

June 7, 2024

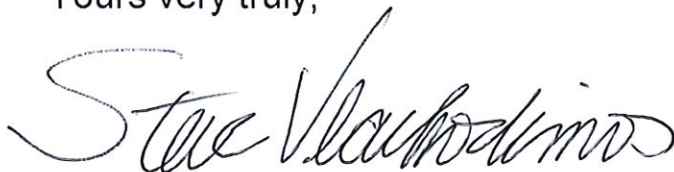
TO THE MAYOR AND MEMBERS OF COUNCIL:

The **regular meeting** of Council will be held on **Monday, June 10, 2024 at 10:00 o'clock a.m., in the Council Chambers, 350 City Hall Square.**

A special meeting of Council will be held on **Monday, June 10, 2024, immediately following the regular meeting of Council, in Room 139, 350 City Hall Square.** Council will at the special meeting adopt a resolution to authorize Council to meet in closed session, and the resolution shall contain the general nature of the matters to be considered in the closed session. The resolution must be adopted by a majority of Council present during the open special meeting before the meeting may be closed. An agenda for this meeting is enclosed under separate cover.

BY ORDER OF THE MAYOR.

Yours very truly,



Steve Vlachodimos

City Clerk

/bm

c.c. Chief Administrative Officer

Consolidated 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 <i>(previously distributed)</i>
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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) (*previously distributed*)

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

8. CONSENT AGENDA (*previously distributed*)

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)**

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)**

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

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**

PRESENTATIONS (10 Minutes)

- 10.1. 2024 Corporate Asset Management Plan **(C 63/2024)** *(previously distributed)*
Clerk's Note: Appendix A to report C 63/2024 is available for viewing at www.citywindsor.ca due to size.
a) Natasha Gabbana, Senior Manager of Asset Planning and Marie Gil, Manager, Asset Planning
b) Melissa Brindley, Director, and Barry Horrobin, Director of Planning & Physical Resources, Windsor Police Services, available for questions (via Zoom)

DELEGATIONS (5 Minutes)

- 8.3. Response to CQ 29-2024 - Sandpoint Beach Safety Measures - City Wide **(C 68/2024)** *(previously distributed)*
a) Peter Berry, Harbour Master / Chief Operating Officer (in person)
- 8.10. Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide **(SCM 165/2024) & (S 46/2024)** *(previously distributed)*
Clerk's Note: P&C Memo provided to Mayor and members of Council only.
Clerk's Note: Ettore Bonato, President Ottawa Street BIA submitting the **attached** letter dated June 5, 2024 as a written submission
a) Ray Blanchard, area resident (in person)
- 8.8. Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6 **(SCM 163/2024) & (S 146/2023)** *(previously distributed)*
Clerk's Note: Philippa von Ziegenweidt submitting the **attached** email dated June 6, 2024 as a written submission; Lori Newton submitting the **attached** letter dated June 7, 2024 as a written submission
a) Wayne Lessard, area resident (in person)
- 11.2. City Hall Square Ice Rink - Ward 3 **(C 58/2024)** *(previously distributed)*
Clerk's Note: Howard Weeks submitting the **attached** email dated June 7, 2024 as a written submission; Robert Cameron submitting the **attached** letter dated June 6, 2024 as a written submission
a) Art Roth, Coordinator of Skate Lending Program All Saint Church (in person)
b) Caroline Taylor, area resident (in person)
c) Ray Blanchard, area resident (in person)
d) Alex Song, Co-Director Downtown Windsor Community Collaborative (in person)

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) (previously distributed)**
- 11.3 RFT No. 43-24, Sludge Holding Tank Rehabilitation- Lou Romano Water Reclamation Plant (LRWRP)- City Wide **(C 67/2024) (attached)**

12. CONSIDERATION OF COMMITTEE REPORTS (previously distributed)

- 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) (previously distributed)

- 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 (*previously distributed*)

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

Age-Friendly Working Group
Thursday, June 13, 2024
9:30 a.m., via Zoom

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

Subject: RFT No. 43-24, Sludge Holding Tank Rehabilitation- Lou Romano Water Reclamation Plant (LRWRP)- City Wide

Reference:

Date to Council: June 10, 2024
Author: Alby Rose
Pollution Control Project Engineer
519-253-7111 ext 3275
arose@citywindsor.ca

Pollution Control
Report Date: May 28, 2024
Clerk's File #: SW/14809

To: Mayor and Members of City Council

Recommendation:

THAT the following tender be **ACCEPTED**:

TENDERER:	Front Construction Industries Inc.
	740 Morton Drive
	Windsor, ON.
	N9J 3V2

TENDER NO:	43-24
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TOTAL TENDER PRICE:	\$499,600.00, excluding HST
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and,

THAT the Chief Administrative Officer and City Clerk **EXECUTE** an Agreement with the tenderer, in form to the City Solicitor, in technical content to the City Engineer, and financial content to the Chief Financial Officer & City Treasurer; and,

THAT additional funds totalling \$550,000 required for the Sludge Holding Tank Rehabilitation at Lou Romano Water Reclamation Plant (LRWRP) **BE TRANSFERRED** from Pollution Control Reserve to a new Project LRWRP – Sludge Holding Tank Rehabilitation.

Executive Summary:

N/A

Background:

The Lou Romano Water Reclamation Plant provides sewage treatment for the west side of the city (west of Pillette Road) as well as LaSalle.

Originally constructed as part of the 1980 expansion, the Dewatering Building and its associated sludge holding tank have exhibited signs of deterioration, including sludge seepage near the south side of the building. To address these issues, including structural integrity, minimize operational disruptions, and enhance efficiency in sewage treatment processes, Stantec Consulting conducted a condition assessment. Stantec recommended the installation of a new pipelining system to fix the existing 10-inch drain pipe leak, along with the application of a new waterproof coating to the Sludge Holding Tank.

Stantec Consulting was commissioned to provide engineering services including the tendering and construction period services for the Sludge Holding Rehabilitation at the Lou Romano Water Reclamation Plant.

Stantec Consulting reviewed the submitted tenders and recommended the City of Windsor to award Tender No. 43-24 to Front Construction Industries Inc.

Discussion:

The Purchasing Department for the City of Windsor oversaw the advertising and distribution of the tenders. Tenders were received until 11:30:59 a.m. (E.S.T.) on Wednesday, March 27th, 2024 via electronic bid submission. Two (2) bids were submitted and the bids were disclosed by the purchasing department as follows:

BIDDER	TOTAL TENDERED PRICE (EXCLUDING HST)
Front Construction Industries Inc.	\$ 499,600.00
Kingdom Construction Ltd.	\$ 584,069.51

Front Construction Industries was selected as the successful bidder for Tender 43-24 with total tender price of \$499,600.00, plus HST.

Risk Analysis:

Health and Safety:

- Drain Pipes: Drain pipes corrode and erode due to the abrasive nature of wastewater and chemical exposure. This can result in pipe failures, blockages, and potential spills, creating hazardous conditions for workers and the surrounding environment.
- Sludge Holding Tank: Without waterproofing, the concrete tank is susceptible to leakage. Leaking sludge can contaminate the surrounding soil and groundwater, posing risks to the environment and public health.

Financial Risk: A delay in performing the repairs could lead to the failure of the sludge holding tank. Since we only have one sludge holding tank, we would need to implement a temporary system and ship raw sludge off-site in order to maintain flows to the LRWRP. This temporary system/process would incur significant expenses.

A delay in awarding the contract would potentially increase the tender price.

Based on the enterprise risk management tool, the risk level for the delay in awarding the contract is Significant.

Risk Description	Impacted Objective(s)	Risk Level	Mitigating Strategy / Status	Responsibility
Delay in signing the contract	Tender price may significantly increase if the signing of the contract delays beyond the irrevocability period of the tender.	Moderate	Communicate with senior manager and find the required funds to start the project	Project Manager, ED-Pollution Control
Safety risk	The deteriorating waterproofing coating of the Sludge Holding Tank and the misaligned Drain Pipe pose a potential risk of spills and contamination	Significant	Waterproofing interior of Sludge Holding Tank and Relining of misaligned drain pipe	Project Manager, ED-Pollution Control

Climate Change Risks

N/A

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

A transfer of \$550,000 is required from the Pollution Control Reserve F208 to fund RFT 43-24 as follows:

\$508,394 Bid Amount, including \$8,794 in non-recoverable HST

\$41,606 Additional Contingency

\$550,000 Total

This project requires multiple shutdowns and premium weekend hours. The estimated cost for concrete repairs may change depending on site conditions. An additional \$41,606 has been allocated to account for contingencies.

The Pollution Control Reserve has a fund balance, net of encumbrances, of \$2,364,322 as at the end of April 2024. There is more than sufficient funding in the reserve to cover this transfer to new project LRWRP – Sludge Holding Tank Rehabilitation.

Consultations:

Ed Valdez, Manager, Process Engineering & Maintenance

Mark DiPasquale, Financial Planning Administrator

Michael Dennis, Financial Manager, Asset Planning

Conclusion:

The acceptance of the bid submitted by Front Construction Industries Inc., and the transfer of the required funds to a new project from Reserve funds as indicated in the Financial Matters section.

Approvals:

Name	Title
Ed Valdez	Manager, Process Engineering & Maintenance
Mark DiPasquale	Financial Planning Administrator
Michael Dennis	Manager, Capital Budget and Reserves
Alex Vucinic	Manager of Purchasing

Name	Title
Mark Winterton	Commissioner, Infrastructure Services (A)
Janice Guthrie	Commissioner, Finance and City Treasurer
Wira H.D. Vendrasco	City Solicitor, Corporate Services
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

- 1 Bid Form-Front
- 2 Stantec Recommendation Report

LRWRP – DEWATERING BUILDING SLUDGE HOLDING TANK REHABILITATION

BID FORM

TO: The Corporation of the City of Windsor
Attention: Purchasing Department
400 City Hall Square East,
Suite 403,
Windsor, ON N9A 7K6

Registered Legal Name of Bidder:

Front Construction Industries Inc.

Please provide proof of legal name by submitting a copy of one of the following to be included and attached to this Bid Form;

- a) First page of Articles of Incorporation
- b) If applicable, first page of articles of Amendment;
- c) If applicable, first page of Profile Report; or,
- d) Certificate of Status

Business Address:

740 Morton Dr. Windsor On. N9J 3V2

Phone: 519 250 8229

Fax: 519 250 8507

HST Registration Number: 89551 8082 rt0001

Contact name for future correspondence and inquiries:

Name and Title Paul Merritt, President

Telephone 519 2508229 Fax 519 250 8507

Email pmerritt@frontconstruction.com

LRWRP – DEWATERING BUILDING SLUDGE HOLDING TANK REHABILITATION

We have read and we fully understand the requirements of the RFT, including the Contract and any addenda issued by the City. We acknowledge that the RFT includes an offer from the City to enter the Bidding Contract. We also acknowledge that, by submitting a Bid which complies with the requirements of this RFT, we accept that offer.

DEFINITIONS

Unless otherwise defined in this Bid Form, capitalized terms and expressions used in this Bid Form shall have the meanings assigned to them in the Instructions to Bidders.

TOTAL TENDER PRICE

Having carefully examined the RFT, including all of the Appendices and including addendum number(s) ONE - THREE, having fully investigated and ascertained the conditions, circumstances and limitations affecting the Project, we offer to enter into the Contract with the City for the following Total Tender Price:

CDN \$ 499,600⁰⁰ [state in figures only]

The above Total Tender Price:

- (a) excludes the Harmonized Sales Tax (HST) but includes all other taxes, freight and duties;
- (b) is a Total Tender Price for the provision of the services contemplated by the Contract;
- (c) includes Contingency Allowance (Excluding HST). If this allowance is not used, it will be deducted from the Total Tender Price; and,
- (d) is a sum total of the Schedule of Unit Prices.

SUPPORTING DOCUMENTS

We have completed and enclosed the attached documents provided with the Bid Form which are included in and form part of this Bid.

SECURITY DOCUMENTS

- A. We have attached the **Digital bid bond** required by section 9 of the Instructions to Bidders.
- B. We have confirmed our ability to provide Contract Bonding as required by section 10 of the Instructions to Bidders.
- C. We have included a valid and current W.S.I.B. Certificate of Clearance as required by section 11 of the Instructions to Bidders
- D. We acknowledge that the costs of all bonds are included in our Total Tender Price.
- E. We acknowledge that quantities on Schedule of Unit Prices are considered to be on a "More or Less" basis, and may not necessarily be exact, therefore the quantities shown in this Tender are strictly for the purpose of extending unit prices and arriving at a final figure for comparison between tenders.

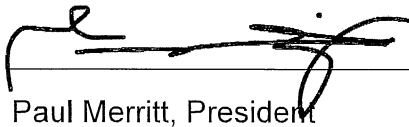
LRWRP – DEWATERING BUILDING SLUDGE HOLDING TANK REHABILITATION

DECLARATIONS

- A. We declare that our Bid is made with no Qualification(s).
- B. We declare that our Bid is not made in connection with any other Bidder and is, in all respects, fair and made without collusion or fraud.
- C. We declare that our Bid complies with any applicable fair wage practices.
- D. We acknowledge and agree that our Bid is irrevocable and open for acceptance by the City for a period of sixty (60) days starting from the day after the Submission Deadline.
- E. THE bidder confirms that no person employed by the City in any capacity:
- (a) has a direct or indirect financial interest in the award of the Contract to the Bidder;
 - (b) is currently employed by, or is a consultant to or under contract to the Bidder;
 - (c) is negotiating or has an arrangement concerning future employment or contracting with the Bidder;
 - (d) has an ownership interest in, or is an officer or director of the Bidder
- F. We acknowledge and agree that, if awarded the Contract, we will:
- (a) sign the Contract and deliver the executed original to the City within seven (7) business days of our receipt of the same;
 - (b) deliver to the City, within seven (7) business days of executing the Contract:
 - (i) the bonds required by the Contract;
 - (ii) proof of all insurance required by the Contract;
 - (iii) our health and safety policy for the Project.

We acknowledge and agree that we will be in breach of the Bidding Contract if we fail to comply with any of the above.

Signed and submitted for and on behalf of:

BIDDER	Front Construction Industries Inc.
DATE	March 21, 2024
SIGNATURE	
Name and Title	Paul Merritt, President
	I have authority to bind the Bidder named above

The City of Windsor
Request for Tender No. 43-24
Dewatering Building – Sludge Holding Tank Rehabilitation
Lou Romano Water Reclamation Plant

REVISED ADDENDUM NO. 2

TABLE 1: SCHEDULE OF ITEMS AND PRICES

THE AFORESAID TOTAL TENDER PRICE IS MADE UP AS FOLLOWS:

ITEM NO.	DESCRIPTION	UNIT	EST. QTY.	AMOUNT (\$)
1.	Mobilization and demobilization at the jobsite, conveniences, other temporary facilities, construction plant and other items not required to form part of the permanent works and not covered by other items of the Schedule of Items and Prices.	l.s.	-	\$ <u>10,868⁰⁰</u>
2.	General cleaning, dewatering, safety systems including all confined space requirements and the removal of all non-permanent items at the completion of the works.	l.s.	-	\$ <u>21,800⁰⁰</u>
3.	Preparation and installation of pipelining system for 250 mm cement-lined ductile iron pipe (approximately 7 m length) including CCTV inspections pre and post construction.	l.s.	-	\$ <u>33,100⁰⁰</u>
4.	Sandblast and clean Sludge Holding Tank concrete interior surfaces and pipes. Use Sikagard Epo Cem 75 for concrete reprofiling thickness less than 3 mm. Prepare surface to suit application of waterproof coating.	l.s.	-	\$ <u>44,270⁰⁰</u>
5.	Apply new waterproofing coating to Sludge Holding Tank interior surfaces and pipes.	l.s.	-	\$ <u>247,100⁰⁰</u>
6.	Repair deteriorated concrete as directed by Engineer and repair concrete surface with reprofiling material more than 3 mm thick. (Provisional)	m ³	3.5	\$ <u>64,764⁰⁰</u>
7.	Cost of 50% Performance Bond and 50% Labour and Material Payment Bonds as specified.	l.s.		\$ <u>7,500⁰⁰</u>
8.	Cost of "Builders Risk - All Risks Property Insurance as specified. (Refer to the Instruction to Bidders)	l.s.		\$ <u>2,000⁰⁰</u>
9.	Cost of Commercial General Liability Insurance as specified. (Refer to the Instruction to Bidders)	l.s.		\$ <u>500⁰⁰</u>
10.	Cost of Vehicle Liability Insurance as specified. (Refer to the Instruction to Bidders)	l.s.		\$ <u>1,500⁰⁰</u>

The City of Windsor
Request for Tender No. 43-24
Dewatering Building – Sludge Holding Tank Rehabilitation
Lou Romano Water Reclamation Plant

REVISED ADDENDUM NO. 2

ITEM NO.	DESCRIPTION	UNIT	EST. QTY.	AMOUNT (\$)
11.	Cost of Environmental Impairment Liability Insurance as specified. (Refer to the Instruction to Bidders)	I.s.		\$ <u>14,000⁰⁰</u>
12.	Lump sum to cover all other requirements of the contract not specifically covered by or related to preceding items hereof. (Refer to Section 2 in SIT's)	I.s.		\$ <u>12,238⁰⁰</u>
13.	Cash Allowance for SSPC/NACE Level 2 Coatings Inspector	Prov. Sum		\$ 10,000
14.*	Contingency Allowance (TOTAL of Additional Unit Prices in Table 2).	I.s.		\$ 29,960.00
	TOTAL TENDER PRICE (Including Contingency, Excluding H.S.T.)			\$ <u>499,400⁰⁰</u>

HST Registration Number 89551 8082 RT0001

***Denotes Provisional Items and Allowances. Total of Contingency Allowance to be derived from the total of Table 2: Schedule of Additional Unit Prices. The Bidder agrees that he is not entitled to payment of the Provisional Items and/or the Contingency Allowance except for the work carried out by him in accordance with the Contract as directed by the Engineer and only to the extent of such work**

The Bidder agrees that, if this Tender is accepted by the Corporation,

- (1) He will carry out any additional or extra work (including the supplying of any additional materials or equipment pertaining thereto) or will delete any work as may be required by the Engineer in accordance with the Contract.
- (2) The carrying out of any work referred to in paragraph (1) above or the issuance by the Engineer of a Contract Change Order relating to such work or the acceptance by the Bidder of such Contract Change Order shall not, except as expressly stated in such Contract Change Order, waive or impair any of the terms of the Contract or of any Contract Change Order previously issued by the Engineer under the Contract.
- (3) Prices applicable to work referred to in paragraph (1) above shall be determined as follows:
 - (a) The Schedule of Additional Unit Prices shall apply where applicable;

If the above Schedules are inapplicable a detailed quotation with labour and material breakdowns shall be submitted for review and consideration by the owner.

The City of Windsor
Request for Tender No. 43-24
Dewatering Building – Sludge Holding Tank Rehabilitation
Lou Romano Water Reclamation Plant

REVISED ADDENDUM NO. 2

TABLE 2: SCHEDULE OF ADDITIONAL UNIT PRICES

ITEM NO.	DESCRIPTION	EST. QTY. (More or Less)	UNIT	UNIT PRICE	AMOUNT (\$)
1.	Additional labour ordered on a time and material basis including all costs for lodging, supervision, overhead and profit.				
	(a) Superintendent	8	Hr.	\$ 220.00	\$ 1,760.00
	(b) Foreman	8	Hr.	\$ 190.00	\$ 1,520.00
	(c) Labourer (any classification)	16	Hr.	\$ 105.00	\$ 1,680.00
2.	Engineers allowance for any other items.		I.s.		\$ 25,000
TOTAL ADDITIONAL UNIT PRICES (amount to be used as the Contingency Allowance in "Table 1", excluding H.S.T.)					\$ 29,960.00

The above amount (Total Additional Unit Prices) is referred to in this Tender as the Contingency Allowance and shall constitute Item No. 14 of Table 1: Schedule of Items and Prices.

The Bidder agrees that he is not entitled to payment of the Contingency Allowance except for additional work carried out by him in accordance with the Contract and as directed by the Engineer and only to the extent of such additional work.

The hourly labour rates provided in Table 2 will be used to calculate payment for work authorized to be completed on a Time & Material Basis, preparing quotations for work detailed in Requests for Quotations or for claims submitted by the Contractor. Hourly labour rates are all inclusive including all costs for lodging, travel to and from the site, meals allowances, out of town expenses, supervision, small hand tools and overhead and profit. Hourly rates to make allowance for all classifications of the trade listed.

If this Tender is accepted and Contract awarded, the bidder hereby agrees to forthwith enter into Contract and furnish a Bond satisfactory to the Owner guaranteeing to have the above mentioned works fully completed in accordance with the directions of the Engineer within 20 working days.

The Bidder further agrees to furnish and enter into such Contract within seven (7) days after the Contract is awarded.

**The City of Windsor
Request for Tender No. 43-24
Dewatering Building – Sludge Holding Tank Rehabilitation
Lou Romano Water Reclamation Plant**

REVISED ADDENDUM NO. 2

The period of maintenance for the works shall be two (2) years. The Contractor guarantees and warrants that with ordinary wear and tear the work shall, until the end of the period of maintenance, remain in such condition as will meet with the approval of the Engineer, and that he will be responsible for rectification in a manner satisfactory to the Engineer, and for the cost thereof.

The Bidder solemnly declares that the several matters stated in the foregoing Tender are in all respects true

- END OF BID FORM

April 3, 2024

Project/File: 165620296

Ms. Alby Rose, P. Eng. – Pollution Control Project Engineer

City of Windsor

4155 Ojibway Parkway, Windsor ON, N9C 4A5

Dear Alby,

Reference: City of Windsor

**Tender No. 43-24 – Lou Romano Water Reclamation Plant, Sludge Holding Tank
Rehabilitation
Report on Tenders**

The following is our report on tenders received for Tender No. 43-24 – Lou Romano Water Reclamation Plant, Sludge Holding Tank Rehabilitation.

1. INTRODUCTION

The LRWRP provides secondary level treatment for municipal wastewater and industrial wastewater from the central and western portions of the City of Windsor and from the northern area of the Town of LaSalle. The original plant began its operation in 1970 as a primary treatment plant. The plant was expanded in 1980 to a capacity of 159,000 m³/d, and most recently the expansion to add secondary treatment completed in 2011. The plant has a rated primary treatment capacity of 273,000 m³/d, and a rated secondary treatment capacity of 218,000 m³/d using biological aerated biofilter treatment technology.

Existing Dewatering Building including sludge holding tank was originally built as part of the 1980 expansion. Two 200 diameter primary sludge pipe headers carry sludge to the Dewatering Building where discharges to the 75 m³ sludge holding tank. Sludge is pumped from the sludge holding tank to dewatering centrifuges.

City staff previously noticed sludge seeping through in one of the excavated areas near the south side of the Dewatering Building occurring at a location adjacent to the Sludge Holding Tank. A condition assessment was carried out by Stantec to determine the source of the leak. The recommendations for rehabilitating the were outlined in the condition assessment including:

- Clean and repair deteriorated concrete tank interior and apply new waterproof coating
- Sandblast clean and apply new protective coating to inlet and overflow pipes. Remove and replace corroded bolts
- Remove and replace corroded connectors
- Cleaning of 10-inch drainpipe and installation of pipelining system

Stantec Consulting Ltd. prepared the tender documents including drawings and specifications for Sludge Holding Tank Rehabilitation. The documents included Information to Bidders, Form of Tender, a Bid Bond, Agreement to Bond and Delivery and Supply Bond, General Terms and Conditions, Technical Specifications and Drawings.

2. TENDERS

Tender Advertisement was posted on Biddingo. A total of three (3) addenda were issued during the tender period to clarify items in the Tender documents and answer questions from prospective Tenderers.

Tenders were received until 11:30:59 AM (Eastern Time) on Wednesday, March 27th, 2024. A total of two (2) tenders were received. The City of Windsor confirmed all tender submissions were compliant. The tenders were then passed on to the Consulting Engineer for review.

The following **Table 1** summarizes the Tenders received with the corrected tender prices. These total tender prices include costs for provisional items and contingency allowance but exclude HST.

Table 1 – Summary of Total Tender Prices		
Rank	Bidder	Total Tender Price
1.	Kingdom Construction Ltd.	\$ 584,069.51
2.	Front Construction Industries Inc.	\$ 499,600.00

Specific details of each quotation including the technical data that was evaluated are tabulated in the Tender Summary Sheet in the Appendix.

3. EVALUATION OF TENDERS

The two (2) tenders were further reviewed.

1. Front Construction Industries Inc. (Windsor, Ontario)

The tender price submitted by Front Construction Industries Inc. in the amount of \$499,600 is the lowest of the two (2) tenders received and \$84,469.51 (~14%) lower than the second lowest tender submitted by Kingdom Construction Ltd.

In general, there do not appear to be any significant unbalanced prices in the tender items making up the total tender price.

Front Construction Industries Inc. has completed several structural projects for which this office was the Consulting Engineer and is considered an experienced and qualified general contractor.

Based on Front’s past experience and track record, we are satisfied they are adequately experienced and capable of completing the proposed works satisfactorily.

2. Kingdom Construction Ltd. (Ayr, Ontario)

The tender price submitted by Kingdom Construction Ltd. in the amount of \$499,600 is the second lowest of the two (2) tenders received and \$84,469.51 (~14%) higher than the lowest tender submitted by Kingdom Construction Ltd.

Kingdom Construction Ltd. has completed a number of projects and is considered an experienced and qualified general contractor. Kingdom is well known to us for having successfully completed the construction of the City of Windsor's Lou Romano Water Reclamation Plant Grit Removal Facility Upgrades in 2017 of which we were the Consulting Engineer.

Based on Kingdom's past experience and track record, we are satisfied they are adequately experienced and capable of completing the proposed works satisfactorily.

4. DISCUSSION

The Sludge Holding Tank Rehabilitation RFT-43-24 generated a fairly high degree of interest as illustrated by the number of documents issued and inquiries received as well as the number of contractors who attended the mandatory site visit during the tender period.

However, in our view the two tenders received was a disappointing response to the Tender call from the construction industry overall. Verbal reports from Tenderers who took out documents but did not bid cited that they believed the maximum allowable shutdown period for the sludge holding tank is an insufficient amount of time to complete the work due to unknown concrete restoration, drying and curing times of materials.

Based on the prices tendered, it is our opinion that Tender was carried out in a competitive bidding environment. The difference in price between the two tenders was approximately 14%. The lowest tendered price of \$499,600.00 from Front Construction Industries Inc. was approximately \$224,825 (~45%) above the Engineer's opinion of probable cost of \$274,775 and above the level of accuracies for Class 2 study estimate ranging from +30% to -10% of what is expected to be the Tenderers bid. The difference was mostly attributable to the following main factors:

- i. The opinion of probable cost was completed under the assumption that the Contractor will complete the work during normal working hours from 7:00 am to 6:00 pm Monday to Friday. No allowance for premium time was included. During the tender period, the City stated that the maximum allowable shutdown period of four days must start on a Friday morning and end on a Tuesday morning. With two shutdown periods occurring during the weekend, Contractors had to account for premium time.
- ii. The opinion of probable cost did not include any consideration for confined space entry and rescue services.
- iii. The opinion of probable cost did not include any allowance for a SSPC/NACE Level 2 Coatings Inspector

5. RECOMMENDATION

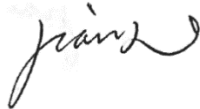
On the basis of the tenders received and the foregoing report, we recommend the City of Windsor award Tender No. 43-24 to Front Construction Industries Inc. for the total tender price of \$499,600.00 not including HST.

We note that the shutdown periods are weather-dependent and therefore the completion date will be determined based on the scheduling of the two (2) shutdown periods. The completion date will be at the end of the second four (4) day shutdown period.

Should you have any questions, please contact the undersigned.

Best regards,

Stantec Consulting Ltd.



Jian Li Ph.D., P. Eng., PE
Project Manager
Direct: 226-704-3039
jian.li@stantec.com



Hannah Rindlisbacher E.I.T, LEED Green Associate
Environmental Engineer In Training
Direct: 226-704-3060
hannah.rindlisbacher@stantec.com

City of Windsor
Lou Romano Water Reclamation Plant - Sludge Holding Tank Rehabilitation
SCHEDULE OF ITEMS AND PRICES

Item No.	Description	Unit	Est. Qty.	Amount (\$)	Front Construction Industries Inc.	Kingdom Construction Ltd.
1	Mobilization and demobilization at the jobsite, conveniences, other temporary facilities, construction plant and other items not required to form part of the permanent works and not covered by other items of the Schedule of Items and Prices.	I.s.	-		\$ 10,868.00	\$ 24,252.00
2	General cleaning, dewatering, safety systems including all confined space requirements and the removal of all non-permanent items at the completion of the works.	I.s.	-		\$ 21,800.00	\$ 80,858.00
3	Preparation and installation of pipelining system for 250 mm cement-lined ductile iron pipe (approximately 7 m length) including CCTV inspections pre and post construction.	I.s.	-		\$ 33,100.00	\$ 48,600.00
4	Sandblast and clean Sludge Holding Tank concrete interior surfaces and pipes. Use Sikagard Epo Cem 75 for concrete reprofiling thickness less than 3 mm. Prepare surface to suit application of waterproof coating.	I.s.	-		\$ 44,270.00	\$ 132,964.03
5	Apply new waterproofing coating to Sludge Holding Tank interior surfaces and pipes.	I.s.	-		\$ 247,100.00	\$ 106,252.00
6*	Repair deteriorated concrete as directed by Engineer and repair concrete surface with reprofiling material more than 3 mm thick. (Provisional)	m ³	3.5		\$ 64,764.00	\$ 125,025.00
7	Cost of 50% Performance Bond and 50% Labour and Material Payment Bonds as specified.	I.s.	-		\$ 7,500.00	\$ 5,585.00
8	Cost of "Builders Risk - All Risks Property Insurance as specified. (Refer to the Instruction to Bidders)	I.s.	-		\$ 2,000.00	\$ 1,898.00
9	Cost of Commercial General Liability Insurance as specified. (Refer to the Instruction to Bidders)	I.s.	-		\$ 500.00	\$ 1,453.00
10	Cost of Vehicle Liability Insurance as specified. (Refer to the Instruction to Bidders)	I.s.	-		\$ 1,500.00	\$ 1,357.00
11	Cost of Environmental Impairment Liability Insurance as specified. (Refer to the Instruction to Bidders)	I.s.	-		\$ 14,000.00	\$ 1,235.00
12*	Lump sum to cover all other requirements of the contract not specifically covered by or related to preceding items hereof. (Refer to Section 2 in SIT's)	I.s.	-		\$ 12,238.00	\$ 14,858.00
13*	Cash Allowance for SSPC/NACE Level 2 Coatings Inspector	Prov. Sum	-	\$10,000	\$ 10,000.00	\$ 10,000.00
14*	Contingency Allowance (Derived from the Schedule of Additional Unit Prices).	I.s.	-		\$ 29,960.00	\$ 29,732.48
TOTAL TENDER PRICE (Including Contingency, Excluding HST)					\$ 499,600.00	\$ 584,069.51
	HST (13%)	\$ 84,469.51			#REF!	#REF!
	TOTAL CONTRACT AMOUNT				#REF!	#REF!
*Denotes Provisional Items and Allowances. Total of Contingency Allowance to be derived from the total of Table 2: Schedule of Additional Unit Prices. The Bidder agrees that he is not entitled to payment of the Provisional Items and/or the Contingency Allowance except for the work carried out by him in accordance with the Contract as directed by the Engineer and only to the extent of such work						

City of Windsor
Lou Romano Water Reclamation Plant - Sludge Holding Tank Rehabilitation
SCHEDULE OF ADDITIONAL UNIT PRICES AND CONTINGENCY ALLOWANCE

ITEM NO.	DESCRIPTION	EST. QTY.	UNIT	UNIT PRICE	AMOUNT (\$)	Front Construction Industries Inc.	Kingdom Construction Ltd.
1	Additional labour ordered on a time and material basis including all costs for lodging, supervision, overhead and profit.						
	(a) Supervisor/Superintendent	8	hr.			\$ 1,760.00	\$ 683.52
	(b) Foreman	8	hr.			\$ 1,520.00	\$ 1,059.36
	(c) Labourer (any classification)	16	hr.			\$ 1,680.00	\$ 2,989.60
14	Engineers allowance for any other items.		l.s.		\$25,000	\$ 25,000.00	\$ 25,000.00
Total Contingency Allowance (Items 1 to 14 excluding HST)						\$ 29,960.00	\$ 29,732.48
* The above total amount referred to as the Total Contingency Allowance shall be carried over to and constitutes Item No. 17 in the Schedule of Items and Prices							

Ottawa Street BIA
1346 Ottawa Street
Windsor, Ontario
N8X 2E8

June 5, 2024

Subject: Parking Meters

Attention: Mayor Dilkens and City Council of the City of Windsor

Good day,

It has come to the attention of the Ottawa Street BIA board of directors that there will be a decision made on meter parking becoming, one, payment by app only or, two, keep accepting money payments.

Firstly, there was no attempt to consult with our BIA and have a discussion on this idea the City of Windsor would like to pass at Council. We feel that the app only option would be a mistake.

Most people that do come to the Ottawa Street district use money to feed the meters; this makes sense according to the statistics heard on the news. Last year alone, the City made approximately \$2,000,000 income through meter parking. This total was broken down to just over \$1,500,000 in cash and just under \$500,000 in other, credit card or use of app.

It is also known that the app doesn't work that well. There has been problems downloading the app or the payment process doesn't go through. Not to mention, many people don't pay for things through their phone in fear of a breach of some sort and all their information is up for grabs. It is also only known that you can only use the app once

for a 2 hour period; there is no option if a person would like to stay in the area longer other than putting money in the meter.

If this Council decision passes, the Ottawa Street BIA also worries that it would deter people from coming to the area to shop or eat. And if a person does come to visit and doesn't use the app, the residential area around the BIA parameter would be affected because people would try to find parking on the side streets interfering with residential parking.

In addition, one of the Ottawa Street BIA's mandates is to promote the business area to new businesses which creates jobs. Moving to app only meters, there would be jobs City employees would lose, which in this financial time line the general public in the City of Windsor is going through, it just doesn't make sense.

In conclusion, to reiterate, the board of directors of the Ottawa Street BIA does not feel that moving to app only meters and removing the change option is a good idea.

On behalf of the board of directors,

Ettore Bonato

President Ottawa Street BIA

From: Philippa von Ziegenweidt
Sent: Thursday, June 6, 2024 10:15 AM
To: clerks <clerks@citywindsor.ca>
Cc: Francis, Fred <fFrancis@citywindsor.ca>; Costante, Fabio <fcostante@citywindsor.ca>; Agostino, Renaldo <ragostino@citywindsor.ca>; McKenzie, Mark <mmckenzie@citywindsor.ca>; Sleiman, Ed <esleiman@citywindsor.ca>; Gignac, Jo-Anne (Councillor) <joagignac@citywindsor.ca>; Marignani, Angelo <amarignani@citywindsor.ca>; Kaschak, Gary <gkaschak@citywindsor.ca>; Mckenzie, Kieran <kmckenzie@citywindsor.ca>; Morrison, Jim <jmorrison@citywindsor.ca>; mayoro <mayoro@citywindsor.ca>
Subject: RE: 8.8. Wyandotte Street Road Diet Update Report

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.

In his 2014 inaugural address, Mayor Dilkens 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."**

[Watch the 15 second clip here: [Mayor Drew Dilkens Inaugural Address 2014](#)]

It is difficult to believe that ten years later, Administration considers a road diet to be unfeasible along Wyandotte Street East. If it is truly not feasible -- based on the 2020 Corridor Review -- why did the City invite residents to a public consultation and Zencity third party survey two years later, in 2022, to look at preferred options that include bicycle infrastructure?

The results of these consultations show quite clearly that residents support a road diet and protected bike lanes:

- **63%** of 710 survey respondents supported the option that reduces the number of driving lanes from four lanes to two and adds cycling infrastructure
- **52%** of respondents would like bike lanes to be fully protected and not just buffered or painted bike lanes
- **60%** of those attending the physical public consultation who do not travel by bike through the Wyandotte Street corridor support a reduction in the number of driving lanes and **50%** support protected bike lanes

After many years of reports, public consultation and delegations, it was well-established that the Olde Riverside shops and the quality of life for area residents would benefit from a calmed road. Yet the Wyandotte Street Road Diet Update Report prioritizes through-traffic and on-street parking – an approach that is considered hopelessly obsolete in successful communities that

value walkability and liveability. Cities around Canada (and the world) are successfully balancing street use for all users, not just cars, even on busy roadways.

As somebody who has lived in Riverside since 1997, I see no reason why on-street parking should be prioritized above safe options for active transportation. There is plentiful parking on the many side streets. Furthermore, a calmed main thoroughfare will invite more people to visit the shops and restaurants on foot or by bike, reducing the demand for parking.

While bike infrastructure is also needed along Riverside Drive, it shouldn't be an either-or situation. Routing cyclists along Riverside will not allow them to safely access the commercial district on Wyandotte. It completely misses the point that Mayor Dilkens made in his inaugural address.

Killing the long-awaited Wyandotte Street Road Diet will *encourage more car use* and will not help the city reach its mode-share goals.

Simply put, the joint recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration is out of place in the twenty-first century.

It does not address the strategies and actions described in Windsor's Walk-Wheel Active Transportation Master Plan.

It lacks the ambition that is needed if Windsor has any hopes of working towards the vision the city embraces on paper.

It is not supported by the many residents who participated in the city's consultations.

It is certainly not a best practice.

Philippa von Ziegenweidt

Ward 6

June 7, 2024

TO WINDSOR CITY COUNCIL:

After decades of waiting, adding substantially to the Riverside Drive Vista Project is fantastic news that we will celebrate. However, that project is not a substitute for lanes on Wyandotte East - as recommended in every public consultation including by the ATMP. Connecting a network of safe, accessible and convenient bike infrastructure should be a high priority to support local businesses and to help provide traffic calming.

To suggest that cycling infrastructure is more money than the City can afford is to ignore the hundreds of millions spent every year on roads for car drivers. It's disturbing that the City did not see fit to apply for the Federal Infrastructure Grant to fund much of this project.

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 the initiative, but it failed at Budget.



• 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

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.

Thanks Christina. I will not be addressing council in person on Monday but please accept my written submission.

Council [submission.to](#) the mayor and city council re: item 11.2, 100624

I cannot count the number of times I have come before you to make it clear that this taxpayer would prefer that the city spend my money on needs not wants. Needs like safe infrastructure, proper respectful and compassionate care for the less fortunate among us and a clean and safe city in which to live.

Instead, it seems that they are more attracted to shiny money pits into which they continue to dump ever increasing amounts of civic funds. I call this civic affliction NEEDLESS SPENDING SYNDROME or NSS.

It seems that this pattern has repeated itself in different forms, many times over the past several years. It's almost as if the city is locked into a self-inflicted downward spiral of fiscal ineptitude.

To try and remedy this inability to break free of the cycle it may be useful to examine recent cases of not only ballooning budgets but of how the decisions are made to move forward with these wasteful and unnecessary projects in the first place.

In June 2020 council approved a budget of 7 million for the streetcar garage on the riverfront. Now it has ballooned to well over 9 million, a 30% increase.

Now we have the mother of all examples of the city's propensity to spend tax money on unnecessary frills that will do nothing to positively affect the quality of citizens' lives. At a time when global warming has closed iceberg alley in newfoundland for lack of bergs and curtailed the rideau canal skating season for lack of ice, do we really want to spend well over 15 million not on climate change mitigation. but on the fleeting memory of outdoor winter ice skating. Of course, spending a few thousand to save lives by funding safe help is immediately off the table.

As one who has observed this phenomenon play itself out many times over the years, I would like to point out some NSS warning signs to be aware of. #1. Positive buzz and predictions of success, of an expensive civic project without any supportive clinical studies. #2. Financial debates that obscure any critical debate of the actual worthiness of a project. #3. Major project budget announcements, presented at inopportune times limiting the opportunity for public debate. #4.A

sense of urgency to move forward due to inflationary budget pressures or the need to meet an arbitrary seasonal deadline.

Since NSS has been responsible for many of Windsor's shortcomings it should be immediately eradicated at the first sighting. It's time to recognize the NSS triggers when they appear. Awareness is the first step. Political will, hopefully, will do the rest.

Thank you, Howard Weeks, Ward 4

City Council Meeting**June 10, 2024****Item 11.2 - Written Submission**

Thursday, June 6, 2024

City Council of Windsor

Re: City Centre Ice Rink

The Downtown Windsor Community Collaborative expresses its firm commitment to supporting the new Esplanade Ice Rink. We realize the increase in cost and as fellow taxpayers ask the City Council and its Administration to be prudent and creative, but proceed in investing in the ice rink.

We support City Council in proceeding with the investment for two reasons. First, the cost will continue to rise; now is the time to act. Second, it dovetails with the 'Strengthening the Core' mandate approved by Council last month. The rink will provide a space and place for Windsor residents and tourists to gather and find a common place to belong. The rink is a positive, shared experience for all citizens.

The ice is a place that democratizes citizenship – all residents have a common space that roots them in a shared Canadian tradition. For instance, our New Arrivals to the City from around the world want to experience and enter into an activity that is 'Canada'. Every year there has been joy experienced, breaking of cultural barriers, and opportunity to build new friendships. Lacing up skates is viewed as an authentic Canadian experience. It provides an opportunity for multiple organizations to work together (skates from All Saints Church, YMCA Settlement, DWCC) in helping parents and children tentatively step on the ice and participate as full citizens of Canada in a common cultural event.

Likewise, every week the youth in downtown Windsor's ACCEL youth program walk over to learn to skate and participate in an otherwise inaccessible sport. For residents not in walking distance, it becomes a good reason to come downtown and share positive stories of pride in our city. It is another solid experience that promotes the quality of life that attracts people to do life in the downtown core.

We understand the financial decisions this Council must make. We expressed in our letter to City Council regarding 'Strengthening the Core' that the proof in the City's resolve will be decisions such as this. We support City Council moving forward with the ice rink at City Hall.

Sincerely,

Robert Cameron

Alex Song