. ... and,</p> <p>That Council DIRECT administration to report back detailing the outcome of the negotiated agreements and other related matters contained in this report.</p>	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
April 27, 2020	CR149/2020	C 76/2020	Finance & City Treasurer	That administration BE DIRECTED to prepare a report for Council's consideration, as soon as possible, on options available for the City of Windsor to use the Municipal Accommodation Tax (MAT) to help the local hospitality industry as a result of the ongoing COVID-19 pandemic.	
November 09, 2020	CR553/2020	S 53/2020	Economic Development	That Administration REPORT BACK to Council regarding initiation of a Heritage Conservation District Area Study for this area; and, that the report include suggestions related to potential boundaries, optional designation of a Heritage Conservation District Study Area Bylaw, timing of the study and funding considerations.	In queue; to be started once Walkerville HCDS is completed.
November 23, 2020	CR588/2020 para. 3	C 221/2020	Infrastructure Services	<p>That Council ENDORSE the establishment of a Mandatory Downspout Disconnection Zone for the area bounded by Norfolk St. to the North, Dougall Ave/Howard Avenue to the East and the Herb Grey Parkway to the West and South; and,</p> <p>That a Mandatory Downspout Disconnection Pilot Project, the boundaries to be determined by the City Engineer, BE UNDERTAKEN within the Mandatory Downspout Disconnection Zone with an upset limit of \$250,000 funded by Project ID#7199004 – Sewer Master Plan Implementation Project; and,</p> <p>That the results of the Mandatory Downspout Disconnection Pilot Project BE COMMUNICATED to Council once sufficient data is available;</p>	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
December 07, 2020	CR616/2020	C 54/2020	Finance & City Treasurer	<p>...That City Council INDICATES ITS INTENT that the future excess capacity identified in the Development Charges Background Study, dated November 5, 2020, prepared by Hemson Consulting Ltd., shall be paid for by development charges or other similar charges; ...</p> <p>That administration BE DIRECTED to report back at a high level on the economic impact and any perceived impacts on development if Council were to revisit eliminating the industrial exemption.</p>	
January 18, 2021	CR40/2021	S 155/2020	Infrastructure Services	<p>That the report of the Environment, Transportation and Public Safety Standing Committee of its meeting held December 16, 2020 regarding "Wyandotte Street East Corridor Review" BE REFERRED back to Administration to narrow the focus as soon as possible, and to satisfy the Active Transportation Master Plan by providing cycling infrastructure along Wyandotte Street East and further, that in-person public meetings BE HELD once permitted, as part of a consultation process that would include residents and businesses in the subject area.</p>	
March 29, 2021	CR119/2021	C 220/2020 & C 32/2021	Corporate Services	<p>That the update from the Senior Manager of Facilities on the Corporate Security Plan and Risk Assessment BE RECEIVED; and further,</p> <p>That City Council APPROVE the hiring of one Temporary Coordinator of Security Services at an estimated cost at \$122,314 to be charged to the Budget Stabilization Reserve, for the development of Corporate security policies, protocols, and a draft implementation plan with options for a centralized Security Division, with a report back to City Council at the 2022 Budget deliberations.</p>	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
May 03, 2021	CR179/2021	C 51/2021	Corporate Services	That the report of the Senior Legal Counsel and Student-at-Law dated April 9, 2021 entitled "Response to CR591/2020 – Cannabis Odour" BE DEFERRED to allow for a further report once the enforceability of the Town of Leamington's Cannabis Regulation By-law is considered by the Superior Court of Justice and the Normal Farm Practices Protection Board, and that the report also include possible enforcement options that would be available for Council's consideration.	
May 17, 2021	CR213/2021	CMC 8/2021	Economic Development	That the correspondence from Paul Mullins on behalf of Assumption Parish dated April 23, 2021 requesting support from the City of Windsor to be recognized by Parks Canada as a Nationally Significant Historic Site, BE REFERRED to administration for review and a report back to Council for consideration, specifically as it would pertain to the ramifications designation would have on city property.	
July 19, 2021	CR331/2021	S 80/2021	Community Services	That the report from the Cultural Development Coordinator regarding the expansion of the City of Windsor's Poet Laureate program BE RECEIVED ; and further, That the Poet Laureate program, established as an ongoing program, BE REBRANDED as the 'Poet Laureate and Storytellers' program; and further, ...That the administrative report BE REFERRED to the Diversity Committee for review and comment; and, That additional consultations BE CONDUCTED as appropriate.	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
July 26, 2021	CR363/2021	S 71/2021	Economic Development	<p>That Report No. S 71/2021 updating City Council on the use and implementation of the Brownfield Redevelopment Community Improvement Plan (CIP) and tabling issues to be addressed as part of the CIP update BE RECEIVED for information; and,</p> <p>That the City Planner BE DIRECTED to consult with stakeholders regarding potential changes to the Brownfield Redevelopment CIP outlined in Report No. S 71/2021 and prepare any necessary CIP amendments for Council's consideration.</p>	
September 27, 2021	CR387/2021	C 116/2021	Finance & City Treasurer	<p>...That City Council SUPPORT the following actions with regards to the development and implementation of an enhanced investment strategy:</p> <p>That Administration BE AUTHORIZED to prepare a Request for Proposal (RFP) for Investment Advisory services; and further,</p> <p>That Administration BE DIRECTED to explore alternative options to traditional financial instruments to maximize overall investment returns for the City; and further,</p> <p>That Administration BE AUTHORIZED to prepare an Expression of Interest (EOI) to seek interest in the development of an in-house solution for managing current and projected cash flows more efficiently through the use of technology; and further,</p> <p>That Administration BE DIRECTED to report back to City Council the results of the above noted actions.</p>	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
October 04, 2021	CR429/2021	S 41/2020 & AI 7/2021 & AI 10/2021	Economic Development	That the report of the Senior Planner – Policy and Special Studies dated February 27, 2021 entitled “Closure of Part of Dodsworth Street, Between Kay Street and Malden Road, Between 5168 and 5180 Malden Road - Applicant: T. Fasan - SAS/5917 - Ward 1” BE REFERRED back to administration to allow administration the opportunity to work with the Applicant to come to an amenable resolution for everyone involved.	
October 04, 2021	CR448/2021	S 110/2021	Infrastructure Services	That the addition of signage at pedestrian inter-block walkways in the wintertime BE APPROVED ; and, That administration BE DIRECTED to monitor the effectiveness for a period of 2 years;	
October 25, 2021	CR476/2021	C 129/2021	Community Services	That City Council APPROVE the design of the building and the terraces for the Legacy Beacon as the new home for Streetcar No. 351, located on the waterfront North of Riverside Drive at the foot of Caron Avenue in Legacy Park (Appendix A); and,... That Administration REPORT BACK to Council with a business case for the concession/terrace area prior to the 2022 budget deliberation meetings or as soon as possible thereafter.	
November 01, 2021	CR497/2021	S 132/2021	Community Services	That the report of the Cultural Development Coordinator and Manager of Culture & Events dated September 16, 2021 entitled "Update of Round 2 of the Arts, Culture and Heritage Fund 2021 – City Wide" BE RECEIVED for information; and,... That Administration BE DIRECTED to investigate the possibility of private sector partnerships to augment the funding envelope that this program delivers to the community.	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
December 13, 2021	B34/2021	C 113/2021	Community Services	That the report of the Project Administrator dated August 27, 2021 entitled "Proposed Artificial Turf Sports Field - Ward 6 & 7" BE REFERRED back to Administration to continue to explore artificial turf options with stakeholders for Council's consideration.	
February 28, 2022	CR88/2022	C 142/2021	Community Services	That Administration REPORT BACK to Council to provide information related to options for a regulatory framework to ensure overall tree coverage across the community is not diminished due to the new development of private lands by requiring the replacement of trees removed on a caliper per caliper basis as deemed appropriate by the City Forester and City Planner.	
March 21, 2022	CR102/2022	C 187/2020 & AI 21/2021	Health & Human Services	That the report of the Senior Legal Counsel dated September 18, 2020 entitled "Council Question CQ23-2019 - Payday Loan Establishments - City Wide" BE RECEIVED for information; and further, That Administration PROCEED with establishing a cross-sectoral committee with the appropriate partners and representatives to acquire local information and develop a strategy to distribute education materials regarding alternative financial options and supports; and, That Administration REPORT BACK to the Community Services Standing Committee after one year with a summary of work completed to date.	
April 11, 2022	CR150/2022	S 29/2022	Infrastructure Services	That Administration BE AUTHORIZED to initiate a Home Flood Protection Program on a pilot basis; and further, That Administration REPORT BACK to City Council on completion of the pilot program.	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
April 25, 2022	CR171/2022	C 54/2022	Corporate Services	That the report of the (Acting) Licence Commissioner and the Executive Initiatives Coordinator dated March 25, 2022 entitled "Residential Rental Licensing By-law—Wards 1 & 2" and draft by-law, "A By-law Respecting the Licensing of Residential Rental Housing Units," attached as Appendix A, BE RECEIVED for information; and, ... That Administration REPORT BACK TO COUNCIL on the results of the two-year pilot study within Wards 1 and 2.	
April 25, 2022	CR184/2022	S 39/2022	Community Services	That the report of the Manager of Culture & Events dated March 15, 2022 entitled "City of Windsor Lancaster Bomber FM 212 Progress Report 2019-2021 – Ward 3" BE RECEIVED for information; and further, That Administration BE DIRECTED to report to City Council regarding a fundraising strategy, a plan for assembly of the aircraft, and options to display the aircraft to the public once the assembly portion has been completed.	
May 09, 2022	CR195/2022	C 1/2022	Infrastructure Services	That the report of the Engineer II dated January 5, 2022 entitled "Response to CQ13-2021 – Basement Flood Risk Reduction Update – Ward 7" BE RECEIVED for information; and further, That administration BE DIRECTED to report back to Council on what effective monitoring program can be put in place to give early warning in order to mitigate future flooding events and make proper adjustments to the system as needed.	
May 09, 2022	CR208/2022	S 14/2022	Infrastructure Services	That the report of the Environment, Transportation & Public Safety Standing Committee of its meeting held April 27, 2022 entitled "Ward 9 Ditch Survey and Inspection of Private Culverts and Private Catch Basins ---Ward 9" BE DEFERRED to a future meeting of Council to allow for affected residents to meet with Administration regarding their specific issues.	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
May 09, 2022	CR222/2022		Finance & City Treasurer	That Administration BE DIRECTED to bring back a report before the next winter season, on possible ways that we can address the large gap between the demand for Snow Angels and the number of residents that are assisted. Options should include, but not be limited to improving our recruiting efforts of volunteers and/or providing the service with a set fee or no fee.	
June 13, 2022	CR272/2022	C 98/2022	Community Services	That the results of the Consultant's report for a new outdoor ice rink at City Hall BE REFERRED to the 2023 budget for funding required; and further, That Administration BE DIRECTED to work with representatives from All Saints Church for alternatives/options for the next skating season.	
June 13, 2022	CR273/2022	S 14/2022	Infrastructure Services	That WSP Canada Inc. firm BE APPOINTED as the Drainage Engineer to make an examination of, and prepare a Drainage Report for the repair and improvement to, the Dawson Drain between Division Road and the O'Neil Drain and to the O'Neil Drain from south of Hallee Crescent to Division Road under section 78 of the Drainage Act; and further, That Administration BE DIRECTED to report back to Council once the Drainage report for the repair and improvement of the Dawson Drain is complete.	
July 11, 2022	CR284/2022	C 105/2022	Finance & City Treasurer	Whereas City Council previously approved the capital cost of land acquisitions being Point East Development ("Land Acquisitions") to be financed through long-term borrowing by issue of debentures to Ontario Infrastructure and Lands Corporation (OILC), City Council APPROVES the following with respect to the financing of the Land Acquisitions: ... That the CFO/City Treasurer BE INSTRUCTED to report back to City Council the results of the long-term borrowing at the earliest opportunity following completion;	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
July 25, 2022	CR311/2022	C 118/2022	Finance & City Treasurer	That the 2021 Annual Investment Compliance Report for the year ending December 31, 2021 BE RECEIVED for information; and further, That Administration REPORT BACK on ways to broaden the City of Windsor's portfolio and access other Joint Investment Boards (JIBs) that are endorsed by the Association of Municipalities of Ontario (AMO) and the Municipal Finance Officers' Association of Ontario (MFOA), including the benefits and drawbacks of investing in these other financial vehicles.	
August 08, 2022	CR352/2022	C 140/2022	Finance & City Treasurer	That City Council APPROVE the \$743,500.00 for the project recommended in this report for submission to Intake 3 for the Investing in Canada Infrastructure Program (ICIP) – Public Transit; and, ...That should the City not be successful in this grant submission, a communication report BE PROVIDED to inform City Council.	
September 06, 2022	CR374/2022	S 76/2022	Infrastructure Services	That Administration BE REQUESTED to report back to a future meeting of Council to provide a review of the Speed Hump Policy and options to approve the same.	
September 06, 2022	CR390/2022	C 112/2022	Health & Human Services	That the Executive Director, Housing & Children's Services REPORT BACK on: - potential sites for the Housing Hub - the findings of the preliminary work completed to support a recommendation to enter into negotiations to acquire and/or build and/or renovate a property - the outcome of applications made related to capital and/or operating funding - any capital funding required for the acquisition, renovation or construction of the proposed Hub, as well as for any ongoing operating funding required to maintain the asset and deliver the services;	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
September 06, 2022	CR393/2022	SCM 172/2022	Health & Human Services	That the additional information memo of the Executive Director of Housing & Children's Services dated August 3, 2022 regarding the motion from the Housing & Homelessness Advisory Committee of their meeting held June 21, 2022 and Report No. 14 of the Housing & Homelessness Advisory Committee entitled "Barriers faced by the 2SLGBTQIA+ community in finding appropriate housing and housing services" from their meeting held June 21, 2022 BE RECEIVED ; and, That Administration BE DIRECTED to provide a report in 2023 outlining the next steps regarding the proposed training initiative;	
September 06, 2022	CR399/2022	C 150/2022	Health & Human Services	That the report of the Coordinator of Housing Administration and Development regarding the Social Services Relief Fund ("SSRF") Phase 5 Windsor Essex Community Housing Corporation Capital Project BE RECEIVED for information, and, ... That the Executive Director of Housing and Children's Services or their designate REPORT to City Council on the outcome of the capital developments;	
November 28, 2022	CR501/2022	C 191/2022	Infrastructure Services	That City Council RECEIVE the Investing in Canada Infrastructure Plan (ICIP) Grant Application report dated November 17, 2022, along with the report from IBI Group titled "Transit Windsor Garage Feasibility Study" dated October 28, 2021 provided in Schedule A; and further, ... That given the dramatically higher cost estimate for the Transit Garage emanating from the detailed study recently completed by the IBI Group, City Council DIRECT Administration to re-evaluate the Transit Windsor Master Plan to determine how to best achieve the goals of the Master Plan and report back to Council as part of the Transit Master Plan Implementation Project update.	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
January 16, 2023	CR8/2023	C 222/2022	Economic Development	That Administration REPORT BACK with a supplemental report providing details on emerging technologies and strategies related to decarbonization of the electrical grid;	
February 27, 2023	CR106/2023	C 18/2023	Finance & City Treasurer	That City Council DIRECT Administration to monitor operations subsequent to the changes implemented as a result of Bill 109, and provide reports on any cross-departmental impacts with recommendations to address those impacts; ... That Administration BE DIRECTED to track all variances and local costs that are required to put the legislation into effect, and that the information BE FORWARDED to a future meeting of Council.	
February 27, 2023	CR107/2023 para. 3	C 19/2023	Finance & City Treasurer	...That Administration BE DIRECTED to track all variances and local costs that are required to put the legislation into effect, and that the information BE FORWARDED to a future meeting of Council.	
April 03, 2023	B18/2023		Community Services	That a priority wait list for City residents BE ESTABLISHED for Lakeview Marina; and, That Administration BE DIRECTED to report back to Council to provide information regarding charging different fees for non-City of Windsor residents using the Lakeview Marina facility; and, That Administration BE DIRECTED to provide information outlining options for establishing a priority wait list at other City owned facilities for Councils consideration.	
April 03, 2023	B29/2023		Finance & City Treasurer	That Administration BE DIRECTED to report back with regards to the University Avenue West Project # (ECP-14-07) road reconstruction, with information related to Potential Funding or other options that can be utilized to complete the entire road reconstruction, without affecting the current Capital Budget allocations;	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
April 24, 2023	CR176/2023	S 27/2023	Infrastructure Services	That the report of the Transportation Planning Senior Engineer dated March 1, 2023 entitled "South National Street (Pilette to Jefferson) Traffic Calming," BE RECEIVED for information; and, That Administration BE DIRECTED to report back to Council with costs, and feasibility of adding traffic calming measures including physical separators with barriers along South National Street, enhancing the cyclist crossing at South National Street and Balfour Avenue and explore a pedestrian crossover at West Minster Avenue and South National Street into the Riverside area.	
June 12, 2023	CR258/2023	C 67/2023	Infrastructure Services	That the report of the Commissioner, Infrastructure Services dated May 4, 2023 entitled "Traffic Noise along the E.C. Row Corridor Close to Sensitive Land Uses without Sound Mitigation Measures – City Wide – CQ 17-2022" BE RECEIVED for information; and, That Administration BE REQUESTED to work with the Parks Department and City Forester to investigate opportunities to add trees along E.C. Row Expressway on the North and South sides between Walker Road and Howard Avenue.	
July 10, 2023	CR273/2023	CMC 9/2023	Corporate Services	That administration BE REQUESTED to report back regarding a framework including communications, education, transparency and accountability options related to the usage of Strong Mayor Powers.	
August 08, 2023	CR316/2023	C 107/2023	Community Services	That administration BE REQUESTED to report back with statistics related to open air burning.	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
September 05, 2023	CR356/2023 para. 1-2	C 120/2023	Infrastructure Services	That Council APPROVE bi-weekly garbage collection, weekly organic collection, and bi-weekly leaf and yard waste collection from April until November, and that this service level BE IMPLEMENTED with the next waste collection contract expected to begin in 2025; and, That Administration BE DIRECTED to report back to Council the results of the collection tender(s) and any additional costs related to the new SSO program, once available;	
September 05, 2023	CR356/2023 para. 5	C 120/2023	Infrastructure Services	That administration REPORT BACK to Council regarding the implementation of a comprehensive communication plan and process which includes community partners including post secondary institutions and communication mediums for residents who may not speak English.	
September 05, 2023	CR359/2023 para. 1-2	C 69/2023 & S 82/2023 & AI 12/2023	Infrastructure Services	That Administration BE DIRECTED to issue a Request for Proposal for curbside garbage collection and optional bidding for alley garbage collection in the alleys that garbage collection is being provided currently; and, That Administration BE DIRECTED to report back to Council the results of the collection Request for Proposal and any additional costs related to the new SSO program, once available;	
September 05, 2023	CR359/2023 para. 5	C 69/2023 & S 82/2023 & AI 12/2023	Infrastructure Services	That administration BE DIRECTED to provide a report during the 2024 budget deliberation process for a plan to increase funding for alley maintenance for paved alleys.	

Outstanding Directives

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Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
September 05, 2023	CR361/2023	C 106/2023	Infrastructure Services	<p>That the report of the Executive Direction, Operations, dated July 6, 2023 entitled Alley Maintenance Standards-City Wide BE RECEIVED; and,</p> <p>That Scenario 1: One-time funding from Reserves as outlined in the administrative report of the Executive Director, Operations BE APPROVED; and further,</p> <p>That Administration BE REQUESTED to report back to City Council with a specific proposed framework and work plan for the previously approved Alley Standards and Development Committee.</p>	
September 05, 2023	CR383/2023 para. 4d	C 128/2023	Finance & City Treasurer	<p>That with respect to DMAF 4 Program: ...</p> <p>That the CFO/City Treasurer BE DIRECTED to report back to City Council with updated information, along with any additional funding requirements, needed to allow for the full implementation of the proposed funding strategy for DMAF 4 prior to use of debt;</p>	
September 05, 2023	CR385/2023	S 92/2023	Infrastructure Services	<p>That Administration PREPARE for Council's consideration a plan to complete the engineering and design work for Howard Avenue between South Cameron and Cabana Road; and,</p> <p>That Administration CREATE an accelerated financing option to be considered during the 2024 Capital Budget Process.</p>	
October 16, 2023	CR421/2023	S 96/2023	Infrastructure Services	<p>That administration BE REQUESTED to conduct a traffic analysis of the immediate surrounding neighbourhood and to come forward with recommendations for Councils consideration to address parking concerns and general traffic issues.</p>	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
October 16, 2023	CR428/2023		Infrastructure Services	That the petition presented by Councillor Gary Kaschak on behalf of Parents of St. Therese School children looking for crossing guard improvements, signage, road improvements and potentially a sidewalk in that area BE RECEIVED by the Clerk and the Clerk BE DIRECTED to forward the petition to the Commissioner, Infrastructure Services for the purpose of an examination of the requested works or undertakings.	
October 16, 2023	CR429/2023		Infrastructure Services	That the petition presented by Councillor Kieran McKenzie on behalf of residents of Windsor asking for an increase in buses during peak hours and a review of bus schedules BE RECEIVED by the Clerk and the Clerk BE DIRECTED to forward the petition to the Commissioner, Infrastructure Services and the Executive Director of Transit Windsor for the purpose of an examination of the requested works or undertakings, and that this be tabled as part of the public record.	
October 30, 2023	CR432/2023	S 107/2023	Community Services	<p>That the report from the Manger, Culture and Events, dated August 21, 2023, entitled "Response to Open Streets Petition" BE RECEIVED for information; and further, ...</p> <p>That in future years, the City CONTINUE to alternate between the newly proposed east-side route and the previously approved downtown/west-side route; and further,</p> <p>That administration BE REQUESTED to provide information related to options regarding holding Open Streets events twice a year including feasibility and costs, one in the downtown/west-side route and one in the new east-side route.</p>	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
October 30, 2023	CR433/2023 para. 3	S 118/2023	Health & Human Services	That the report of the Manager, Homelessness and Housing Support in response to CQ 20-2023 Feasibility of Expanding Outreach Services and 311 Operating Hours BE RECEIVED for information; and, ... That City Council DIRECT Administration to report back to Council with more data and information about the impact of recent improvements to the Homelessness Street Outreach team's schedule and after-hours homelessness response initiated through 311, before deciding if further expansion is needed;	
October 30, 2023	CR433/2023 para. 5	S 118/2023	Health & Human Services	That administration BE REQUESTED to report back to the Community Services Standing Committee, as to how the City will attempt to draw the various organizations together in an effort to collaborate and capitalize on the programs that they are prepared to offer.	
October 30, 2023	CR444/2023	C 77/2023 & C 149/2023	Infrastructure Services	That Administration BE REQUESTED to implement a private Local Improvement Policy (LIP) option through Ontario regulation 586/06 to allow for those property owners who own their portion of the East Riverside shorewall along Riverside Drive to access the LIP process.	
October 30, 2023	CR447/2023		Infrastructure Services	That the petition presented by Councillor Fred Francis on behalf of concerned citizens requesting a public consultation regarding Transit Windsor Proposed Route 330 BE RECEIVED by the Clerk and the Clerk BE DIRECTED to forward the petition to the Executive Director of Transit Windsor for the purpose of an examination of the requested works or undertakings.	

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as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
November 27, 2023	CR461/2023	C 168/2023	Economic Development	<p>That the report from the Senior Economic Development Officer requesting a Letter of Support for intercity passenger rail service BE RECEIVED FOR INFORMATION; and further,</p> <p>That City Council ENDORSE a Letter of Support from the Mayor to the Minister of Transport supporting the proposed Amtrak-VIA Rail Intercity Passenger Rail Connection; and further,</p> <p>That City Council AUTHORIZE Administration to represent the City of Windsor at future stakeholder meetings for this project; and further,</p> <p>That Administration BE DIRECTED to report status updates to City Council as soon as is practical.</p>	
November 27, 2023	CR471/2023	C 119/2023 & S 31/2023	Infrastructure Services	<p>That the report of the Manager of Homelessness and Housing Support and the Deputy Licence Commissioner, dated July 24, 2023 entitled "Response to Council Decision ETPS 942 – Options for Addressing Panhandling - City Wide" submitted in response to direction provided through Council Decision ETPS 942 BE RECEIVED for information; and,</p> <p>That Administration REPORT BACK with infrastructure related strategies to discourage unsafe behaviours in the public roadway.</p>	
November 27, 2023	CR491/2023	C 141/2023	Finance & City Treasurer	<p>That City Council SUPPORT the Administrative recommendation to not provide Municipal Support Resolutions at this time for non-storage installations as part of the IESO LT1 RFP submission; and</p> <p>That Administration BE DIRECTED to report back to Council in the event that either of the two projects identified in this report receive an IESO contract award for further consideration for municipal support.</p>	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
November 27, 2023	CR493/2023	C 94/2023	Finance & City Treasurer	That administration BE REQUESTED to report back to council after one year of the vacant home tax program being in place to provide information related to the effectiveness and/or opportunities for improvement including the possibility of a repeat offender fee.	
December 11, 2023	CR505/2023	CM 10/2023	Finance & City Treasurer	That the 2022 Municipal Benchmarking Network of Canada (MBNCanada) Performance Measurement Report BE RECEIVED for information; and, That administration BE REQUESTED to report back with details related to significant gaps that are identified in the City of Windsor results with comparator municipalities.	
January 15, 2024	CR3/2024	CMC 1/2024	Infrastructure Services	That administration BE DIRECTED to report back on what is available to the municipality in terms of that section of road where that critical infrastructure, the Ambassador Bridge, is located and has to be kept open and maintained.	
January 15, 2024	CR11/2024	S 150/2023	Infrastructure Services	That the report of the Environment, Transportation & Safety Standing Committee of its meeting held November 29, 2023 entitled "CQ 13-2023 - Front Yard Parking Best Practice 2.2.2" BE REFERRED back to administration to provide more options to amend the by-law regarding front yard parking related to residential districts near business districts.	
January 15, 2024	CR31/2024	SCM 314/2023	Community Services	That the correspondence of the President Les Amis Duff-Bâby dated August 29, 2023 and the memo of the Manager, Culture & Events dated November 20, 2023 regarding the Les Amis Duff Baby Annual Report BE RECEIVED for information; and, That administration BE REQUESTED to provide a fulsome report regarding 2023 and 2024 attendance numbers and staffing possibilities to a future meeting of Council for their consideration.	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
January 15, 2024	CR38/2024	S 159/2023	Community Services	That the report of the Community Services Standing Committee of its meeting held December 6, 2023 entitled "Response to CQ Regarding the Dog Park Policy – City Wide" BE REFERRED back to administration to provide a report which includes information regarding municipalities that have smaller dog parks in residential areas and how they have achieved the same.	
January 29, 2024	B8/2024	C 189/2023	Community Services	That the report of the Executive Initiatives Coordinator, Community Services dated December 28, 2023 entitled "Jackson Park Bandshell Feasibility Study Update - Ward 3" BE REFERRED back to administration; and, That administration BE DIRECTED to undertake a formal procurement process related to a feasibility study whereby the scope of the study be limited to heritage and technical attributes of the facility at the current location and further that a city led community consultation be part of the scope of the study; and, ... That administration BE REQUESTED to report back to Council with the results of the procurement process.	
January 29, 2024	B11/2024	C 188/2023	Infrastructure Services	That administration BE DIRECTED to engage with St. Clair College administration and the administration at the University of Windsor to discuss possible ongoing partnerships related to funding for Transit Services in the City of Windsor.	
January 29, 2024	B12/2024	C 188/2023	Infrastructure Services	That administration BE REQUESTED to report back to Council related to the impact to transit revenues if the proposed transit fare increase being contemplated were not applied to individuals who qualified for the affordable pass program.	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
January 29, 2024	B14/2024	C 188/2023	Corporate Services	That administration BE DIRECTED to report back to Council for the 2025 budget deliberations regarding an analysis related to Dog Licensing fees and the impact that a one-time voluntary registration fee may have on administrative resources.	
January 29, 2024	B15/2024	C 188/2023	Infrastructure Services	That with regard to "Parking Fee Adjustments for Parking Lots and Meters" that the collection of fees from 6:00 o'clock p.m. to 9:00 o'clock p.m. BE NOT APPROVED ; and, That administration BE DIRECTED to report back on other ways to improve technology and bring in parking revenue.	
January 29, 2024	B17/2024	C 188/2023	Community Services	That with regard to "Summer Drop-In Recreation Program in Parks" that the amount of up to \$20,000 BE APPROVED for another year of programming in Mitchell Park; and, ... That administration BE REQUESTED to report back on adding additional parks and explore potential funding from community partnerships for Council's consideration.	
January 29, 2024	B18/2024	C 188/2023	Corporate Services	That the following recommended motion by Councillor Francis from the January 29, 2024—Special Meeting of Council BE DEFERRED to a future meeting of Council: That administration BE DIRECTED to provide 10% efficiencies as opposed to 5% efficiencies as part of the 2025 Budget preparation process for Council's consideration.	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
January 29, 2024	B19/2024	C 188/2023	Infrastructure Services	That with regard to "New Service: Route 250 (Rhodes/Twin Oaks/NextStar Industrial)" that administration BE DIRECTED to report back on the participation or arrangement to assist with transit funding by other municipalities or corporations; and, That administration BE DIRECTED to explore opportunities across the community for sponsors to assist with transit funding.	
January 29, 2024	B25/2024	C 188/2023	Infrastructure Services	That administration BE DIRECTED to incorporate traffic calming measures on Wyandotte Street as opposed to the narrowing of the roadway option that was approved by Council previously; and, That an amount of \$225,000 from the surplus \$246,240 in the Budget Stabilization Reserve Fund (BSR) for the Paul Martin Building BE APPROVED for this project.	
January 29, 2024	B7/2024	C 182/2023	Community Services	That the report of the Project Administrator dated December 20, 2023 entitled "Festival Plaza Improvement - Update - Ward 3" BE REFERRED back to administration; and, That administration BE DIRECTED to provide another more cost effective option for Council's consideration.	
February 26, 2024	CR76/2024	C 19/2024	Infrastructure Services	That the report of the Senior Manager Traffic and Parking dated February 9, 2024 entitled "Red Light Camera Update – City Wide" BE REFERRED to a future Environment, Transportation and Public Safety Standing Committee Meeting for further review and consideration.	

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as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
February 26, 2024	CR81/2024	S 168/2023	Finance & City Treasurer	That the report of the Community Energy Plan Administrator dated December 19, 2023 regarding the Energy and Poverty Pillar (EAPP) Report Requirement from the Global Covenant of Mayors for Climate and Energy BE RECEIVED for information; and, ... That Administration BE DIRECTED to report back to Council with the finalized Energy Access and Poverty Assessment, Targets, and Plan.	
February 26, 2024	CR85/2024	S 7/2024 & AI 3/2024	Infrastructure Services	That the report of the Senior Manager, Traffic Operations & Parking dated January 12, 2024 entitled "Traffic Signal at Tecumseh Road E and Robinet Road – Ward 7" BE REFERRED to a future Council meeting; and, That administration BE REQUESTED to provide information regarding adding signage related to no left turn onto Tecumseh Road from Robinet Road.	
February 26, 2024	CR96/2024	S 11/2024	Community Services	That the report of the Executive Initiatives Coordinator, Community Services dated January 21, 2024 entitled "Response to CQ 12-2022 & 22-2022 – Solar Lights on City Trails – City Wide" BE RECEIVED for information; and, ... That Administration BE DIRECTED to investigate more cost effective solar lighting options.	
March 18, 2024	CR127/2024	C 33/2024	Finance & City Treasurer	I. That City Council SUPPORT an application to the Housing-Enabling Water Systems Fund (HEWSF) for the project identified in this report; and,... III. That subject to written confirmation from the grant provider that the City's application has been successful, Administration REPORT BACK to Council regarding the proposed financing strategy required to carry out this project and execute the Agreement.	

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as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
April 22, 2024	CR146/2024	CMC 6/2024	Infrastructure Services	<p>That the administrative memo from the from the Commissioner, Infrastructure Services & City Engineer dated March 14, 2024 regarding City of Windsor Feedback Regarding ERO-019-7891 and the letter from the Executive Director, Municipal Engineers Association dated February 26, 2024 regarding the Ministry of the Environment, Conservation & Parks (MCEP) Announcement of new Regulation to Replace Municipal Class EA BE RECEIVED; and,</p> <p>That administration BE REQUESTED to report back outlining the impact of the changes to the Conservation Authorities Act on the City of Windsor as it relates to the measures that are being contemplated in the legislation that the Province is bringing forward.</p>	
April 22, 2024	CR153/2024	S 31/2024	Health & Human Services	<p>That this updated report from the Coordinator, Housing Administration & Policy and the Social Housing Analyst dated February 16, 2024 entitled "Rent Supplement Program Expiries and Mitigation Update - City Wide" BE RECEIVED; and further,</p> <p>That the Executive Director, Housing & Children's Services REPORT BACK on the outcome of the expiring rent supplement and any other mitigation strategies post completion; and, ...</p>	

Outstanding Directives

as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
April 22, 2024	CR155/2024	S 30/2024	Health & Human Services	<p>That this report of the Acting Manager, Homelessness & Housing Support dated February 16, 2024 entitled "Legislated Five Year Review of the 10-year Housing and Homelessness Master Plan, 2024" BE ACCEPTED; and further,...</p> <p>That the Executive Director of Housing and Children's Services or their designate ENSURES the updated Windsor Essex 10-year Housing and Homelessness Master Plan aligns with the direction set by the Ministry of Municipal Affairs and Housing, addresses local needs and, REPORT BACK to Council to present the updated plan; and further...</p>	
April 22, 2024	CR158/2024	SCM 75/2024	Economic Development	<p>That the verbal update to Municipal Heritage Register: Strategies in response to Provincial Bill 23 provided by the Heritage Planner BE RECEIVED; and,</p> <p>That the Heritage Planner BE DIRECTED to report back to a future Development & Heritage Standing Committee meeting on the viability of a bylaw for Council consideration aimed at protecting existing Municipal Heritage assets beyond the Province's 2024 deadline; and that should a bylaw be determined viable, to propose within the response appropriate language and to report back prior to the Provincial deadline elapsing.</p>	
April 22, 2024	CR165/2024	S 169/2023	Economic Development	<p>That the report of the Community Energy Plan Administrator dated February 19, 2024 entitled "Community and Corporate Greenhouse Gas Emissions and Energy Monitoring Report – 2022 – City Wide" BE FORWARDED to the Environment & Climate Change Advisory Committee for their review and comment.</p>	
April 22, 2024	CR166/2024	S 33/2024	Economic Development	<p>That the report of the Environment Sustainability Coordinator dated March 7, 2024 entitled "Windsor's 2023 Report On the State of the Environment" BE FORWARDED to the Environment & Climate Change Advisory Committee for their review and comment.</p>	

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as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
April 22, 2024	CR167/2024	S 35/2024	Infrastructure Services	<p>That the report of the Coordinator, Parking Services dated March 11, 2024 entitled "CQ 36-2023 – Repurposing Lot 16" BE RECEIVED for information; and,</p> <p>That administration BE DIRECTED to investigate different techniques and changes that can potentially assist the surrounding residents with issues related to this parking lot including but not limited to noise detection cameras, speed humps, and an increase to parking fees; and that the information BE BROUGHT forward to Council for their consideration.</p>	
April 22, 2024	CR176/2024	S 133/2023 & AI 5/2024	Community Services	<p>That the report of the Executive Initiative Coordinator dated October 13, 2023, entitled, "Report CQ 2-2023 - Moving the Location of Bright Lights – Ward 3" BE RECEIVED for information; and,</p> <p>That administration BE REQUESTED report back to Council and continue to work on a plan to illuminate downtown Windsor with year round decorative lighting working in collaboration with the DWBIA, Council and Administration; and that the information INCLUDE infrastructure costs, security and integration with the City Hall Esplanade; as well as the possibility to allow local artists, through a permitting process, to be able to sell their goods during the summer months at the Riverfront.</p>	
April 22, 2024	CR182/2024		Economic Development	<p>That the petition presented by Councillor Fred Francis on behalf of the residents of the Roseland neighbourhood and surrounding area in opposition of the City of Windsor's current housing proposal on the Roseland Golf and Curling Club Property BE RECEIVED by the Clerk for the purpose of an examination of the requested works or undertakings.</p>	

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as of May 29, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
April 22, 2024	CR183/2024		Economic Development	That the petition presented by Councillor Angelo Marignani on behalf of residents on the corner of Derek Street and Radcliff Avenue in opposition to the implementation of Bus Route 335 being added to Radcliff Avenue BE RECEIVED by the Clerk and the Clerk BE DIRECTED to forward the petition to the Executive Director, Transit Windsor for the purpose of an examination of the requested works or undertakings.	
May 13, 2024	CR198/2024	C 49/2024	Chief Administrative Officer	<p>That Council ENDORSE the Strengthen the Core - Downtown Windsor Revitalization Plan; and further, to address the Immediate Action Strategy: ...</p> <p>That Council DIRECT Administration to monitor and report on additional action items which have been identified within this report but have no financial cost to the City; and further,</p> <p>That Council DIRECT Administration to report on the effectiveness of the efforts made by way of the Immediate Action Strategy; and further, ...</p> <p>That administration BE DIRECTED to report back to Council on data that would measure the success of the plan and this would also include data coming to Council from the community partners.</p>	

Clerk's Note: The listing of items prior to January 1, 2011 should not be considered complete at this point in time.

Clerk's Note: This summary chart is not intended to replace the actual minutes of all proceedings.