

ACON 2024

July 19, 2024

TO THE MAYOR AND MEMBERS OF COUNCIL:

The **regular meeting** of Council will be held on **Monday, July 22, 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, July 22, 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.

A meeting of the **Striking Committee** will be held on **Monday, July 22, 2024, immediately following the in-camera meeting of Council,** in Room 139, 350 City Hall Square. A resolution to meet in closed session must be adopted and shall contain the general nature of the matters to be considered. The resolution must be adopted by a majority of Council present during the open special meeting of the Striking Committee before the meeting may be closed. An agenda for this meeting is enclosed under separate cover.

BY ORDER OF THE MAYOR.

Yours very truly,



Anna Ciacelli

Deputy Clerk

/bm

c.c. Chief Administrative Officer

Consolidated City Council Meeting Agenda

Date: Monday, July 22, 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 July 8, 2024 (SCM 221/2024) (attached)
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4.2.	Adoption of the Special Windsor City Council - Training Session minutes of its special meeting held July 10, 2024 (SCM 222/2024) (attached)
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5.	NOTICE OF PROCLAMATIONS
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Proclamations

"Emancipation Day" – August 1, 2024

"Childhood Cancer Awareness Month" – September 2024

"Ovarian Cancer Awareness Month" – September 2024

Flag Raising Ceremony

"Windsor-Essex Pride Fest" – August 2, 2024

"Childhood Cancer Awareness Month" – September 3, 2024

"Macedonian Independence Day" – September 6, 2024

Illumination

“National Drowning Prevention Week” – July 22-26, 2024

“Childhood Cancer Awareness Month” – September 1-7, 2024

6. COMMITTEE OF THE WHOLE

7. COMMUNICATIONS INFORMATION PACKAGE (This includes both Correspondence and Communication Reports)

- 7.1. Correspondence 7.1.1. through 7.1.5. **(CMC 11/2024) (previously distributed)**
Clerk’s Note: Item 7.1.6 – Correspondence Item *attached*

No.	Sender	Subject
7.1.6	Windsor-Essex Ontario Health Team	Response regarding Windsor City Council’s Request for Information on Physician Recruitment Plans Locally Commissioner, Human & Health Services GP2024 Note & File

- 7.2. 2022 and 2023 Year End Risk Management Report - City Wide **(C 80/2024)**
(previously distributed)
- 7.3. 2025 Budget Process & Timeline - City Wide **(C 89/2024) (previously distributed)**
- 7.4. Status Report on Implementation of Management Action Plans - 2023 Q4 **(C 90/2024)**
(previously distributed)
- 7.5. Recycling Collection Transition Update – City Wide **(C 86/2024) (previously distributed)**
- 7.6. Response to CQ 27-2023 Regarding Parking Spaces at Ford Test Track – Ward 5
(S 12/2024) (previously distributed)
- 7.7. Housing Accelerator Fund (HAF) Grant Intake #2 - City Wide **(CM 9/2024) (attached)**

8. CONSENT AGENDA (*previously distributed*)

- 8.1. Delegation of Authority Annual Report for the Period January 1, 2023 - December 31, 2023 (City Wide) **(C 81/2024)**
- 8.2. Properties Under Municipal Vesting Consideration - Wards 1, 4 and 7 **(C 85/2024)**
- 8.3. Atura Power College Avenue Bike Trail Adopt A Park Agreement – Ward 2 and Adopt-A-Park or Trail Policy Update - City Wide **(C 82/2024)**
- 8.4. Exemption from Sandwich Demolition Control By-law (DCB) 20-2007- 637 Brock Street (Ward 2) **(S 84/2024)**
- 8.5. Asset Retirement Obligations Policy **(C 78/2024)**
- 8.6. 2023 City of Windsor Consolidated Financial Statements - City Wide **(C 79/2024)**
- 8.7. Physiotherapy Services for Huron Lodge - Ward 1 **(C 83/2024)**
- 8.8. Auditor General Status Update Report **(SCM 218/2024)**

CONSENT COMMITTEE REPORTS

- 8.9. Response to CQ 20-2024 Bulk Collection Program in BIAs **(SCM 202/2024) & (S 75/2024)**
- 8.11. Town of Amherstburg - Transit Service Agreement Renewal - City Wide **(SCM 204/2024) & (S 70/2024)**
Clerk's Note: P&C memo provided to Mayor and members of Council only.
- 8.13. Request for Partial Demolition of Heritage Listed Property- 820 Monmouth Road, Terrace (Ward 4) **(SCM 207/2024) & (S 73/2024)**
- 8.14. Request for Partial Demolition of Heritage Listed Property - 886 Monmouth Road, Terrace (Ward 4) **(SCM 208/2024) & (S 78/2024)**
- 8.19. City of Windsor Community Improvement Plans-Extensions of Grant Approvals **(SCM 213/2024) & (S 74/2024)**
- 8.20. Application to Demolish Residential Dwelling Located at 2318 Westcott Road, which is Subject to Demolition Control By-law 131-2017 (Ward 5) **(SCM 214/2024) & (S 76/2024)**
- 8.21. Brownfield Redevelopment Community Improvement Plan (CIP) application submitted by Reigns 740 Inc. for 3495 Bloomfield Road (Ward 2) **(SCM 215/2024) & (S 77/2024)**
- 8.22. Sandwich Town CIP Application, 3495 Bloomfield Road; Owner: Reigns 740 Inc. (C/O: Sital Singh Garha); (Ward 2) **(SCM 216/2024) & (S 81/2024)**

9. **REQUEST FOR DEFERRALS, REFERRALS AND/OR WITHDRAWALS**

10. **PRESENTATIONS AND DELEGATIONS**

PRESENTATIONS (10 Minutes)

- 10.1. Windsor Archaeological Management Plan Review (City-wide) **(SCM 182/2024) & (S 15/2024) & (SCM 183/2024) & (S 16/2024)**

Clerk's Note: Administration is providing the *previously distributed* additional information **(AI 13/2024)**; P&C memo provided to Mayor and members of Council only; and Natalya Garrod, RPP, MCIP, Caldwell First Nation submitting the *attached* letter dated July 18, 2024, as a written submission.

- a) Rob MacDonald, Managing Partner, Archaeological Services Inc. (in person) and Martin Cooper, Senior Associate, Archaeological Services Inc., available for questions (in person)
- b) Natalya Garrod, RPP, MCIP, Caldwell First Nation (via Zoom)
- c) Terrance Kennedy, area resident (in person)

DELEGATIONS (5 Minutes)

- 8.15. Official Plan Amendment to Facilitate Additional Changes to Streamline the Development Approval Process - City Wide **(SCM 209/2024) & (S 22/2024)**

Clerk's Note: Norman Lingard, Senior Consultant – Municipal Liaison Network Provisioning, Bell Canada providing the *attached* email dated July 16, 2024, as a written submission

- a) Jim Dymont, BES, Municipal Planning Consultants, available for questions (via Zoom)

- 8.16. Zoning By-law Amendment Application for 0 Turner Road, Z-014/24 [ZNG-7202], Ward 9 **(SCM 210/2024) & (S 79/2024)**

- a) Tracey Pillon-Abbs, RPP Principal Planner, Pillon Abbs Inc. (via Zoom)

- 8.18. 3251 Riverside Drive East Culvert Relocation - Cost Sharing - Riverside Horizons Inc. - Ward 5 **(SCM 212/2024) & (S 80/2024)**

- a) Ben Ouellette, Dillon Consulting Limited, available for questions (in person)

- 8.10. Response to CR183/2024-Petition from Residents on the Corner of Derek Street and Radcliff Avenue in Opposition to Implementation of Bus Route - City Wide **(SCM 203/2024) & (S 40/2024)**

Clerk's Note: Mark Sementilli, area resident providing the *attached* report dated June 20, 2024, as a written submission.

- a) Anne Dougall, area resident (in person)
- b) Mark Sementilli, area resident (in person)

- 8.12. Zoning By-law Amendment Application for 0 Bernard Road, Z-011/24 [ZNG-7193], Ward 5 **(SCM 206/2024) & (S 65/2024)**
Clerk's Note: Erik Gerth, area resident providing the **attached** letter as a written submission
 a) Andi Shallavari, representing the property owner, available for questions (via Zoom)
 b) Tracey Pillon-Abbs, RPP Principal Planner, Pillon Abbs Inc. (via Zoom)
 c) Erik Gerth, area resident (in person) (Powerpoint)
- 11.8. International Charles Brooks Memorial Peace Fountain Replacement Project Update - Ward 6 **(C 60/2024)**
 a) Richard St. Denis, President, Unifor Windsor Regional Environment Council (in person)
- 8.17. Approval of a Draft Plan of Subdivision and Zoning By-law Amendment for properties known as 4170 and 4190 Sixth Concession Rd; Applicant: 2863167 Ontario Inc.; File Nos. SDN-001/24 [SDN/7194] and Z-012/24 [ZNG/7195]; Ward 9 **(SCM 211/2024) & (S 71/2024)**
Clerk's Note: Osama Ragheb, area resident, submitting the **attached** email dated July 15, 2024 as a written submission; Suzanne DeFroy, area resident, submitting the **attached** letter as a written submission; Jagjeet Bal submitting the **attached** email dated July 18, 2024 as a written submission; John & Donna Davis, area residents, submitting the **attached** email dated July 18, 2024 as a written submission
 a) Bryan Pearce, Principal Planner and Shurjeel Tunio, Lead Engineer, Baird, Architecture Engineering and Pawan Khichi, property owner, Avani Homes, available for questions (via Zoom)
 b) Osama Ragheb, area resident (via Zoom)
 c) Abdul Naboulsi, area resident (via Zoom)
 d) Suzanne DeFroy, area resident (in person) (Powerpoint)
 e) Vladimir Drobnjakovic, area resident (in person)
 f) Brian KUKTHA, area resident (in person)
 g) Slavisa Simovic, area resident (in person)
 h) Kevin Dunne, area resident (in person)
 i) Daniela Fraley, area resident (in person)
11. **REGULAR BUSINESS ITEMS (Non-Consent Items) (previously distributed)**
- 11.1. Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide **(SCM 165/2024) & (S 46/2024)**
Clerk's Note: Administration is providing the **previously distributed** additional information **(AI 14/2024)**; Ettore Bonato, President Ottawa Street BIA providing the **attached** letter dated July 16, 2024 as a written submission; and P&C memo provided to Mayor and members of Council only
- 11.2. 2024 Evaluation of the Homelessness & Housing Help Hub (H4) **(S 82/2024)**
- 11.3. Capital Variance Report - March 31, 2024 - City Wide **(C 69/2024)**

- 11.4. Municipal Class Environmental Assessment for the Ojibway Parkway Wildlife Crossing - Ward 1 **(C 87/2024)**
Clerk's Note: P&C memo provided to Mayor and members of Council only.
- 11.5. Banwell Road/E.C. Row Expressway Interchange and Corridor Improvements **(C 91/2024)**
- 11.6. Tender No. 150-23: Professional and protective services – Citywide **(C 21/2024)**
- 11.7. Proposed Expropriation of Part of 2191 Dominion Boulevard for Dominion Boulevard / Ojibway Street Intersection Improvements - Ward 10 **(C 84/2024)**
Clerk's Note: This item must remain as a regular business item.

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. Report of the Special Meeting of Council In Camera of its meeting held July 8, 2024 **(SCM 224/2024) (attached)**
- 12.3. Minutes of the Windsor Accessibility Advisory Committee of its meeting held May 14, 2024 **(SCM 193/2024) (previously distributed)**
- 12.4. Report of the Striking Committee In Camera of its meeting held July 8, 2024 **(SCM 225/2024) (attached)**
- 12.5. Report of the Striking Committee of its meeting held July 8, 2024 **(SCM 226/2024) (attached)**

13. BY-LAWS (First and Second Reading)

- 13.1 **By-law 121-2024** A BY-LAW TO ESTABLISH LANDS AS A PUBLIC HIGHWAY KNOWN AS MCDOUGALL STREET IN THE CITY OF WINDSOR, authorized by CR76/2011, dated February 28, 2011 **(previously distributed)**
- 13.2 **By-law 122-2024** A BY-LAW TO EXPROPRIATE PART OF THE LANDS KNOWN MUNICIPALLY AS 2191 DOMINION BOULEVARD See Item 11.6 **(previously distributed)**
- 13.3 **By-law 123-2024** A BY-LAW TO ADOPT AMENDMENT NO. 186 TO THE OFFICIAL PLAN OF THE CITY OF WINDSOR, authorized by CR287/2024, dated July 8, 2024 **(previously distributed)**

- 13.4 **By-law 124-2024** A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW", authorized by CR287/2024, dated July 8, 2024 *(previously distributed)*
- 13.5 **By-law 125-2024** A BY-LAW TO AMEND BY-LAW 162-2023, BEING A BYLAW TO CLOSE, STOP UP AND CONVEY THE 4.57 METRE EAST/WEST ALLEY SOUTH OF CONTINENTAL AND WEST OF THE E.C. ROW EXPRESSWAY WESTBOUND ONRAMP AT HURON CHURCH ROAD AND THE 20.12 METRE HUDSON AVENUE RIGHT-OF-WAY, EAST OF FOURTH STREET AND WEST OF THE E.C. ROW EXPRESSWAY WESTBOUND ONRAMP AT HURON CHURCH ROAD, CITY OF WINDSOR, authorized by CAO 123-2024, dated June 19, 2024 *(previously distributed)*
- 13.6 **By-law 126-2024** A BY-LAW TO APPOINT WIRA VENDRASCO CITY SOLICITOR FOR THE CORPORATION OF THE CITY OF WINDSOR, authorized by MD-20-2024, dated July 15, 2024 *(attached)*
- 13.7 **By-law 127-2024** A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 22ND DAY OF JULY, 2024 *(attached)*
14. **MOVE BACK INTO FORMAL SESSION**
15. **NOTICES OF MOTION**
16. **THIRD AND FINAL READING OF THE BY-LAWS**
By-law 121-2024 through 127-2024 inclusive
17. **PETITIONS**
18. **QUESTION PERIOD**
19. **STATEMENTS BY MEMBERS**
20. **UPCOMING MEETINGS**

Community Public Art Working Group
Wednesday, July 24, 2024
5:00 p.m., Room 140, 350 City Hall Square West

Development Charges Task Force
Monday, July 29, 2024
11:00 a.m., Room 204, 350 City Hall Square West

Environment & Climate Change Advisory Committee
Tuesday, July 30, 2024
5:00 p.m., via Zoom video conference

Environment, Transportation & Public Safety Standing Committee
Wednesday, July 31, 2024
4:30 p.m., Council Chambers

Environment, Transportation & Public Safety Standing Committee
Sitting as the Transit Windsor Board of Directors
Wednesday, July 31, 2024
Immediately following the meeting of the Environment, Transportation & Public Safety
Standing Committee, Council Chambers

Development & Heritage Standing Committee
Tuesday, August 6, 2024
4:30 p.m., Council Chambers

Active Transportation Expert Panel
Thursday, August 22, 2024
2:30 p.m., Room 140, 350 City Hall Square West

Windsor Licensing Commission
Wednesday, August 28, 2024
9:30 a.m., Council Chambers

Development & Heritage Standing Committee
Tuesday, September 3, 2024
4:30 p.m., Council Chambers

Community Services Standing Committee
Wednesday, September 4, 2024
9:00 a.m., Council Chambers

City Council Meeting
Monday, September 9, 2024
10:00 a.m., Council Chambers

21. ADJOURNMENT



Committee Matters: SCM 221/2024

Subject: Adoption of the Windsor City Council minutes of its meeting held July 8, 2024.

City Council Meeting

Date: Monday, July 8, 2024

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

Members Present:

Mayor

Mayor Drew Dilkens

Councillors

Ward 2 – Councillor Fabio Costante

Ward 3 – Councillor Renaldo Agostino

Ward 4 – Councillor Mark McKenzie

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

Members Absent:

Ward 1 – Councillor Fred Francis (Regrets Conveyed)

PARTICIPATING VIA VIDEO CONFERENCE:

Ward 5 – Councillor Ed Sleiman

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

None disclosed.

4. ADOPTION OF THE MINUTES

4.1. Adoption of the Windsor City Council minutes of its meeting held June 10, 2024

Moved by: Councillor Jim Morrison
Seconded by: Councillor Ed Sleiman

That the minutes of the Meeting of Council held June 10, 2024 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 194/2024

5. NOTICE OF PROCLAMATIONS

Proclamations

"Srebrenica Genocide Remembrance Day" – July 11, 2024

6. COMMITTEE OF THE WHOLE

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

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 115-2024 through 120-2024 (inclusive)
Carried.

7. COMMUNICATIONS INFORMATION PACKAGE

7.1. Correspondence for Monday, July 8, 2024 City Council Meeting

Moved by: Councillor Jim Morrison
Seconded by: Councillor Jo-Anne Gignac

Decision Number: CR279/2024

That the following Communication Items 7.1.1 through 7.1.3 and 7.1.6 through 7.1.8 as set forth in the Council Agenda **BE REFERRED** as noted; and that Item 7.1.9, 7.1.4, and 7.1.5 be dealt with as follows:

7.1.9 Letter Regarding Advocacy on Homelessness Encampments, Asking the Provincial and Federal Governments to Work with Municipalities to Address the Growing Homeless Crisis in Ontario

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Jo-Anne Gignac

Decision Number: CR280/2024

That the letter of the President, Association of Municipalities of Ontario (AMO) dated July 3, 2024 regarding advocacy on homelessness encampments, asking the provincial and federal governments to work with municipalities to address the growing homeless crisis in Ontario **BE RECEIVED** for information; and,

That administration **BE DIRECTED** to send a letter of support to AMO; and,

That the provincial and federal governments **BE REQUESTED** to play a leadership role in solving this homelessness encampment crisis and addressing the root causes of homelessness.
Carried.

7.1.4 Letter of Acknowledgement Regarding Intimate Partner Violence

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Jo-Anne Gignac

Decision Number: CR281/2024

That the email of the Briefings and Correspondence Unit, Corporate Secretariat, Women and Gender Equality Canada dated May 31, 2024 regarding the acknowledgement regarding intimate partner violence **BE RECEIVED** for information; and,

That administration **BE DIRECTED** to report back on the availability of funding, what it is allocated towards, what the parameters are and what conditions have to be met to be able to secure the funding; and that the information **INCLUDE** a status report of accessed available funding.

Carried.

7.1.5 Report in response to Council Question CQ 31-2023 regarding installation of CCTV-enabled emergency police call boxes in public areas

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Fabio Costante

Decision Number: CR302/2024

That the report of the Director, Technology Services, Windsor Police Services dated June 19, 2024 responding to Council Question CQ 31-2023 regarding installation of CCTV-enabled emergency police call boxes in public areas **BE RECEIVED** for information; and,

That Administration **BE DIRECTED** to report back to Council regarding developing a privacy impact study and the cost involved.

Carried.

Councillor Kieran McKenzie voting nay.

No.	Sender	Subject
7.1.1	County of Essex AND NPG Solutions	County of Essex Draft New Official Plan and associated supporting documents. Commissioner, Economic Development Commissioner, Infrastructure Services & City Senior Legal Council City Solicitor Engineer (Interim) City Planner Chief Building Official GM2024 Note & File
7.1.2	County of Essex	Notice of Transportation Master Plan Public Information Centre No. 1 Commissioner, Economic Development Commissioner, Infrastructure Services & City Engineer (Interim) City Solicitor City Planner GM2024 Note & File

Minutes
City Council
Monday, July 8, 2024

Page 5 of 28

No.	Sender	Subject
7.1.3	Town of Tecumseh	<p>Notice of Oldcastle Hamlet Special Planning Study Notice of Public Open House #2</p> <p>Commissioner, Infrastructure Services and City Engineer (Interim) Commissioner, Economic Development City Solicitor City Planner Chief Building Official SPL2024 Note & File</p>
7.1.4	Women and Gender Equality Canada	<p>Letter of acknowledgement regarding intimate partner violence.</p> <p>Commissioner, Human & Health Services Commissioner, Corporate Services GF2024 Note & File</p>
7.1.5	Windsor Police Services	<p>Report in response to Council Question CQ 31-2023 regarding installation of CCTV-enabled emergency police call boxes in public areas.</p> <p>Commissioner, Community Services SP2024 & ACOQ2024 Note & File</p>
7.1.6	City Planner/ Executive Director	<p>Application for Zoning Amendment, Olivia Construction Homes Inc., 0 Turner Road, to permit a three storey multiple dwelling.</p> <p>Z/14808 Note & File</p>
7.1.7	City Planner/ Executive Director	<p>Application for Zoning Amendment, Olivia Construction Homes Inc., 1920 Grove Avenue, to permit townhome dwellings and/or multiple dwellings on the subject land</p> <p>ZB/13468 Note & File</p>

Minutes
City Council
Monday, July 8, 2024

Page 6 of 28

No.	Sender	Subject
7.1.8	Committee of Adjustment	Applications heard by the Committee of Adjustment/Consent Authority, Thursday, June 27, 2024. Z2024 Note & File
7.1.9	Association of the Municipalities of Ontario (AMO)	Letter regarding advocacy on homelessness encampments, asking the provincial and federal governments to work with municipalities to address the growing homeless crisis in Ontario. Commissioner, Human & Health Services GMA2024 Note & File

Carried.

Report Number: CMC 10/2024

7.2. Engineering/Architectural Consultants Engaged via Roster – July 1 2023 to December 31, 2023 "City Wide"

Moved by: Councillor Jim Morrison

Seconded by: Councillor Jo-Anne Gignac

Decision Number: CR282/2024

That the report of the Manager of Purchasing & Risk Management dated June 17, 2024 entitled "Engineering/Architectural Consultants Engaged via Roster – July 1 2023 to December 31, 2023" **BE RECEIVED** by Council for information in compliance with section 163 of Bylaw 93-2012 (the "Purchasing Bylaw").

Carried.

Report Number: CM 2/2024

Clerk's File: SW/13041

8. CONSENT AGENDA

8.1. Report to Repeal By-Law 91-2024, Municipal Vacant Home Tax

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Angelo Marignani

Decision Number: CR283/2024

That City Council **REPEAL** By-Law 91-2024; and further,

That City Council **PASS** By-law 119-2024, the By-Law to Establish a Municipal Vacant Home Tax in the City of Windsor at this meeting of Council.

Carried.

Report Number: C 76/2024

Clerk's File: GP2024

8.2. Municipal Funding Agreement with AMO - Canada Community-Building Fund (CCBF) - City Wide

Moved by: Councillor Jo-Anne Gignac

Seconded by: Councillor Mark McKenzie

Decision Number: CR284/2024

That City Council **AUTHORIZE** the Chief Administrative Officer and City Clerk to sign the Municipal Funding Agreement for the transfer of Canada Community-Building Funds with the Association of Municipalities of Ontario ("AMO"), satisfactory in form to the City Solicitor, or designate, and in financial and technical content to the City Treasurer, or designate; and,

That administration **BE DIRECTED** request a clarification letter from AMO in terms of moving forward regarding the Canada Community - Building Fund and what it is going to cover, and how sustainable it is for municipalities moving forward.

Carried.

Report Number: C 72/2024

Clerk's File: GM/14820 & GM/9037

8.3. Lou Romano Water Reclamation Plant (LRWRP) Conveyor Room Floor Structural Repairs

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Angelo Marignani

Decision Number: CR285/2024

Whereas on February 2, 2024, the 2024 Capital Budget was deemed approved via Mayoral decision MD05-2024, and that this issue was not part of that budget and subsequently, City Council supports an additional expenditure of \$75,000 be it resolved:

That City Council **APPROVE** the creation of a new capital project: LRWRP – Conveyor Room Floor Steel Repairs; and,

Minutes

City Council

Monday, July 8, 2024

Page 8 of 28

That the City Treasurer **BE AUTHORIZED** to transfer \$75,000 from the Pollution Control Reserve (Fund 208) to project LRWRP – conveyor Room Floor Steel Repairs; and,

That the capital repairs identified through the design work **BE BROUGHT FORWARD** as part of the 2025 10-year capital budget planning process for consideration and prioritization.

Carried.

Report Number: C 61/2024

Clerk's File: SW/14800

8.4. Letter from the Ministry of Citizenship & Multiculturalism regarding the changes made to the *Ontario Heritage Act* (OHA) as part of *Bill 23, More Homes Built Faster Act, 2022*

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Renaldo Agostino

Decision Number: CR286/2024 DHSC 627

That the letter from the Ministry of Citizenship & Multiculturalism dated May 27, 2024 regarding the changes made to the *Ontario Heritage Act* (OHA) as part of *Bill 23, More Homes Built Faster Act, 2022* **BE RECEIVED**; and,

That administration **BE REQUESTED** to report back to the Development & Heritage Standing Committee related to what the current resource capacities would yield, in terms of how far into the heritage list is practical to get through with the 2-year extension deadline.

Carried.

Report Number: SCM 181/2024

Clerk's File: GP2024

8.5. Zoning By-Law Amendment Z009-24 [ZNG/7186] and Official Plan Amendment OPA 186 [OPA-7187] - 2743331 Ontario Inc. – 0, 0, 666, 676, 684 & 696 Chatham Street West, Ward 3

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Angelo Marignani

Decision Number: CR287/2024 DHSC 618

- I. That Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Part of Lot 2, Block B, Plan 76, situated on the northeast corner of Chatham Street West and Caron Avenue 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.# **NORTHEAST CORNER OF CHATHAM STREET WEST AND CARON AVENUE**

1.#.1 The lands described as Part of Lot 2, Block B, Plan 76 situated at the northeast corner of Chatham Street and Caron Avenue, and known municipally as 0 Chatham Street West, 666 Chatham Street West, 676 Chatham Street West, 684 Chatham Street West and 696 Chatham Street West, is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.

1.#.2 Notwithstanding Section 6.11 of the Official Plan, Volume I:
a) A building with maximum 16 storeys shall be permitted; and
b) A building with solely residential uses shall be permitted.

III. That Zoning By-law 8600 **BE AMENDED** by changing the zoning on the lands of Part of Lot 2, Block B, Plan 76 situated at the northeast corner of Chatham Street and Caron Avenue, and known municipally as 0 Chatham Street West, 666 Chatham Street West, 676 Chatham Street West, 684 Chatham Street West and 696 Chatham Street West and Plan 450, Part Lot C situated at the southeast corner of Chatham Street West and Caron Avenue, and known municipally as 0 Chatham Street West by adding a site-specific exception to Section 20(1) as follows:

X. NORTHEAST CORNER OF CHATHAM STREET WEST AND CARON AVENUE AND SOUTHEAST CORNER OF CHATHAM STREET WEST AND CARON AVENUE

For the 1228 m² lands comprising of Part of Lot 2, Block B, Plan 76; the following additional regulations shall apply:

- a) Despite Section 16.6.1, a *multiple dwelling* building is permitted;
- b) Ground floor parking is not permitted;
- c) The podium of the building shall not be higher than 14 metres and must be clad with red brick;
- d) Despite section 16.6.5.4, the maximum building height shall be 55 metres;
- e) The parking located at Plan 450, Part Lot C shall count towards the required parking for the proposed development at Part of Lot 2, Block B, Plan 76;
- f) Despite Section 24.26.8, an exterior parking space is permitted to be located within 6 metres of the intersection of any two streets;
- g) Despite Section 25.5.20, a parking area separation of 0.9m from a street is permitted;
- h) Notwithstanding the definition of “amenity area” in Section 3, *amenity area* may include the *gross floor area* of any balcony;
- i) Section 5.15.5 related to the location of a building on a *corner lot* shall not apply; and,

IV. That the Site Plan Approval Officer **BE DIRECTED** to request the applicant undertake the following, subject to any updated information, and to incorporate recommendations from the studies into an approved site plan and an executed and registered site plan agreement:

- 1) Geotechnical study

- 2) Noise and Vibration Study
- 3) Requirements of the City of Windsor – Engineering and City of Windsor – Transportation Planning contained in Appendix I of Report S68/2024, subject to approval of the City Engineer; and,

V. That The Site Plan Approval Officer **CONSIDER** all comments contained in Appendix I of Report S68/2024 and all recommendations in the documents submitted in support of the applications for amendments to the Zoning By-law 8600.
Carried.

Report Number: SCM 184/2024, S 68/2024 & AI 12/2024
Clerk's File: Z/14760 & Z/14762

8.6. Zoning By-Law Amendment 2013-24(ZNG/7201) - Baird AE Inc – 285 Giles Boulevard and 0 Giles Boulevard, Ward 3

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Angelo Marignani

Decision Number: CR288/2024 DHSC 619

- I. That Zoning By-law 8600 **BE AMENDED** by changing the zoning on the lands of South Part Lots 18 & 19, Lot 20 and North Part Lot 21, Plan 110 situated at the southwest corner of Giles Boulevard and McDougall Street, and known municipally as 285 Giles Boulevard and Part Park Lot 5, Plan 106 situated at the southeast corner of Giles Boulevard and McDougall Street, and known municipally as 0 Giles Boulevard by adding a site-specific exception to Section 20(1) as follows:
 - x. **southwest corner of Giles Boulevard and McDougall Street and southeast corner of Giles Boulevard and McDougall Street**

For the 2283 m² lands comprising of South Part Lots 18 & 19, Lot 20 and North Part Lot 21, Plan 110; the following additional regulations shall apply to a *combined use building*:

- a) Despite Section 15.2.5.15, for a combined use building, dwelling units are permitted in the same storey and below non-residential uses;
- b) Despite Section 25.5.20.6, the minimum separation between a building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area shall be 2 metres.
- c) Despite Section 24.26.1, the required parking spaces for dwelling units are permitted to be located at Part Park Lot 5, Plan 106, situated at the southeast corner of Giles Boulevard and McDougall Street.

(ZDM 7; ZNG/7201)

- II. That the Site Plan Approval Officer **BE DIRECTED** to request the applicant undertake the following, subject to any updated information, and to incorporate recommendations from the studies into an approved site plan and an executed and registered site plan agreement:
- 1) Noise Study
 - 2) Requirements of the City of Windsor – Engineering and City of Windsor – Transportation Planning contained in Appendix E of Report S 59/2024, subject to the approval of the City Engineer.
 - 3) Provide 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.
 - 4) Tree Inventory and Preservation Study; and,
- III. The Site Plan Approval Officer **CONSIDER** all other comments contained in Appendix E of Report S 59/2024 and all recommendations in the documents submitted in support of the applications for amendments to the Zoning By-law 8600.
- Carried.

Report Number: SCM 185/2024 & S 59/2024
Clerk's File: Z/14778

8.8. City of Windsor Community Improvement Plans-Rescindment of Grant Approvals with no expiry deadline (City-wide)

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Angelo Marignani

Decision Number: CR290/2024 DHSC 624

- I. That approvals for financial incentives authorized under various Community Improvement Plans by Council Resolutions listed in Appendix A **BE RESCINDED** save and except for the properties located at 3400 Grand Marais Rd E and 2862 Kew Dr; and,
- II. That these properties **BE GRANTED** up to a one-year extension to complete the Community Improvement Plan work; and,
- III. That funding in the amount of \$164,059, which has been allocated to various capital projects for use under the Community Improvement Plans **BE RETURNED** to CIP Reserve Fund 226; and,

IV. That future tax increment grants estimated in the amount of \$569,074.24 **BE RETURNED** to the general tax levy and used to offset future budget pressures.
Carried.

Report Number: SCM 188/2024 & S 69/2024
Clerk's File: SPL2024

8.9. Council Question - Feasibility Report on the Elimination of Alley Closure Administrative Fees, CQ 21-2023

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Angelo Marignani

Decision Number: CR291/2024 DHSC 623

- I. That the report of the Planner II - Development Review dated May 7, 2024 entitled "Council Question - Feasibility Report on the Elimination of Alley Closure Administrative Fees, CQ 21-2023" regarding a feasibility report on the elimination of the alley closure application fee of \$1505.00 and other associated fees to assist in the acceleration of closing residential alleys **BE RECEIVED** for information; and,
- II. That Council **DIRECT** the Recommendations for Accelerating the Timeline for Closing Residential Alleys contained within Report S 60/2024 to the new Ad Hoc Alley Standards Committee, as approved by the Environment, Transportation & Public Safety Standing Committee on April 24, 2024; and,
- III. That any additional funding and staffing requests **BE FORWARDED** to the 2025 Budget Deliberation process.

Carried.

Report Number: SCM 189/2024 & S 60/2024
Clerk's File: SAA2024 & ACOQ2024

8.10. Minutes of the International Relations Committee of its meeting held May 8, 2024

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Angelo Marignani

Decision Number: CR292/2024 DHSC 625

That the minutes of the International Relations Committee meeting held May 8, 2024 **BE RECEIVED** as presented.

Carried.

Report Number: SCM 190/2024 & SCM 154/2024
Clerk's File: MB2024

8.11. Report No. 52 of the International Relations Committee - City of Windsor and Arlington, Texas Friendship City Agreement

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Angelo Marignani

Decision Number: CR293/2024 DHSC 626

That Report No. 52 of the International Relations Committee indicating:

That the International Relations Committee RECOMMEND that the City of Windsor and the City of Arlington, Texas enter into a Friendship City Agreement; and,

That if approved by both parties, that the Mayor's Office BE REQUESTED to sign a Friendship City Memorandum of Understanding for Arlington, Texas consistent with the process outlined in the Twin City/Friendship City Policy.

BE APPROVED.

Carried.

Report Number: SCM 191/2024 & SCM 155/2024
Clerk's File: MB2024

11.1. Electric vehicles charging stations – City Wide – Public-private partnership pilot project

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Angelo Marignani

Decision Number: CR294/2024

1. That City Council **APPROVE** the proposed pilot project in partnership with a third-party owner-operator to assess the requirements of public-private partnerships and expanding electric vehicle charging station infrastructure; and,
2. That the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to enter into an agreement with the partnership herein described as FLO-TELUS for the installation of electric vehicle charging stations at the locations detailed in this report, subject to the agreement being satisfactory in technical content to the Executive Director of Operations, in legal content to the City Solicitor, and in financial content to the City Treasurer; or designates, and,
3. That City Council **DIRECT** Administration to return with the preliminary results of the pilot project after one year of operation to describe the feasibility of the public-private partnership model for expanding electric vehicle infrastructure.

Carried.

Report Number: C 73/2024
Clerk's File: GM/14819

11.2. Declaration of a Vacant Parcels of Land Municipally Known as 0 Malden Avenue Surplus and Authority to Offer Same for Sale – Ward 2

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Angelo Marignani

Decision Number: CR295/2024

- I. That the following City of Windsor (the “City”) vacant parcels of land **BE DECLARED** surplus:

Parcel 1: Municipal address: 0 Malden Road PIN 021611103 – vacant land situate on the east side of Malden Road

Legal Description: Part of Lots 101 on Registered Plan 1043 Sandwich West, as in R1001164; Windsor

Approximate Lot size: 24.09 feet (7.34 m) x 100.39 feet (30.6 m)

Approximate Lot area: 124.48 sq ft (24.6 m²)

Parcel 2: Municipal address: 0 Malden Road PIN 01621309 – vacant land situate on the east side of Malden Road

Legal Description: Lot 341 on Registered Plan 972 Sandwich West except R1195187; Part of Lots 342 to 344 on Registered Plan 972 Sandwich West being Parts 1 and 3 on Plan 12R-12036; Windsor

Approximate Lot size: 75 feet (22.86 m) x irregular

Approximate Lot area: 1,875 sq ft (370.15 m²)

Parcel 3: PIN 012611017 – vacant land situate south of Industrial Drive and east of closed Second Street

Legal Description: Block A on Registered Plan 1043 Sandwich West; Windsor

Approximate Lot size: 22.02 feet (6.71 m) x 397.5 feet (121.16 m)

Approximate Lot area: 8,745 sq ft (812.98 m²)

(hereinafter the “Subject Parcels”); and,

- II. That the Manager of Real Estate Services **BE AUTHORIZED** to offer the Subject Parcels for sale to the abutting property owner to the north at 0 Malden Road at a price to be determined by the Manager of Real Estate Services commensurate with an independent appraisal.

Carried.

Report Number: C 75/2024
Clerk’s File: APM2024

11.3. Declaration of a Vacant Parcel of Land Municipally Known as 0 Santo Drive Surplus and Authority to Offer for Sale – Ward 1

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Angelo Marignani

Decision Number: CR296/2024

- I. That the following City of Windsor (the “City”) vacant parcel of land **BE DECLARED** surplus:

Municipal address: 0 Santos Drive – vacant land situate on the north side of Santo Drive;

- Legal Description: Part of Lots 68 and 69 on Registered Plan 1299 Sandwich West, north of Part 3 on Plan 12R-1706; Windsor; save and except a 6.4m x 6.4m corner cut-off
- Approximate Lot size: 94.96 feet (28.94 m) x irregular
- Approximate Lot area: 2,497 sq ft (231.98 m²) less 440.89 sq ft (40.96 m²) for corner cut-off area

(herein the “Subject Parcel”); and,

- II. That the Manager of Real Estate Services **BE AUTHORIZED** to offer the Subject Parcels for sale to the abutting property owner at 3820 Richard Boulevard at a price to be determined by the Manager of Real Estate Services, commensurate with an independent appraisal, as appropriate.

Carried.

Report Number: C 77/2024
Clerk's File: APM2024

11.5. Award of Tender: 81-24 - Barrymore Lane Rehabilitation - Prince Road to Brock Street - Ward 2

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Angelo Marignani

Decision Number: CR298/2024

- I. That Council **APPROVE** the following low tender:

TENDERER:	D'Amore Construction (2000) Ltd.
TENDER NO:	81-24 Barrymore Lane Rehabilitation
TOTAL TENDER PRICE:	\$5,900,000.00 (excluding HST)
ACCOUNT CHARGED:	007-5410-9998-02942-7221032

and,

- II. That the CAO and City Clerk **BE AUTHORIZED** to execute an agreement with the low bidder, D'Amore Construction (2000) Ltd, in the amount of \$5,900,000.00 excluding taxes (Tender 81-24), with said contract being satisfactory in form to the City Solicitor, satisfactory in technical content to the City Engineer, and in financial content to the City Treasurer; and,
- III. That the Council **AUTHORIZE** administration to issue any change order(s) and to use any funds remaining in approved Capital Budget Project ID 7221032 allocated for the Barrymore Lane Rehabilitation as detailed herein for any change order requirements / directives related to RFT# 81-24 provided that the change order amounts do not exceed the approved budget amounts, satisfactory in financial content to the City Treasurer, and in technical content to the City Engineer; and,
- IV. That City Council **DIRECT** the City Treasurer to effect the transfer of the following funds which have been identified as surplus in existing capital projects:
- \$300,000.00 from Laing Street & McEwan Avenue Rehabilitation project (ID 7213004),
 - \$138,585.00 from Rankin-Wyandotte-Union project (ID 7191026),
 - \$105,558.00 from Pillette – Seminole/VIA Tracks project (ID 7182003)
 - \$405,857.00 from the Corporate Inflation Mitigation project (ID 7235001)
- to the Barrymore Lane – Prince Rd to Brock St project (ID 7221032), as detailed in the financial matters section.

Carried.

Report Number: C 71/2024
Clerk's File: SW/14821

9. REQUEST FOR DEFERRALS, REFERRALS AND/OR WITHDRAWALS

None requested.

10. PRESENTATIONS AND DELEGATIONS

8.7. Z010-24 [ZNG7188] & OPA187[7189] Castle Gate Towers -2230-2240 Daytona Ave

Tracey Pillon-Abbs, RPP Principal Planner, Pillon Abbs Inc.

Tracey Pillon-Abbs, RPP Principal Planner, Pillon Abbs Inc., appears before Council regarding the report of the Development & Heritage Standing Committee entitled, "Z010-24 [ZNG7188] & OPA187[7189] Castle Gate Towers -2230-2240 Daytona Ave" and is available for questions.

Moved by: Councillor Fabio Costante

Seconded by: Councillor Gary Kaschak

Decision Number: CR289/2024 DHSC 620

1. That Schedule “A” of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating lands on Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7; Windsor (Roll 080-490-04510-000), situated on the East side of Daytona Avenue, South of Northwood Street and known municipally as 2230-2240 Daytona Avenue, as a Special Policy Area; and,
2. That Chapter I in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding site specific policies as follows:

1.XX East Side of Daytona Avenue, South of Northwood Street

<i>LOCATION</i>	1.xx.1	The property described as Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7, in the City of Windsor, known municipally as 2230-2240 Daytona Ave, is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.
<i>ADDITIONAL PERMITTED USES</i>	1.xx.2	Notwithstanding Section 4.7.1.4 of the Official Plan, Volume II, South Cameron Secondary Plan: a multiple dwelling shall be an additional permitted use.

3. That Zoning By-Law 8600 **BE AMENDED** by changing the zoning of Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7; Windsor (Roll 080-490-04510-000), situated on the East side of Daytona Avenue, South of Northwood Street and known municipally as 2230-2240 Daytona Avenue by adding a site-specific exception to Section 20(1) as follows:

505. EAST SIDE OF DAYTONA AVENUE, SOUTH OF NORTHWOOD STREET

For the lands comprising Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7; Windsor (Roll 080-490-04510-000), situated on the East side of Daytona Avenue, South of Northwood Street and known municipally as 2230-2240 Daytona Avenue, a multiple dwelling with five or more dwelling units shall be an additional permitted main use subject to the following additional provisions:

1. Notwithstanding the definition of “front lot line” in Section 3, the exterior lot line adjacent to Daytona Avenue shall be deemed to be the front lot line.
2. Lot Width – minimum 44.0 m
3. Lot Area – per dwelling unit – minimum 90.0 m2
4. Lot Coverage – maximum 40.0%
5. Main Building Height –maximum 14.63 m
6. Front Yard Depth – minimum 4.0 m

-
7. Side Yard Width – minimum 5.0 m
 8. Rear Yard Depth – minimum 12.0 m
 9. Notwithstanding Sections 25.5.20.1.5 and 25.5.20.1.6, where a building is located on the same lot as the parking area, for a building wall containing a habitable room window, a main pedestrian entrance facing the parking area, or containing both a habitable room window and main pedestrian entrance facing the parking area, the minimum parking area separation from that building wall shall be 0m.
 10. Direct vehicular access to Northwood Street is prohibited; and,
4. That the Site Plan Approval Officer **BE DIRECTED** to incorporate the following, as required, in the site plan approval and site plan agreement:
- a) Noise abatement shall be required to be incorporated into the site plan agreement in accordance with section 4.7.1.9 of the City of Windsor Official Plan, Vol. II.
 - b) The requirements and recommendations of municipal departments and agencies as noted in this report and detailed in Appendix J attached.
- Carried.

Report Number: SCM 186/2024 & S 67/2024
Clerk's File: Z/14775 & Z/14776

11. REGULAR BUSINESS ITEMS (Non-Consent Items)

11.4. Proposed Expropriation of 0 St. Etienne Boulevard - Ward 9

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Angelo Marignani

Decision Number: CR297/2024

- I. That Council of the City of Windsor, as approving authority under the *Expropriations Act* (the "Act") **CONSIDER** the report of the Ontario Land Tribunal attached as Appendix "A".
- II. That City Council, as approving authority under the Act **APPROVE** the expropriation of the fee simple interest of the property municipally described as 0 St. Etienne Boulevard in the City of Windsor as further described in Appendix "B" attached hereto and shown on as Parts 1 and 2 on Appendix "C" attached hereto, for the purposes of consolidation of the subject property with municipal lands under the City of Windsor Economic Revitalization Community Improvement Plan.
- III. That City Council, as approving authority under the Act, **ENDORSE** the reasons stated for the expropriation of the lands, being that the said expropriation is fair, sound, and reasonably necessary in the achievement of consolidation of the subject property with municipal lands under the City of Windsor Economic Revitalization Community Improvement Plan as set out in the City's Notice of Grounds dated March 20, 2024 and as found by the Ontario Land Tribunal in its Report issued May 1, 2024.

Minutes
City Council
Monday, July 8, 2024

Page 19 of 28

- IV. That City Council **PASS** By-law 118-2024 to Expropriate, attached as Appendix "D" as amended.

Carried.

Report Number: C 74/2024
Clerk's File: APM2024

12. CONSIDERATION OF COMMITTEE REPORTS

12.2. Report of the Special Meeting of Council In Camera of its meeting held June 10, 2024

Moved by: Councillor Jim Morrison
Seconded by: Councillor Ed Sleiman

Decision Number: CR278/2024

That the report of the Special In-Camera meeting held June 10, 2024 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 200/2024
Clerk's File: ACO2024

12.3. Report of the Special Meeting of Council In Camera of its meeting held June 18, 2024

Moved by: Councillor Jim Morrison
Seconded by: Councillor Ed Sleiman

Decision Number: CR299/2024

That the report of the Special In-Camera meeting held June 18, 2024 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 201/2024
Clerk's File: ACO2024

13. BY-LAWS (First and Second Reading)

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

That the following By-laws No. 115-2024 through 120-2024 (inclusive) be introduced and read a first and second time:

Minutes

City Council

Monday, July 8, 2024

Page 20 of 28

115-2024 A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 5.49 METRE EAST/WEST ALLEY SOUTH OF TECUMSEH ROAD EAST, EAST OF LEONARD LANE, AND WEST OF GEORGE AVENUE, CITY OF WINDSOR. Authorized by CR62/2024 dated February 12, 2024.

116-2024 A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 5.49 METRE EAST/WEST ALLEY SOUTH OF TECUMSEH ROAD EAST, EAST OF LEONARD LANE, AND WEST OF GEORGE AVENUE, CITY OF WINDSOR. Authorized by CR62/2024 dated February 12, 2024.

117-2024 A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW". See Item 8.6.

118-2024 A BY-LAW TO EXPROPRIATE THE LANDS KNOWN MUNICIPALLY AS 0 ST. ETIENNE BOULEVARD. See Item 11.4.

119-2024 A BY-LAW TO ESTABLISH A VACANT HOME TAX IN THE CITY OF WINDSOR. See Item 8.1.

120-2024 A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 8TH DAY OF JULY, 2024.

Carried.

14. MOVE BACK INTO FORMAL SESSION

Moved by: Councillor Jim Morrison

Seconded by: Councillor Jo-Anne Gignac

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 amended.

Carried.

15. NOTICES OF MOTION

None presented.

16. THIRD AND FINAL READING OF THE BY-LAWS

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Angelo Marignani

That the By-laws No. 115-2024 through 120-2024 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

18.3 CQ 32-2024

Moved by: Councillor Jim Morrison
Seconded by: Councillor Ed Sleiman

Decision Number: CR300/2024

That the following Council Question by Councillor Kieran McKenzie **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, as amended:

CQ 32-2024:

Assigned to: Commissioner, Economic Development

Asks that Administration report back on options that will help address scenarios where tenants in rental accommodations in the City of Windsor may be at risk for heat exposure in their dwelling unit.

Carried.

Clerk's File: ACO2024 & ACOQ2024

18.4 CQ 33-2024

Moved by: Councillor Jim Morrison
Seconded by: Councillor Ed Sleiman

Decision Number: CR301/2024

That the following Council Question by Councillor Renaldo Agostino **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, as amended:

CQ 33-2024:

Assigned to: Commissioner, Economic Development

Asks that given over the past month, our downtown has unfortunately seen some long-standing businesses leave their location due to landlord/tenant issues including earlier eviction then may be necessary. Acknowledging that administration is currently undergoing a review of all CIPs, I ask that when the final report comes back, it includes a review of potential CIP options that could help mitigate such situations in the downtown core.

Carried.

Clerk's File: ACO2024 & ACOQ2024

21. ADJOURNMENT

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

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 10:41 o'clock a.m.

Mayor

City Clerk

SPECIAL MEETING OF COUNCIL – IN CAMERA
June 10, 2024

Meeting called to order at: 4:32 p.m.

Members in Attendance:

Mayor Drew Dilkens
Councillor Renaldo Agostino
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
Andrew Daher, Commissioner, Human and Health Services
(Items 1 and 2)
Mark Winterton, Acting Commissioner of Infrastructure Services/City Engineer
Lori Gregg for Janice Guthrie, Commissioner of Finance/City Treasurer
(Items 1 and 2)
Dana Paladino, Acting Commissioner of Corporate Services
(Items 1 and 2)
Ray Mensour, Commissioner of Community Services (Items 1 and 2)
Jelena Payne, Commissioner Economic Development (Items 1 and 2)
Steve Vlachodimos, City Clerk
Wira Vendrasco, Acting City Solicitor (Items 1 and 2)
Matthew Stubbings, Mayor's Chief of Staff
Matthew Johnson, Executive Director Economic Development (Item 2)
Vito Grammatico, Senior Economic Development Officer (Item 2)
Anna Ciacelli, Deputy Clerk (Items 1 and 2)
Stacey McGurie, Executive Director Engineering (Item 2)

Verbal Motion is presented by Councillor Fred Francis, 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 – acquisition of land – expropriation, Section 239(2)(c)
2	Property matter – lease of land, Section 239(2)(c)
3	Personal matter – about an identifiable individual(s), verbal update, Section 239(2)(b)

Motion Carried.

Declarations of Pecuniary Interest:

None declared.

Discussion on the items of business.

Verbal Motion is presented by Councillor Fabio Costante, seconded by Councillor Angelo Marignani,
to move back into public session.
Motion Carried.

Moved by Councillor Fabio Costante, seconded by Councillor Angelo Marignani,
THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Council Meeting held June 10, 2024 directly to Council for consideration at the next Regular Meeting.

1. That the recommendation contained in the in-camera report from Senior Legal Counsel, Acting City Solicitor, Acting Commissioner Corporate Services, Acting Commissioner Infrastructure Services and Commissioner Finance and City Treasurer respecting a property matter – acquisition of land - expropriation **BE APPROVED.**

2. That 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 Finance and City Treasurer respecting a property matter – lease of land **BE RECEIVED**, and further that Administration **PROCEED** on the verbal direction of Council.

3. That the confidential verbal report from the Chief Administrative Officer respecting a personal matter about an identifiable individual(s) **BE RECEIVED FOR INFORMATION**.

Motion Carried.

Moved by Councillor Jo-Anne Gignac, seconded by Councillor Mark McKenzie,
That the special meeting of council held June 10, 2024 BE ADJOURNED.
(Time: 5:32 p.m.)
Motion Carried.

SPECIAL MEETING OF COUNCIL – IN CAMERA
June 18, 2024

Meeting called to order at: 9:00 a.m.

Members in Attendance:

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

Also in attendance:

Joe Mancina, Chief Administrative Officer
Mark Winterton, Acting Commissioner of Infrastructure Services/City Engineer
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
Anna Ciacelli, Deputy Clerk
Piper Morley, Legal Counsel, Borden, Ladner, Gervais LLP (Item 1)
(virtually)

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

Item No.	Subject & Section - Pursuant to <i>Municipal Act</i>, 2001, as amended
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1	Legal matter – update, verbal presentation by Legal Counsel – advice subject to solicitor-client privilege, Section 239(2)(f)
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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 Gary Kaschak,
to move back into public session.
Motion Carried.**

**Moved by Councillor Fred Francis, seconded by Councillor Gary Kaschak,
THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Council Meeting held June 18, 2024 directly to Council for consideration at the next Regular Meeting.**

1. That the confidential verbal presentation from Piper Morley, Legal Counsel respecting a legal matter – update, advice subject to solicitor-client privilege **BE RECEIVED** and further that Legal Counsel **BE AUTHORIZED TO PROCEED** on the verbal direction of Council.

Motion Carried.

**Moved by Councillor Ed Sleiman, seconded by Councillor Jim Morrison,
That the special meeting of council held June 18, 2024 BE ADJOURNED.**

Minutes
City Council
Monday, July 8, 2024

Page 28 of 28

(Time: 10:07 a.m.)
Motion Carried.



Committee Matters: SCM 222/2024

Subject: Adoption of the Special Windsor City Council - Training Session minutes of its meeting held July 10, 2024

Special Meeting of Council Training Session

Date: Wednesday, July 10, 2024

Time: 9:00 o'clock a.m.

Location: Room 204, City Hall Square West

Members Present:

Mayor

Mayor Drew Dilkens

Councillors

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

Councillor Regrets

Ward 1 - Councillor Fred Francis

Ward 2 - Councillor Fabio Costante

Clerk's Note: Councillor Ed Sleiman participated via video conference (Zoom), in accordance with Procedure By-law 98-2011 as amended, which allows for electronic participation.

Minutes

Special Meeting of Council Wednesday, July 10, 2024

Page 2 of 6

1. CALL TO ORDER

Following the reading of the Land Acknowledgement, the Mayor calls the meeting to order at 9:04 o'clock a.m.

2. DISCLOSURE OF PECUNIARY INTERESTS

None disclosed.

3. PRESENTATION – *MUNICIPAL ACT, 2001* – PART VI.1 – SPECIAL POWERS AND DUTIES OF HEAD OF COUNCIL

Dana Paladino, Commissioner, Corporate Services (Interim) appears before Council and provides a brief introduction and overview of the *Municipal Act, 2001* Part VI.1-Special Powers and Duties of the Head of Council including the Impacts of Amendments to the *Municipal Act, 2001*-Part VI.1; Provide the Head of Council (HoC) with new powers including; powers of the Chief Administrative Officer (s 284.5); to determine the organizational structure of the municipality and the ability to hire, dismiss or exercise enumerated employment powers with respect to the head of any division or head of any part of the organizational structure (s 284.6); Legislative Powers to implement provincial priorities; Financial Powers to propose and adopt the municipal budget (s 284.16).

Steve Vlachodimos, City Clerk appears before Council and provides a brief summary of the *Municipal Act, 2001* Part VI.1-Special Powers and Duties of the Head of Council-Administrative Powers including appointing the Municipality's Chief Administrative Officer; Establish Organizational Structures; Hire, dismiss, heads of departments with exceptions; Direct employees to undertake research, provide advice to the Mayor and City Council on policies and programs as they relate to this part of the act; Create Committees of Council, assigning their functions and appointing the chairs and vice-chairs of committees of Council; Appoint chairs and vice chairs of prescribed local boards; Provide a written record of Mayoral Decisions and they are posted to the City of Windsor website.

Councillor Gary Kaschak inquires whether the province has given an indication about when future direction will happen and how often. Mr. Vlachodimos responds that the province hasn't provided any further information at this time and administration is working on providing some recommendations and sending submissions to be considered.

Councillor Kieran McKenzie requests clarification about prescribed boards. Mr. Vlachodimos responds that it would be boards such as Police Services Board or Library Board, it wouldn't be the Conservation Authority because that would be a provincial body. Mr. Vlachodimos adds that until they are prescribed in the regulations, it is not confirmed.

Councillor Jim Morrison inquires whether it would include Roseland, the airport, the tunnel. Mr. Vlachodimos responds that until he gets the regulations he can't confirm. He adds that the interpretation would indicate that they would be included. Ms. Paladino indicates that it is not unusual for legislation to be vague and there are gaps. Administration fills the gaps with legislation in the

Minutes

Special Meeting of Council Wednesday, July 10, 2024

Page 3 of 6

Municipal Act and best practice. Mr. Vlachodimos indicates that the procedure by-law is being updated and will incorporate some of the special powers.

Councillor Jo-Anne Gignac inquires about the direction from the Head of Council regarding the budget not being made public. Mr. Vlachodimos indicates that only direction for members of administration to provide research to the mayor is stipulated.

Councillor Jo-Anne Gignac asks if there are provisions that will allow the Head of Council to direct administration regarding budget formulations for particular projects. Mr. Vlachodimos indicates that it has all been done through mayoral decisions with information that has been made public and provided to council.

Councillor Jo-Anne Gignac requests that Council be made aware of any specifics related to budget development and project direction. Mr. Vlachodimos indicates that it would be part of a mayoral decision.

Councillor Angelo Marignani inquires about the timeline for public notification as it relates to transparency for all these actions. Mr. Vlachodimos responds that it is made available about 20 minutes after uploading to the City's website.

Councillor Gary Kaschak requests details related to the breakdown of the mayoral decisions made to date. Mr. Vlachodimos provides a breakdown.

Councillor Kieran McKenzie inquires about the definition of the term research. Mr. Vlachodimos provides the definition as outlined in the strong mayor power legislation.

Councillor Kieran McKenzie inquires whether strong mayor powers legislation creates a timeline for completion. Mr. Vlachodimos indicates that Administration works with a calendar to calculate the timeline and milestones, so that Council can operate within the prescribed timeframes .

Councillor Jim Morrison inquires how we compare to other municipalities in terms of exercising these special powers. Mr. Vlachodimos responds that we are on the same page for the most part. He adds that these special powers can be exercised at any time depending on circumstances.

Wira Vendrasco, City Solicitor appears before Council and provides a brief summary of the *Municipal Act, 2001* Part VI.I-Special Powers and Duties of the Head of Council-Legislative powers as follows: general rule for passing legislation is majority vote; special powers of Head of Council changes that rule under certain circumstances, 4 concepts or principles of special powers of Head of Council include proactive powers; reactive powers or veto powers; powers relate only to the Provincial Priorities; Only applies to *Municipal Act*, *Planning Act* and *Development Charges Act*, and their regulations; Provincial Priorities including Building 1.5 million new residential units by December 31, 203; Constructing and maintaining infrastructure to support housing including: Transit, Roads, Utilities, Servicing; Head of Council Proactive Powers including if the Head of Council is of the opinion that a matter could potentially advance a prescribed provincial priority; A by-law could potentially advance a prescribed provincial priority; Head of Council Reactive powers –Veto powers if the Head

Minutes

Special Meeting of Council Wednesday, July 10, 2024

Page 4 of 6

of Council is of the opinion that all or part of a by-law could potentially interfere with a prescribed provincial priority; provide written notice within 2 days of passing; The veto power applies only to provincial priorities and by-laws passed under the *Municipal Act, Planning Act or Development Charges Act* and their regulations; Veto power does not apply to budget by-laws; Immunity to Head of Council, a decision made, or a veto power or other power exercised, legally and in good faith under this part shall not be quashed or open to review; This provides the Head of council with immunity for decisions made or veto powers or other powers if made legally and in good faith; Provides Head of Council with immunity so that such decisions and powers are not subject to court review or challenge on the basis of unreasonableness or supposed unreasonableness.

Mayor Drew Dilkens leaves the meeting at 9:26 o'clock a.m.

Councillor Renaldo Agostino inquires whether there is a process that Provincial priorities are introduced to us. Ms. Vendrasco responds that the provincial priorities are in legislation that go through public process. Regulations do not go through public process they are done by the government and are posted.

Councillor Jo-Anne Gignac inquires whether we currently have a list of provincial priorities. Ms. Vendrasco responds that it has been provided as part of the presentation.

Councillor Jo-Anne Gignac inquires whether there are any new initiatives that could be added. Mr. Vlachodimos indicates that if any come forward, administration would let council know.

Mayor Drew Dilkens returns to the meeting at 9:33 o'clock a.m.

Councillor Jo-Anne Gignac inquires if Council will be notified if the province will be adding to the list. Ms. Vendrasco indicates that the City is not consulted but will be notified. Regulations are posted and then stakeholders are notified.

Councillor Jo-Anne Gignac inquires whether there is public consultation before regulations come into effect. Ms. Vendrasco responds that the government uses regulations because they are not obligated to engage in public consultation.

Councillor Kieran McKenzie inquires about the three acts and if anything that falls within the scope of the acts does not necessarily form a priority. Ms. Vendrasco responds that it has to be a priority and statute and not be a section that has been excluded.

Councillor Kieran McKenzie asks what process the province has to follow in order to bring forward new priorities. Ms. Vendrasco responds that the province could expand their scope of priorities and would do it by regulation. It is an open process, and they may consult, but don't have to. There are currently two regulations that apply.

Councillor Gary Kaschak inquires whether the province has the power to enact any type of regulations they see fit. Ms. Vendrasco responds yes.

Minutes

Special Meeting of Council Wednesday, July 10, 2024

Page 5 of 6

Councillor Jim Morrison inquires whether they lose some of the scope of what can be done in the committee for development charges. Ms. Vendrasco responds that the *Development Charges Act* was amended recently. The province rolled back a number of the harsher provisions that had been enacted previously. The committee will be notified of the changes.

Councillor Jo-Anne Gignac inquires if the mayor was going to veto the *Development Charges Act*, if it would have to be in the provincial priorities category. Ms. Vendrasco responds that development charges are charged for residential and commercial development. The mayor could theoretically add to the act or could veto the by-law proactively or reactively.

Janice Guthrie, Commissioner, Finance and City Treasurer appears before Council and provides a brief summary of the *Municipal Act, 2001* Part VI.I-Special Powers and Duties of the Head of Council – Financial Powers including the Head of Council can propose and adopt a budget; details regarding process to approve budgets; veto of Council amendments; Council and Head of Council can shorten their respective review time, veto, and override periods; Initiate In-year budget amendments; Council ability to amend; veto of Council amendments (within 5 days); Council ability to override veto (2/3 vote) – within 10 days; Council and Head of Council can shorten their respective review, veto, and override periods; a brief detail of the 2024 Budget Process; 2024 Budget Amendments; 2024 In-Year Budget Amendments; Strengthen the Core – Downtown Windsor Revitalization Plan; and a brief detail of the proposed 2025 Budget Process, timelines and the Role Of Council.

Councillor Jim Morrison inquires about the majority vote to overturn a veto. Ms. Guthrie indicates that 8 out of 11 Council Members would be the majority.

Councillor Kieran McKenzie inquires about the timeline for proposed budget amendments. Ms. Guthrie responds that any proposed amendments would need to follow the prescribed time frames.

Councillor Kieran McKenzie inquires about the process of introducing the Strengthen the Core initiative and asks if that re-opened the entire budget. Ms. Guthrie responds once the base budget goes through the process, it is closed, and that budget is deemed approved. The budget amendment only relates to the amendment that was tabled.

Councillor Kieran McKenzie inquires whether different but related proposals to budget amendments that could change the financial impact would be open to discussion. Ms. Guthrie responds that as long as it was not part of the base budget or previously recommended as part of that budget and the process is concluded. Council could add, accept or propose a decrease as part of the amendment process.

Councillor Kieran McKenzie comments that if items that were listed in the budget documents but not recommended, would not be able to come forward until the next budget process. Ms. Guthrie confirms that comment.

Councillor Angelo Marignani inquires when the final budget will come forward. Ms. Guthrie indicates that there are no set dates at this point, but they are following previous years timelines as a guide.

Minutes

Special Meeting of Council

Wednesday, July 10, 2024

Page 6 of 6

Councillor Angelo Marignani inquires about the calendar year and fiscal year not being the same. Joe Mancina, Chief Administrative Officer appears before Council regarding the *Municipal Act, 2001* Part VI.1-Special Powers and Duties of the Head of Council and responds that it is the same. Mr. Mancina indicates that preliminary approvals of budget items and tax levies are given in advance of finalizing the budget. The fiscal and budgetary years are January to December. Ms. Guthrie indicates that the City operates on a base budget and modify accordingly once the entire process comes to a conclusion.

Councillor Jim Morrison requests clarification on tax levy calculations and If we are working from an estimated base budget if there is a way to start that collection process early. Ms. Guthrie responds that the regulations state that you can only bill up to 50% of the prior year's levy.

Moved by: Councillor Jo-Anne Gignac

Seconded by: Councillor Jim Morrison

That the presentation of the Commissioner, Corporate Services entitled "*Municipal Act, 2001 – Part VI.1 – Special Powers and Duties of Head of Council*" dated July 10, 2024 **BE RECEIVED** for information.

Carried.

Clerk's File: ACO2024

4. QUESTIONS AND ANSWER PERIOD

See item 3.

5. ADJOURNMENT

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Gary Kashack

That the Special Meeting of Council – Training Session held July 10, 2024 **BE ADJOURNED**.

Accordingly, the meeting is adjourned at 10:11 o'clock a.m.

Mayor

City Clerk

June 27, 2024

City of Windsor - Council Services Department
530 - 350 City Hall Square W
Windsor ON N9A6S1

Re: File #ACO 2023 – Request for Information on Physician Recruitment Plans Locally

On behalf of the Windsor-Essex Ontario Health Team (WEOHT), please find the following information:

1. Current initiatives and programs related to physician recruitment.

In alignment with the Ministry of Health [Your Health: A Plan for Connected and Convenient Care](#), our initiatives and programs center on increasing and optimizing access to primary care.

While physician recruitment is important, WEOHT strategies have prioritized enhancing and optimizing supports for primary care. To date, our multifaceted approach includes a balance of:

- advocating for increased funding to support expansion of primary care and team-based care across Windsor-Essex;
- optimization of the local healthcare system through various projects and initiatives; and
- establishing measurement processes for our performance and progress of the local healthcare system.

Earlier this year, the Ontario government revealed its commitment of \$110 million to link up to 328,000 individuals with primary care teams throughout the province. The WEOHT facilitated the development and endorsement of several proposals, leading to two primary care investments totaling \$2.4 million. This new investment aims to enhance access to primary care services across Windsor-Essex, ensuring residents can readily access the healthcare they require.

Recognizing the administrative burden primary care providers currently experience, the province [announced](#) action to help clinicians spend more time with their patients and less time on paperwork. The WEOHT is committed to working closely with primary care providers across Windsor-Essex to increase and optimize access to primary care.

Although Ontario leads the country in primary care attachment, an aging workforce and provider burnout are ongoing concerns. These issues are not unique to Windsor-Essex, however, failing to address them could adversely

impact the region. As a result, we are working closely with our WEOHT partners (including primary care providers from across the region) and Ontario Health to proactively address these issues.

Finally, we work closely with [HealthForceOntario](#) and our local hospitals to connect interested clinicians to opportunities in Windsor-Essex.

2. Future plans and strategies for enhancing the availability of primary care physicians in the Windsor-Essex region.

Primary care is the foundation of our health care system in Ontario. To create a connected health care system through our Ontario Health Team (OHT), we are actively supporting collaboration and engagement with our primary care providers across the region through the creation of a primary care network (PCN). Currently, we are in the initial stages of assembling our PCN, starting with physicians and nurse practitioners in line with provincial directives.

Our PCN will unite a coalition of primary care providers across Windsor-Essex into a network empowered to participate in decision-making and enhance patient access to care. In shaping our healthcare system, it's imperative that our recruitment strategy incorporates feedback from our primary care providers to refine future approaches addressing primary care challenges. This approach will optimize our capacity to deliver equitable primary care to all residents of Windsor-Essex.

3. Collaborative efforts with local healthcare providers, educational institutions, and community organizations to address physician shortages.

The WEOHT currently partners with over 40 organizations, including the City of Windsor, County of Essex, EMS, local hospitals, educational institutions, team-based primary care organizations, the Essex County Medical Society, and numerous primary care providers. This extensive collaboration strategy facilitates co-design across various initiatives and projects, ensuring optimal utilization of primary care resources throughout the region.

Our OHT has engaged stakeholders to assess the current situation. Regarding physician recruitment, further collaboration with stakeholders is essential. A cohesive proactive strategy is necessary to prevent the projected exacerbation of the gap between the demand for and availability of primary care providers. As our OHT and its PCN work towards solutions for addressing the physician shortage, the City of Windsor is expected to play a pivotal role as a key partner in these endeavors.

4. **Any challenges or barriers identified in physician recruitment and the proposed solutions.**

Retention of existing providers, in addition to opportunities to optimize access to primary care are priorities of our OHT. Through our PCN, challenges and barriers to physician recruitment and retention, and proposed solutions, will be discussed and addressed locally through co-design with primary care providers.

Additionally, the WEOHT will continue to advocate for the equitable access of primary care for Windsor-Essex and comprehensive healthcare model designed towards emergency department diversion and coordination of services with partner agencies.

The WEOHT is committed to partner and work closely with primary care providers across Windsor-Essex to increase and optimize access to primary care.

Should you require any additional information, please do not hesitate to contact the undersigned.

Thank you,



Kathryn Leferman
Executive Transformation Lead
Windsor-Essex Ontario Health Team

COUNCIL SERVICES DEPARTMENT

IN REPLY, PLEASE REFER
TO OUR FILE NO. ACQ 2023

February 28, 2024

Kathryn Leferman
Transformation Lead
Windsor-Essex Ontario Health Team

Subject: City of Windsor Council Request for Information on Physician Recruitment Plans Locally

Dear Ms. Leferman and the Windsor-Essex Ontario Health Team,

At their meeting of October 30, 2023, Windsor City Council received an advocacy letter from ProsperUS regarding Primary Care Access and through Decision Number CR431/2023 CSSC 207 City Council directed in part:

- That administration **BE DIRECTED** to forward a letter to the Ontario Health Team requesting information regarding their current and future plans related to physician recruitment.

We are interested in understanding the Ontario Health Team's strategies and initiatives as it relates to the recruitment of physicians in the Windsor-Essex region. Windsor City Council recognizes the importance of ensuring adequate access to primary care services for our community members, and we believe that having a clear understanding of the Ontario Health Team's plans in this regard will greatly contribute to our collaborative efforts.

Specifically, we would appreciate any information in relation to the following aspects:

- Current initiatives and programs related to physician recruitment.
- Future plans and strategies for enhancing the availability of primary care physicians in the Windsor-Essex region.
- Collaborative efforts with local healthcare providers, educational institutions, and community organizations to address physician shortages.

- Any challenges or barriers identified in physician recruitment and the proposed solutions.

We understand that the Ontario Health Team is committed to improving healthcare access in our region, and we believe that this collaboration will contribute to the overall well-being of our community. Your timely response to this request is highly appreciated.

Thank you for your attention to this matter, and we appreciate your cooperation.

Sincerely,

A handwritten signature in black ink, reading "Steve Vlachodimos". The signature is fluid and cursive, with the first name "Steve" being larger and more prominent than the last name "Vlachodimos".

Steve Vlachodimos
City Clerk/Licence Commissioner

Subject: Housing Accelerator Fund (HAF) Grant Intake #2 - City Wide

Reference:

Date to Council: July 22, 2024

Author: Joe Baker

Manager, Corporate Projects - Economic Development (A)

519-255-6267 ext. 6459

jbaker@citywindsor.ca

Administration

Report Date: July 11, 2024

Clerk's File #: GH/14271

To: Mayor and Members of City Council

Recommendation:

TO COUNCIL FOR INFORMATION.

Executive Summary:

N/A

Background:

As authorized by City Council in July 2023 (CR289/2023), Administration submitted an application to the Federal Government's Housing Accelerator Fund (HAF) Program for \$40 million in base funding over the period of 2023 to 2027 to address housing needs and increase the number of residential units in Windsor.

Subsequent to the initial application submission, the Federal Minister of Housing, Infrastructure and Communities requested that Windsor City Council pass a resolution committing to allowing four residential units as-of-right *city wide*.

City Council considered further reports on this matter on December 13, 2023 (C179/2023/CR522/2023), and January 9, 2024 (C9/2024/B1/2024). Council approved several actions to address housing needs and increase the number of residential units, including a commitment to a minimum of four units as-of right on serviced residential lots for all properties identified as "Mixed Use Corridor" and "Mixed Use Node" in the City's Official Plan.

However, as the government remained committed to four units as-of-right city wide, the Federal Minister of Housing, Infrastructure and Communities ultimately denied the City's application to the Housing Accelerator Fund. Correspondence outlining this decision was received by Council at their meeting of February 12, 2024.

Discussion:

On July 9, 2024, Minister Fraser announced the launch of a second round of Housing Accelerator Fund (HAF2) funding. With the launch of the HAF2, \$400 million in funds could be available to local authorities to incentivize the implementation of local actions that remove barriers to housing supply and accelerate the growth of supply. To be eligible for the second round of HAF, applicants must have submitted an application under the first round and been declined for funding. The City of Windsor has received confirmation that it is eligible to apply to HAF2.

The Pre-application Reference Material supplied by CMHC outlines the minimum requirements applicants must include in order for their application to be considered. As in the initial program, applicants to HAF2 must submit an Action Plan outlining a housing supply growth target and the specific initiatives that the applicant will undertake to grow housing supply and speed up housing approvals. In HAF2, all Action Plans must also align to the 10 Housing Accelerator Fund best practices, which specifically include the following minimum program requirement for the Large/Urban stream:

- ***Allow 4 units per residential lot as-of-right to support infill development in low-density neighbourhoods municipality-wide.***

The language in this program stipulation has been modified slightly from the amended criteria outlined in late 2023. The expectation remains however that a municipality's Zoning By-law be amended to allow a property owner to develop four residential units on the property without public consultation or City Council approval. In other words, subject to the proposal meeting the requirements of the Ontario Building Code, the development would be able to proceed.

A comparison of the criteria from the initial HAF program and those for HAF2 is attached as Appendix A. The application portal will be open from July 15 to September 13, 2024, and an information webinar offered by CMHC to discuss the program is scheduled for July 23, 2024. Given these constrained timelines and the limited opportunity to bring this item to Council prior to the application period closing, Administration reached out to CMHC to determine if Windsor's tailored approach to four residential units as-of-right, which has been repeatedly put forward to meet the program's goals, would be sufficient to be considered for funding in Round 2. CMHC could not confirm if this approach would be acceptable. It is Administration's understanding from that conversation that successful applicants to the program will be obligated to proceed with allowing four residential units as-of-right in low-density neighbourhoods across the city.

The economic landscape in Windsor has improved significantly with several transformative projects underway and development has increased as a result. In addition, recognizing the incredible pressure on the housing market and to meet the City's assigned target of 13,000 homes in ten years, the Mayor and City Council have approved several initiatives to increase the supply of residential units in the city including:

- Housing Solutions Made for Windsor
- Strengthen the Core

- Official Plan amendments that have added lands designated for intensification. The “residential intensification areas” identified in the Official Plan include:
 - +/- 30 mixed use corridors (+/- 50 KM of corridors);
 - 10 mixed use nodes (+/- 137 hectares); and
 - 6 Regional Centres (+/- 260 hectares).

In 2023, City Council has approved 40 rezoning applications that have resulted in allowing an additional **3,582 units**. To date in 2024, there have been 13 rezoning applications that have resulted in allowing an additional **1,377 units**.

In 2023 Building Department staff processed a total of 1793 building permits, of which **1119 were permits for new residential dwelling units**. These units provide a diverse array of housing options including single, semi-detached, and row dwellings, apartments, student residences, and long-term care facility beds. Of the 864 building permits that have been issued from January 1st to June 30th of this year, **991 dwelling units have been permitted** including lodging homes and student residences.

Risk Analysis:

Administration has gone to extreme lengths to accommodate the Minister’s requests while adhering to City Council’s direction. This report is offered for City Council’s information, as the Federal Minister continues to advocate for four residential units as-of-right city wide, which runs contrary to City Council’s decision on the matter.

It is also worth noting that HAF2 has made \$400 million in funding available, whereas the original HAF made \$4 billion in funding available. CMHC shared in conversation with Administration that approximately 180 municipalities across Canada were allocated funding in the initial round, and approximately 300 municipalities have been deemed eligible to apply to HAF2. Given the significant decrease in available funding for this intake and that the \$400 million needs to be allocated Canada-wide, even if the City were successful in applying for this funding, there is an increased risk that the approved funding would be less than what is required to implement the plan.

The development of the original HAF application and Action Plan required a cross-departmental team effort from staff in Economic Development and Climate Change, Building, Planning, Finance, Asset Management, Engineering, Legal and Housing. Recognizing the Federal direction of four units as-of-right is still a minimum requirement and is contrary to Council direction, an application to HAF2 would divert staff resources from daily operations that are experiencing an increased volume of work, as well as other Council priorities such as the Strengthen the Core and Housing Solutions Made for Windsor initiatives.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

The March 2023 Housing Accelerator Fund announced \$4 billion to fast-track at least 100,000 new homes. With the launch of the HAF2, \$400 million in funds may be available to local authorities to incentivize 12,000 homes.

As in the first round, the amount of incentive funding allocated to successful applicants will be based on a funding framework comprised of base funding, plus additional opportunities for top up and bonus funding.

Consultations:

John Aquino – Asset Coordinator
Tea De Angelis – Research and Policy Analyst
John Revell – Chief Building Official

Conclusion:

The obligation to applicants to amend Zoning By-laws to allow for four residential units as-of-right across their municipalities has been enshrined within the criteria for the second round of HAF funding. Respecting City Council's decision on that requirement, Administration does not intend to pursue an application. This report is brought to City Council for information purposes only.

Approvals:

Name	Title
Joe Baker	Manager, Corporate Projects – Economic Development (A)
Matthew Johnson	Executive Director, Economic Development and Climate Change
Neil Robertson	City Planner (A)
Michael Dennis	On behalf of Senior Manager of Asset Planning
Jelena Payne	Commissioner, Economic Development
Dan Seguin	On behalf of Commissioner, Finance and City Treasurer
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

- 1 Appendix A - HAF Comparison Chart July 2024

HAF1 and HAF2 Comparisons

Sections of the Pre-Application Reference Guide	HAF Round 1	HAF Round 2
2. Program Budget	\$4 billion	\$400 million
3. Objectives	HAF1 is expected to result in permits being issued for 100,000 more housing units than would have occurred without the HAF.	HAF2 is expected to result in permits being issued for 12,000 more housing units than would have occurred without the HAF.
4. Eligible Applicants	Local governments within Canada, including First Nations, Métis and Inuit governments who have delegated authority over land use planning and development approvals.	To be eligible for the second round of HAF, applicants must have submitted an application under the first round and been declined for funding.
5. Application Streams	No changes	
6. Minimum Requirements	<ul style="list-style-type: none"> • Develop an action plan with the prescribed number of initiatives. • Commit to a housing supply growth target that increases average annual rate of growth by at least 10%. The growth rate must also exceed 1.1%. • Complete or update a housing needs assessment report. • Submit periodic reports to CMHC in the form and timelines prescribed. 	<p>Same requirements as HAF1, plus:</p> <ul style="list-style-type: none"> • All action plan initiatives should align to the <u>10 HAF Best Practices</u>¹. • Commit to implementing 4 units as-of-right bylaws (for applicants from the Large/Urban stream) as part of the action plan, or have already implemented 4 units as-of-right prior to application submission.

Sections of the Pre-Application Reference Guide	HAF Round 1	HAF Round 2
7. Action Plans (Housing Supply Growth Target, Additional Targets, Action Plan Initiatives)	<p>Housing Supply Growth Target:</p> <ul style="list-style-type: none"> Projections should be based on a three-year period ending September 1, 2026 	<p>Housing Supply Growth Target:</p> <ul style="list-style-type: none"> Projections should be based on a three-year period ending December 31, 2027
	Additional Targets: No changes	
	<p>Action Plan Initiatives:</p> <ul style="list-style-type: none"> Large/Urban applicants – minimum of 7 initiatives Small/Rural/North/Indigenous applicants – minimum of 5 initiatives Indicate how each initiative will increase the supply of housing and associated timelines, as well as any other expected results. Identify and explain how each proposed initiative supports at least one objective of the program. 	<p>Same requirements as HAF1, plus:</p> <ul style="list-style-type: none"> All action plan initiatives should align to the <u>10 HAF Best Practices</u>². The majority of initiatives should be initiatives that were not started prior to the Budget 2024 announcement of April 16, 2024. In exceptional circumstances, CMHC will consider initiatives that were part of the 2023 application to HAF that are ongoing or have been completed, if applicants continued to implement the activities. For applicants from the Large/Urban stream, a maximum of 3 ongoing or completed initiatives from the 2023 application will be considered, and for applicants from the Small/Rural/North/Indigenous stream, a maximum of 2 ongoing or completed initiatives from the 2023 application will be considered.
8. Incentive Funding and Permitted Uses	No changes	
9. Evaluation Criteria	No changes	

Sections of the Pre-Application Reference Guide	HAF Round 1	HAF Round 2
10. Funding Methodology	<p>Under Definitions:</p> <ul style="list-style-type: none"> Multi-unit housing in close proximity to rapid transit refers to any form of multi-unit housing in close proximity (1500m) to rapid transit. 	<p>Under Definitions:</p> <ul style="list-style-type: none"> Multi-unit housing in close proximity to rapid transit refers to any form of multi-unit housing in close proximity (800m) to rapid transit.
11. Minimum Document Requirements	<p>No changes <i>Note: applicants must use the updated application form for their submission under HAF2.</i></p>	
12. Reporting Requirements	No changes	
13. Advancing and Reporting Schedules	No changes	
14. Contribution Agreement	No changes	
15. Application Process	<ul style="list-style-type: none"> Applicants develop an action plan unique to their needs in support of HAF. Applicants submit their application to CMHC, including their action plan. 	<ul style="list-style-type: none"> Applicants prepare an updated action plan unique to their needs in support of HAF. For HAF2, applicants submit their updated application to CMHC, including their action plan.



Item No. 12.2

Committee Matters: SCM 224/2024

**Subject: Report of the Special Meeting of Council In Camera of its meeting held
July 8, 2024**

SPECIAL MEETING OF COUNCIL – IN CAMERA
July 8, 2024

Meeting called to order at: 11:00 a.m.

Members in Attendance:

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

Members Absent:

Councillor Fred Francis

Also in attendance:

Joe Mancina, Chief Administrative Officer
Andrew Daher, Commissioner, Human and Health Services
Mark Winterton, Acting Commissioner of Infrastructure Services/City Engineer
Janice Guthrie, Commissioner of Finance/City Treasurer
Dana Paladino, Acting Commissioner of Corporate Services
Ray Mensour, Commissioner of Community Services
John Revell for Jelena Payne, Commissioner Economic Development
Steve Vlachodimos, City Clerk
Wira Vendrasco, Acting City Solicitor (Items 1-4 and 6)
Matthew Stubbings, Mayor's Chief of Staff
Anna Ciacelli, Deputy Clerk
Aftab Ahmad, Chief Information Officer (Item 1)
Josh Higgins, Deputy Chief Information Officer (Item 1)
Colleen Middaugh, Manager of Corporate Projects (Item 2)
Stacey McGuire, Executive Director of Engineering (Item 2)
James Chacko, Executive Director of Parks (Item 2)
Alex Vucinic, Manager of Purchasing (Item 2)

Patrick Robitaille, Project Administrator (Item 2)
Aaron Farough, Senior Legal Counsel (Item 5)
Michael Chantler, Acting Chief Executive Officer
Windsor Public Library (Item 6)

Verbal Motion is presented by Councillor Mark McKenzie, seconded by Councillor Kieran McKenzie, that Rule 3.3 (c) of the *Procedure By-law, 98-2011*, BE WAIVED to add the following Agenda items:

6. Personal Matter – labour negotiations

Motion Carried.

Verbal Motion is presented by Councillor Mark McKenzie, seconded by Councillor Kieran McKenzie, to move in Camera for discussion of the following item(s), adding Item 6:

Item No.	Subject & Section - Pursuant to <i>Municipal Act</i>, 2001, as amended
1	Position/plan – security of the property – technology update, Section 239(2)(a)(k)
2	Position/plan/information supplied in confidence – update, Section 239(2)(i)(k)
3	Property matter – sale of land, Section 239(2)(c)
4	Property matter – expropriation of lands, Section 239(2)(c)
5	Legal/property matter – expropriation settlement, Section 239(2)e)
6	Personal matter – labour negotiations – update, Section 239(2)(d) - ADDED

Motion Carried.

Declarations of Pecuniary Interest:

None declared.

Discussion on the items of business.

Verbal Motion is presented by Councillor Fabio Costante, seconded by Councillor Angelo Marignani, to move back into public session.

Motion Carried.

**Moved by Councillor Fabio Costante, seconded by Councillor Angelo Marignani,
THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Council Meeting held July 8, 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 Purchasing and Risk Management, Chief Information Officer and Executive Director Information Technology, Deputy Treasurer – Taxation, Acting City Solicitor and Chief Financial Officer and City Treasurer respecting a position/plan – security of the property – technology update **BE APPROVED**.
2. That the recommendation contained in the in-camera report from the Manager of Corporate Projects, Purchasing Manager, Executive Director of Engineering, Acting Commissioner of Infrastructure, Executive Director of Parks and Facilities, Commissioner of Community Services, Acting City Solicitor and Commissioner of Finance and City Treasurer respecting a position/plan/information supplied in confidence - update **BE APPROVED**.
3. That the recommendation contained in the in-camera report from the Coordinator of Real Estate Services, Manager of Real Estate Services, Acting City Solicitor, Acting Commissioner of Corporate Services, Manager of Development Engineering, Acting Commissioner of Infrastructure Services and Commissioner of Finance and City Treasurer respecting a property matter – sale of land **BE APPROVED**.
4. 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 Engineering, Acting Commissioner of Infrastructure Services and Commissioner of Finance and City Treasurer respecting a property matter – expropriation of lands **BE APPROVED**.

5. That the recommendation contained in the in-camera report from Senior Legal Counsel, Acting Commissioner of Corporate Services, Acting Deputy City Solicitor, Acting Commissioner of Infrastructure Services and Commissioner of Finance and City Treasurer respecting a legal/property matter – expropriation settlement **BE APPROVED.**

6. That the confidential verbal report from the Commissioner of Community Services and Acting Chief Executive Officer Windsor Public Library respecting a personal matter – labour negotiations update **BE RECEIVED.**

Motion Carried.

**Moved by Councillor Jo-Anne Gignac, seconded by Councillor Renaldo Agostino,
That the special meeting of council held July 8, 2024 BE ADJOURNED.
(Time: 12:29 p.m.)**

Motion Carried.



Committee Matters: SCM 225/2024

Subject: Report of the Striking Committee In Camera of its meeting held July 8, 2024

STRIKING COMMITTEE – IN CAMERA
July 8, 2024

Meeting called to order at: 12:30 p.m.

Members in Attendance:

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

Members Absent:

Councillor Fred Francis

Also in attendance:

Joe Mancina, Chief Administrative Officer
Andrew Daher, Commissioner, Human and Health Services
Mark Winterton, Acting Commissioner, Infrastructure Services/City
Engineer
Janice Guthrie, Commissioner of Finance/City Treasurer
Dana Paladino, Acting Commissioner, Corporate Services
Ray Mensour, Commissioner, Community Services
John Revell for 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 Fabio Costante, seconded by Councillor Renaldo Agostino, 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 City representative to the Windsor Port Authority 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 Fabio Costante, seconded by Councillor Jo-Anne Gignac, to moved back into public session.

Motion Carried.

Moved by Councillor Fabio Costante, seconded by Councillor Jo-Anne Gignac,
THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Striking Committee Meeting held July 8, 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 a City representative to the ***Windsor Port Authority Board of Directors*** **BE APPROVED** (see open report of the Striking Committee).

Motion Carried.

**Moved by Councillor Mark McKenzie, seconded by Councillor
Gary Kaschak
That the special Striking Committee meeting held July 8, 2024 BE
ADJOURNED.
(Time: 12:45 p.m.)
Motion Carried.**



Item No. 12.5

Committee Matters: SCM 226/2024

Subject: Report of the Striking Committee of its meeting held July 8, 2024

**REPORT OF THE STRIKING COMMITTEE
of its meeting held
July 8, 2024**

Members in Attendance:

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

Members Absent:

Councillor Fred Francis

Also in attendance:

Joe Mancina, Chief Administrative Officer
Andrew Daher, Commissioner, Human and Health Services
Mark Winterton, Acting Commissioner, Infrastructure Services/City
Engineer
Janice Guthrie, Commissioner of Finance/City Treasurer
Dana Paladino, Acting Commissioner, Corporate Services
Ray Mensour, Commissioner, Community Services
John Revell for 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(a). That the resignation of Chris Ryan, Chair, on the ***Olde Riverside Business Improvement Area Board of Management*** **BE ACCEPTED** and further that Laura Tucker **BE APPOINTED** as Chair to the Board.

1(b). That Chantel Russette **BE APPOINTED** to the ***Olde Riverside Business Improvement Area Board of Management*** for the term expiring November 14, 2026.

(2) That the resignations of Michael Difazio and Marina Maffessanti on the ***Ford City Business Improvement Area Board of Management*** **BE ACCEPTED** and further that Anna Eschuk and Thaddeus Renaud **BE APPOINTED** to fill the vacancies on the Board for the term expiring November 30, 2026.

(3) That in accordance with the ***Community Safety and Policing Act***, the composition of the Windsor Police Services Board **BE INCREASED** from 5 to 7 members as follows:

Mayor

2 members of Council (Councillor Jo-Anne Gignac previously appointed)

1 person appointed by resolution of Council (Sophia Chisholm previously appointed)

3 persons appointed by the Province (Robert de Verteuil and John Elliott previously appointed)

and further that Councillor Jim Morrison **BE APPOINTED** to the Board for the term expiring November 14, 2026 and that the Province **BE REQUESTED** to appoint 1 additional person to meet the requirements of the expanded membership of the Board.

(4) That Sophia Chisholm **BE APPOINTED** as the City of Windsor representative on the ***Windsor Port Authority Board of Directors*** effective July 7, 2024 and ending June 30, 2027 and further that Council's policy respecting appointees serving on only one Board/Committee **BE WAIVED**.

MAYOR

CITY CLERK

BY-LAW NUMBER 126-2024

A BY-LAW TO APPOINT WIRA VENDRASCO CITY SOLICITOR FOR THE CORPORATION OF THE CITY OF WINDSOR

Passed the 22nd day of July, 2024.

WHEREAS pursuant to Mayoral Decision Numbers MD 20-2024, it is necessary to fill the position of City Solicitor;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That Wira Vendrasco be and is hereby appointed City Solicitor for The Corporation of the City of Windsor.
2. This by-law shall be deemed to have come into force and effect on the 15th of July 2024.

DREW DILKENS, MAYOR

CITY CLERK

First Reading - July 22, 2024
Second Reading - July 22, 2024
Third Reading - July 22, 2024

BY-LAW NUMBER 127-2024

A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 22ND DAY OF JULY, 2024

Passed the 22nd day of July, 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 - July 22, 2024
Second Reading – July 22, 2024
Third Reading - July 22, 2024

Comprehensive Community Concerns Report on Proposed Bus Route: Safety, Environmental, and Quality of Life Impacts on Radcliff Ave



Prepared by Mark Sementilli
Resident of Radcliff Ave
June 20, 2024

Please accept the following report on behalf of my neighbors and myself to express our collective concerns regarding the proposed new bus route through our neighborhood. Our extensive outreach efforts have revealed a significant level of opposition to this change, and I would like to provide a comprehensive overview of the key issues we have identified.

Community Outreach and Awareness: We have conducted extensive canvassing, covering every street in the neighborhood, including all townhomes. Through this process, we discovered that residents were largely unaware of the new bus route until bus posts appeared. Our petition, which includes 300 signatures from the streets listed below, demonstrates the widespread opposition for various reasons to this change:

- **Radcliff Ave**
- **Derek St.**
- **Savanna St.**
- **Soloman St.**
- **Norbert St.**
- **Lakeview Ave**
- **Blair St.**
- **Cobblestone Crescent**
- **Boulder Crescent**
- **Rockland St.**
- **Maitland Ave.**
- **Thistledown Ave.**
- **Duneshill Ave**
- **Gatwick Ave**



Concerns Raised:

- **Safety:**

- Narrow streets causing vehicles to move into oncoming traffic.
- Tight turning radii and winding curves creating hazardous conditions.
- Absence of designated crosswalks.
- Increased traffic and lack of space for cyclists.
- Wintertime challenges on the eastside hill.
- Lack of cut-ins for community mailboxes.

- **Privacy, Noise, and Vibration:**

- Proximity of bus stops to homes affecting privacy.
- Noise from buses disrupting the quality of life.
- Concern for pet safety near bus stops.

- **Parking:**

- Potential loss of parking spaces for townhomes.
- Increased parking restrictions on Radcliff Ave.

- **Environmental Impact:**

- Increased traffic affecting local wildlife.
- Concerns over noise pollution in the park.
- Increased emissions contrary to environmental responsibility.

- **Traffic:**

- Increased traffic volume due to buses running every 30 minutes.
- Potential for more bypass traffic through Radcliff and Maitland Ave, exacerbating congestion in the townhome area.

Proposed Alternatives: Utilize roads like Banwell Ave. or continue using Clover, which are perceived as better suited for transit.

Risk Assessment: A detailed risk assessment has been produced and shared, summarizing the safety, environmental, and community impact concerns.

Additionally, the following report will include residents' concerns applied to:

- **Transit Windsor Route Infrastructure Planning and Design Guidelines**
- **Transit Windsor More Than Transit: 2019 Transit Master Plan**
- **Dillon Consulting On Demand Transit Strategic Assessment**

The *hope* is this summary of our findings and concerns will highlight the need for reconsideration of the proposed bus route. We are committed to working together to find a solution that benefits all members of our community.



Transit Windsor

More Than Transit

2019 Transit Master Plan



Concerns raised contrary to Sections 3.3 and 6.2 of the Transit Master Plan.

Noncompliance Report Regarding Bus Route 335 – Radcliff Ave Portion

Title of Document Audited	Transit Windsor More Than Transit:2019 Transit Master Plan	<i>Noncompliant</i>
Date of report	June 20, 2024	
Reported to:	Transit Windsor	City of Windsor
Author:	Mark Sementilli, CD, B.Eng Tech, MSc., CSME	

Section 3.3

Mission

Requirement

Transit Windsor supports the growth of a livable and sustainable community by providing a reliable, safe and convenient mobility service option that is accessible to all.

Safe – This speaks to a service that emphasizes the safety of its customers, employees, and any other roadway user or traveler driving, cycling, or walking near or in potential conflict with the transit vehicles.

Concerns

Several safety concerns and non-compliances have been identified and shared with Transit Windsor , The City of Windsor and ATU via Risk Assessment

(see attached)

Findings

Transit Windsor has not given a response to the Risk Assessment, only generic statements have been made that this route is safe because it meets the Transit Master plan.

There are no safety or design criteria in the Master Plan.

It was also stated that Transit Windsor was moving ahead because it was passed by the Environmental, Transportation & Public Safety Standing committee as well as City Council.

- there has been no supporting evidence to show that Transit Windsor disclosed safety, design and previous public objection to the City or the Standing Committee in any of the standing committee's minutes.

No evidence of diligence has been provided when requested.

Current - the hazards identified on the Risk Assessment do not exist currently

Impact - the probability of serious injury or fatality increases significantly.

Findings

Source: The Federal Transit Administration's (FTA) Safety Risk Register and Guide. A recognized best practice tool designed to support implementation of SMS in the public transportation industry.

Under the Occupational Health and Safety Act, workers (bus drivers) have a right to know, and a right to a safe work environment.

None of the concerns brought up by the neighborhood in this risk assessment had been shared with workers beforehand.

Noncompliance Report Regarding Bus Route 335 – Radcliff Ave Portion

Title of Document Audited	Transit Windsor More Than Transit:2019 Transit Master Plan	<i>Noncompliant</i>
Date of report	June 20, 2024	
Reported to:	Transit Windsor	City of Windsor
Author:	Mark Sementilli, CD, B.Eng Tech, MSc., CSME	

Section 6.2	Next Steps
Requirement	Following the approval of this report by the Windsor City Council, Transit Windsor will embark upon the implementation of this Plan's recommendations, in accordance with the schedule shown in Table 16 of Section 5.1. As Transit Windsor prepares to implement the various elements of the Plan, it will consult the valuable feedback already collected regarding the individual new route details. Transit Windsor will also will bring each new route or route change in the proposed network back to the community for feedback to finalize route details, scheduling, stop locations, etc. in advance of Transit Windsor's implementation of these changes
Concerns	Several safety concerns and non-compliances have been identified and shared with Transit Windsor and The City of Windsor, no answers or solutions are being provided.
Findings	<p>No opportunity for community feedback has been provided to the Radcliff Ave (and adjoining) neighborhood. Radcliff Ave has had a historical concern with previous petitions and no direct outreach was provided regarding this bus route traveling down Radcliff Ave. In 2013/2014 – Transit Windsor promised the people on Radcliff Ave, that they would be consulted if a bus was to be considered again.</p> <p>After awareness of the bus route by the residents and despite several attempts by the residents to bring concerns forward over the past 6 months, no solutions or mitigations are being provided by Transit Windsor to address any concerns.</p> <p>Furthermore, no community feedback is being accepted in advance of Transit Windsor's implementation contrary to the Master Plan.</p>



Transit Windsor Route Infrastructure Planning & Design Guidelines



TRANSIT WINDSOR

May 1, 2022

**Concerns raised contrary to Sections
1, 1.1, 2.1, 2.4 and 6 of the Transit
Design Guidelines.**

Noncompliance Report Regarding Bus Route 335 – Radcliff Ave Portion

Title of Document Audited	Transit Windsor Route Infrastructure Planning and Design Guidelines	<i>Noncompliant</i>
Date of report	June 20, 2024	
Reported to:	Transit Windsor	City of Windsor
Author:	Mark Sementilli, CD, B.Eng Tech, MSc., CSME	

Section 6.3 Lane Widths

Requirement

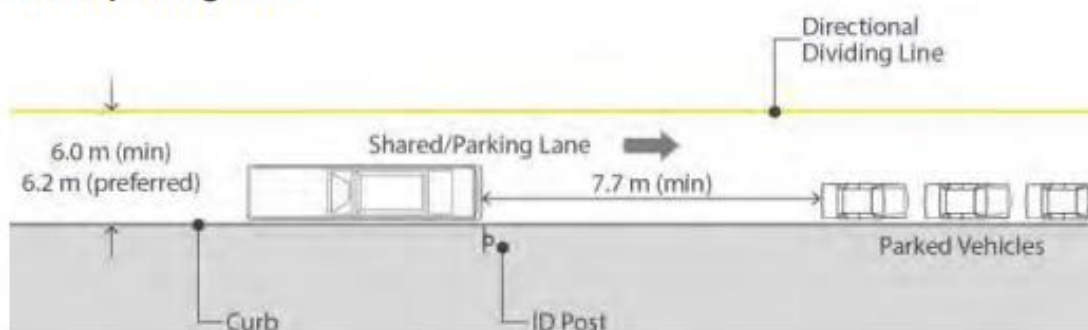
Pavement widening beyond standard widths should be considered when buses are the largest design vehicle for an undivided roadway.

Figure 113 through Figure 118, show the desirable curb lane widths on road sections for bus operation, as well as the ideal pull-out distance between a stopped bus and parked vehicles.

The required width of the curb lane depends on the number of through lanes available in the same direction of travel, any allowance for parking in the curb lane, and the presence of bike lanes.

Buses are among the largest vehicles operating on city streets, with mirror widths often exceeding available lane space. Where buses operate in a narrow mixed-traffic lane, intrusion into adjacent lanes may sometimes occur, such as when two buses pass each other. Ensure that adjacent lanes in a street section can occasionally accommodate such movements when needed. Figure 119 and Figure 120 explore the widths of buses and lanes interacting with the buses

Shared/parking lane



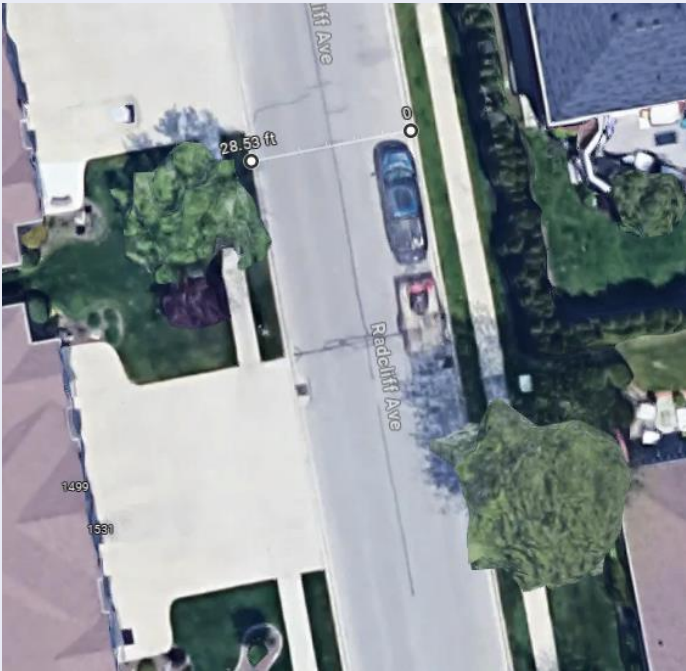
Concerns

Radcliff Ave does not meet the recommended lane widths and will require busses to move into oncoming traffic to avoid parked vehicles. Furthermore, busses traveling in the lane that does not have shared parking will have vehicles moving into that lane to avoid parked cars.

Findings

Radcliff **does not meet** the Transit Windsor Design Guidelines with a direct impact to driver and public safety.

Criteria	Minimum	Maximum	
	3.3 meters	3.7 meters	Non parking lane
	6.0 meters	6.2 meters	Shared parking lane
Actual	9.3 meters (30.5 ft)	9.9 meters (32.5 ft)	Total width
	8.7 meter (28.5 ft)	8.7 meters (28.5 ft)	Actual width
	0.6 meters (2 ft)	1.2 meters (4 ft)	Too Narrow



Note

There will be a greater impact by other vehicles such as school busses, garbage trucks and Condominium Service vehicles that park and use Radcliff Ave to access adjoining streets. This will inevitably drive the maximum width requirement to be even more.

Consolidated City Council Agenda - Monday, July 22, 2024
Page 95 of 129

Noncompliance Report Regarding Bus Route 335 – Radcliff Ave Portion

Title of Document Audited	Transit Windsor Route Infrastructure Planning and Design Guidelines	<i>Noncompliant</i>
Date of report	June 20, 2024	
Reported to:	Transit Windsor	City of Windsor
Author:	Mark Sementilli, CD, B.Eng Tech, MSc., CSME	

Section 1	Spacing of Bus Stops
Requirement	<p>To determine the number and location of bus stops, one has to consider the following:</p> <ul style="list-style-type: none"> • The relative spacing between subsequent stops • Locating bus stops that correspond to passenger demand • Providing physical facilities that promote safe and efficient interaction of transit vehicles, transit passengers and other road users
Concerns	<p>Almost all residents of Radcliff as well as all adjoining side streets canvassed <u>do not want or plan to use this bus.</u></p> <ul style="list-style-type: none"> - The recent petition with 300 signatures shows there is no demand in this area and people are concerned that adding this pass-through route will add to an existing traffic issue on Radcliff. - The number of proposed stops does not correspond to the actual demand highlighted by the petition. - Additional concern is that this will reduce parking for the residents in the adjoining streets/condominiums adding to an existing parking problem.
Findings	<p><u>Currently</u></p> <ul style="list-style-type: none"> - no request for service. Transit Master Plan did not survey or provide outreach to this area specifically. - Radcliff Ave. (as well as Maitland) has had traffic calming studies performed asking the City of Windsor for help. - recent fatality on Mc. Norton prior to the turn onto Radcliff Ave which will be part of the new bus route illustrates the growing traffic issue. <p><u>Impact</u></p> <ul style="list-style-type: none"> - no favorable cost to benefit ratio to run this service on Radcliff Ave. - this will only exasperate an existing traffic problem.

Noncompliance Report Regarding Bus Route 335 – Radcliff Ave Portion

Title of Document Audited	Transit Windsor Route Infrastructure Planning and Design Guidelines	<i>Noncompliant</i>
Date of report	June 20, 2024	
Reported to:	Transit Windsor	City of Windsor
Author:	Mark Sementilli, CD, B.Eng Tech, MSc., CSME	

Section 1.1		Stop Spacing Guidelines															
Requirement		<p>The recommended bus stop spacing range for different land use areas is included in Table 1. In general, bus stops are spaced closer in central business districts and urban areas where activities are more concentrated. It is noted that there may be special circumstances that require the spacing to deviate from the spacing ranges. Nevertheless, bus stop spacing should be optimized as much as possible to correspond to passenger demand.</p>															
		<p>Table 1 Recommended Bus Stop Spacing</p> <table><tr><th>Area</th><th>Typical Spacing (m)</th><th>Spacing Range (m)</th></tr><tr><td>Central Business Districts</td><td>200</td><td>200-300</td></tr><tr><td>Urban Areas</td><td>230</td><td>200-365</td></tr><tr><td>Suburban Areas</td><td>300</td><td>200-760</td></tr><tr><td>Rural Areas</td><td>380</td><td>200-800</td></tr></table>	Area	Typical Spacing (m)	Spacing Range (m)	Central Business Districts	200	200-300	Urban Areas	230	200-365	Suburban Areas	300	200-760	Rural Areas	380	200-800
	Area	Typical Spacing (m)	Spacing Range (m)														
	Central Business Districts	200	200-300														
	Urban Areas	230	200-365														
Suburban Areas	300	200-760															
Rural Areas	380	200-800															
		<p>Transit users are generally willing to walk 400 m (metres) to a local stop or 800 m to a rapid transit station / express bus stop. The placement of local stops between 200 m and 250 m apart supports an average 400 m walking distance to local stops within an interconnected network of streets and blocks. For express or rapid transit services supported by a network of feeder transit routes, spacing stops greater than 250 m apart is often appropriate to limit stops, reduce travel times, and maintain route efficiency. No bus stops should be placed closer than 150 m together.</p>															
		<p>An over abundance of bus stops on a route will reduce the route efficiency, slow down the bus service, and impact the level of customer riding comfort.</p>															

Findings

There are 4 stops on the east side of Radcliff Ave and one on the west Side.

The 4 east side stops are spaced every 220 meters which **does not comply** with Transit Windsor Design Guidelines.

Table 1 Recommended Bus Stop Spacing

Area	Typical Spacing (m)	Spacing Range (m)
Central Business Districts	200	200-300
Urban Areas	230	200-365
Suburban Areas	300	200-760
Rural Areas	380	200-800

There is an excessive number of stops planned for Radcliff Ave. The design guidelines have a typical spacing of **300 meters** not 220 meters.

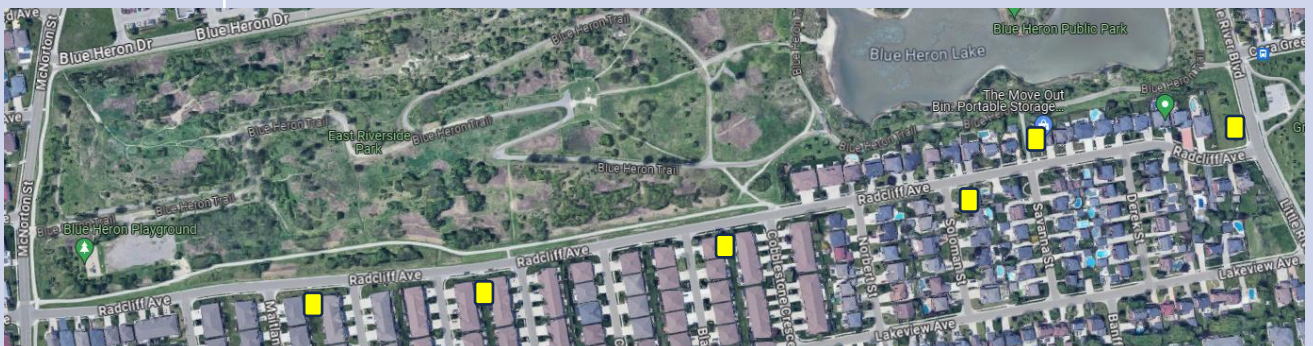
It is also stated that spacing for suburban areas can be as high as **760 meters**.

It is important to note that many of the residents during the petition process questioned why Banwell Rd. could not be utilized more for this route. Banwell Rd is:

- 700 meters to Radcliff Ave. on Little River
- 790 meters to Radcliff Ave. on McNorton St.

residents understood a general need for public transportation but would like to see this North/South Leg be shifted to Banwell or even Lesperance. Two roads which can better hand a bus and have less impact to a residential neighborhood.

Findings



The maximum number of stops was applied to a route that has no support contrary to efficiency recommendations.

Noncompliance Report Regarding Bus Route 335 – Radcliff Ave Portion

Title of Document Audited	Transit Windsor Route Infrastructure Planning and Design Guidelines	<i>Noncompliant</i>
Date of report	June 20, 2024	
Reported to:	Transit Windsor	City of Windsor
Author:	Mark Sementilli, CD, B.Eng Tech, MSc., CSME	

Section 2.1	Placement of Bus Stops – Far-Side and Mid-block Configuration
Requirement	<p>At Transit Windsor, each bus stop is evaluated individually in terms of its environment. Bus stops are to be located on the near or far-side of intersections or mid-block as appropriate. Bus stops should be evaluated to be at the near or far-side of intersections before middle block (mid-block) as shown in Figure 1, dimensions of the configurations are shown in Table 2:</p> <ul style="list-style-type: none"> • Locate stops on the near-side of the intersection to accommodate pedestrians near a cross walk and to provide the bus driver more control of the bus as they make the stop and then proceed through the intersection • Locate stops on the far-side of the intersection to reduce interference where there is a high volume of turning vehicles and bus service is frequent. Far-side stops allow the bus to proceed through a green signal and make it easier for buses to re-enter traffic • Mid-block stops are located at a minimum of 60 m from intersections. Mid-block stops are applicable where large destinations justify high-volume access <p>Once a bus stop is established, stops should not be relocated unless transit service to the affected stop is removed or road re-construction/environmental changes require a change in stop location. Requests by residents, businesses, city staff or councilors to move established stops should be resisted. However, if a request is made and Transit Windsor deems it to be an acceptable move, the cost of moving the stop (sign, database, etc.) should be billed to the individual(s) requesting it. This cost will be determined on an individual basis, based on the conditions of the move as some moves may cost more than others.</p>

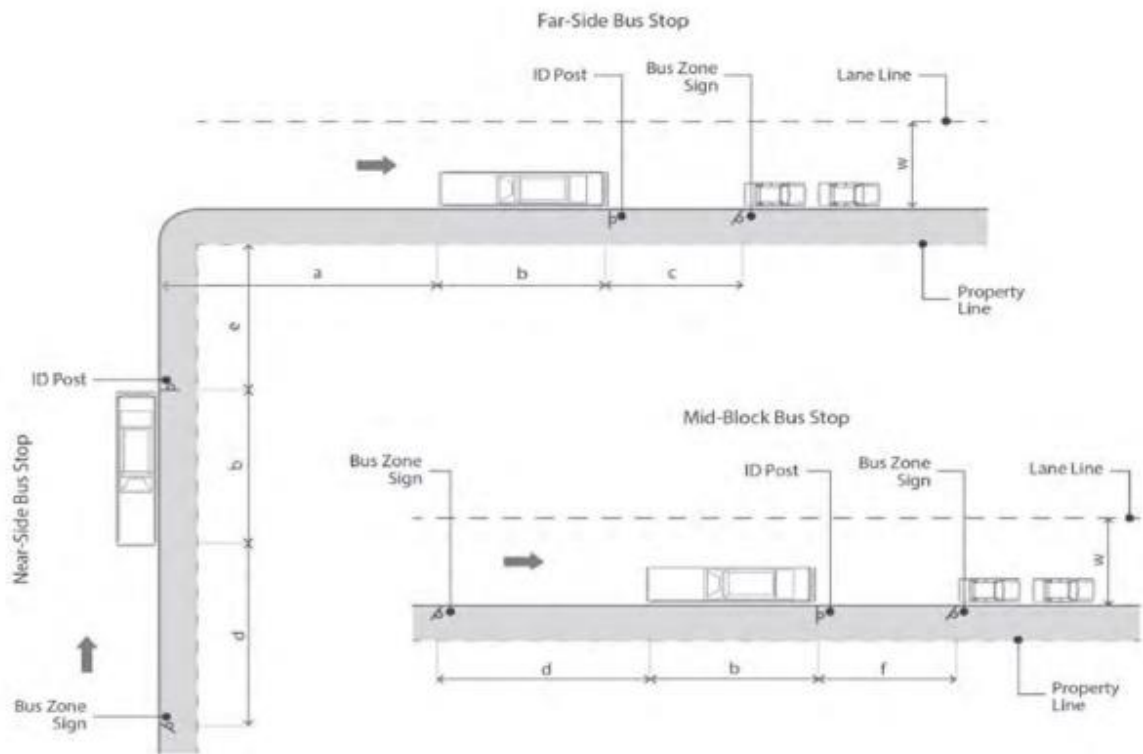


Figure 1 Far-Side, Near-Side and Mid-Block Configurations

Table 2 Far-Side, Near-Side and Mid-Block Bus Stop Dimensions from Figure 1

Type of Bus	Bus Length (b) (m/ft)	Far-Side Stop			Near-Side Stop		Mid-Block Stop		Width (w) (m/ft)
		Approach Movement	Corner Clearance (a) (m/ft)	Pull Out (c) (m/ft)	Pull In (d) (m/ft)	Corner Clearance (e) (m/ft)	Pull In (d) (m/ft)	Pull Out (f) (m/ft)	
Standard Bus	12.4 / 40	Right	12.3 / 40	7.7 / 25	18 / 59	Minimum 6 / 20	18 / 59	7.7 / 25	Minimum 6 / 20 Preferred 7 / 23
Articulated Bus	18.5 / 60	Left Through	15.9 / 52 6 / 20		21 / 69		21 / 69		

Notes:

1. A minimum clearance of 6 m (20 ft) between the stopped bus and a crosswalk, a flashing beacon, stop sign, traffic control signal located at the side of a roadway for near side stops.
2. The clearance distance between the crosswalk edge and the rear of the bus is to be 6 m (20 ft) for a bus making the through movement and 14m (46 ft) for a bus making the left-turn or right-turn movement.
3. For bus bays, an extra 3 m (10 ft) should be included at the stop for a standard/articulated bus to straighten out
4. Upstream from Pedestrian Crossover (PXO): at least 15 m (49 ft) (required) / 30 m (98 ft) (desirable)
5. Downstream from PXO: at least 10 m (33 ft) (required) / 15 m (49 ft) (desirable)

Placement of Bus Stops – Continued

Concerns

- Busses pulling out on to a narrow road
- Shared pedestrian traffic with cyclists
- reduced parking for condominiums
- Obstructed view for side streets turning on or off Radcliff Ave

Table 2 Far-Side, Near-Side and Mid-Block Bus Stop Dimensions from Figure 1

Type of Bus	Bus Length (b) (m/ft)	Far-Side Stop			Near-Side Stop		Mid-Block Stop		Width (w) (m/ft)
		Approach Movement	Corner Clearance (a) (m/ft)	Pull Out (c) (m/ft)	Pull In (d) (m/ft)	Corner Clearance (e) (m/ft)	Pull In (d) (m/ft)	Pull Out (f) (m/ft)	
Standard Bus	12.4 / 40	Right Left Through	12.3 / 40	7.7 / 25	18 / 59	Minimum 6 / 20	18 / 59	7.7 / 25	Minimum 6 / 20 Preferred 7 / 23
Articulated Bus	18.5 / 60		15.9 / 52 6 / 20		21 / 69		21 / 69		

Actual measurements of proposed bus stops from south to north on Radcliff Ave

	Approach Movement	Corner Clearance		Pull Out		Width (min)		Width (Preferred)	
		m	ft	m	ft	m	ft	m	ft
Requirement	Right	12.3	40	7.7	25	6	20	7	23
Stop 1	Right	14.7	48.4	7.8	25.5	4.3	14.25	4.3	14.25
Stop 2	Right	14.6	48	7.6	25	4.3	14.25	4.3	14.25
Stop 3	Right	15.7	51.7	7.5	24.6	4.3	14.25	4.3	14.25
Stop 4	Right	12.6	41.4	7.7	25.2	4.3	14.25	4.3	14.25
						1.7	5.75	2.7	8.75

Findings

Each stop measured met the spacing requirements (minimizing the elimination of parking where the stops are) but they are **not compliant** for road width by a range of **1.7 meters to 2.7 meters (5.75-8.75 ft)**.

This supports residents concerns that buses will be required to move into oncoming traffic due to the narrowness of the road.

Findings

Placement of Bus Stops – Continued

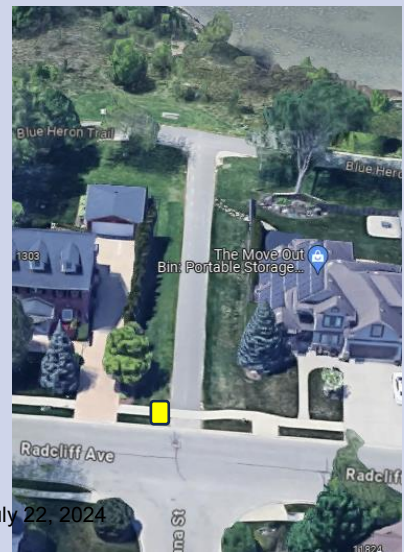
Further findings under the “note” section of the requirement.

Notes:

1. **A minimum clearance of 6 m (20 ft)** between the stopped bus and a crosswalk, a flashing beacon, stop sign, traffic control signal located at the side of a roadway for near side stops.

The proposed bus stop has been placed right at the cross walk/park entrance which is **not compliant** to the Design Standard.

Findings



Noncompliance Report Regarding Bus Route 335 – Radcliff Ave Portion

Title of Document Audited	Transit Windsor Route Infrastructure Planning and Design Guidelines	<i>Noncompliant</i>
Date of report	June 20, 2024	
Reported to:	Transit Windsor	City of Windsor
Author:	Mark Sementilli, CD, B.Eng Tech, MSc., CSME	

Section 2.4

Bus Stop Access Between Driveways

Requirement

Bus stops should be located away from driveways wherever possible to minimize conflicts between buses and vehicles using the driveways of adjacent properties. At locations where this cannot be avoided, the minimum requirements for the placement of a bus stop between two driveways can be found in Figure 24. The placement of a bus stop between access driveways is to be examined on a case-by-case basis. When locating a bus stop near a driveway the following should be considered:

- Type and spacing of access driveways near the bus stop
- Peak volume of traffic entering/exiting the access driveways
- Expected service level and customer boarding/alighting volumes at the bus stop
- Peak time of bus stop usage vs. the peak time of driveway traffic
- Adequacy of passenger waiting area at the bus stop
- Sight line requirements between customers walking to/from bus stop and drivers at the access
- Possibility that traffic queued at the driveway will affect the efficient operation of the bus stop
- Availability of alternative bus stop locations



Findings

Bus Stop Access Between Driveways – Continued

Sightlines and proximity to driveways is problematic at the east and west stops by Radcliff Ave and Savanna St.

West side stop



Findings

East Side Stop



Noncompliance Report Regarding Bus Route 335 – Radcliff Ave Portion

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Date of report	June 20, 2024	
Reported to:	Transit Windsor	City of Windsor
Author:	Mark Sementilli, CD, B.Eng Tech, MSc., CSME	

Section 6	Transit Road Design
Requirement	<p>It should be noted that the design objective is to provide bus operators with adequate opportunity to act and react safely in all traffic conditions, taking into account the design and performance characteristics of buses, particularly those critical in roadway design.</p> <p>If any minimum design standards are not met, one or a combination of the following scenarios may occur, <u>which may compromise public safety, transit efficiency and customer service</u>:</p> <ul style="list-style-type: none"> • <u>A bus may not be able to physically complete a certain maneuver without conflicting other traffic movement(s)</u> • <u>A bus operator may be forced to maneuver without adequate visibility of adjacent traffic</u> • Bus adherence to schedule may be delayed due to design deficiency • The mechanical parts of the bus may be damaged, increasing maintenance needs and affecting operational safety • The safety and comfort of the customers may be adversely impacted • The opportunity to provide bus customer facilities or bus stops may be limited.
Concerns	<ul style="list-style-type: none"> - Residents are concerned with the tight turn radii on and off Radcliff Ave at both Little River and McNorton St. - Winding turns (reason for previous petition) at Radcliff Ave and Little River. - Narrow street not wide enough accommodate bus traffic. - Busses will create visibility issues with oncoming vehicles or vehicles turning to and from adjoining streets.

Findings

Bus Stop Access Between Driveways – Continued

Safety Concern from Original Petition – blind spots, tight corners, obstructed views, need to move into oncoming traffic.

- Decision to run the bus on Radcliff Ave was reversed.
- Current schedule will have an even greater frequency than previous time the bus was tried, increasing the probability that an issue may arise.
- **No mitigation** has been provided by Transit Windsor to address this **safety concern**.

Findings



Several tight turn radii forcing bus or oncoming traffic into oncoming lanes.



Note:

There will be a greater impact by other vehicles such as school busses, garbage trucks and Condominium Services vehicles that park and use Radcliff Ave to access adjoining streets. This will inevitably drive the maximum width requirement or possibly even more.

Noncompliance Report Regarding Bus Route 335 – Radcliff Ave Portion

Title of Document Audited	Transit Windsor Route Infrastructure Planning and Design Guidelines	<i>Noncompliant</i>
Date of report	June 20, 2024	
Reported to:	Transit Windsor	City of Windsor
Author:	Mark Sementilli, CD, B.Eng Tech, MSc., CSME	

Section 6 Intersection Design

Requirement

The design of intersections should accommodate the required bus turning paths. The Design Vehicle selected should reflect the "worst case" condition for the types of vehicles, including buses, expected to operate on the specific route.

Figure 112 illustrates the vehicle path of a Standard Bus making a typical right-turn movement at an intersection and the associated design considerations for corner radii and entry/receiving lane widths. During the design of a new intersection or the evaluation of an existing one, critical vehicle turning paths and other site-specific characteristics should be taken into account when determining corner radii and entry/receiving lane widths.

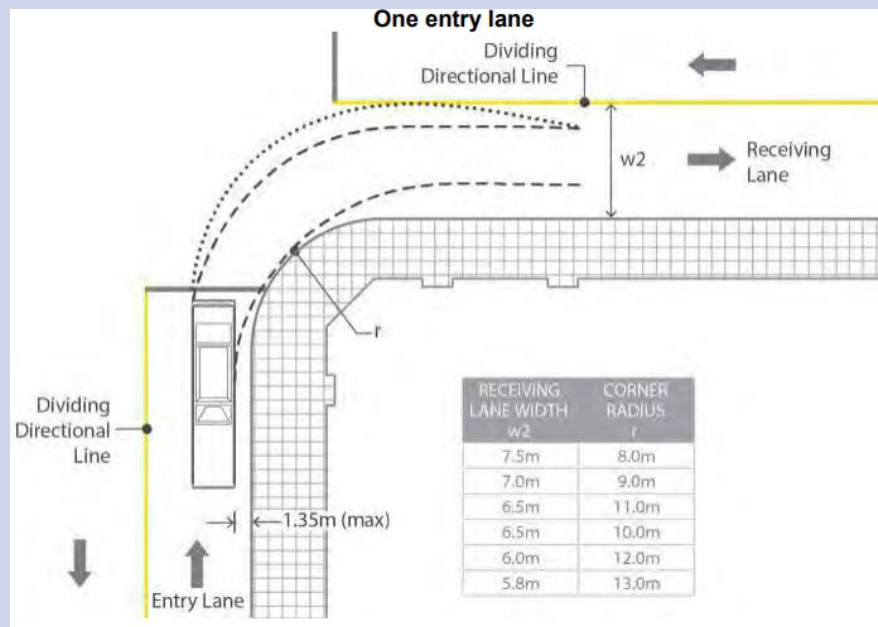
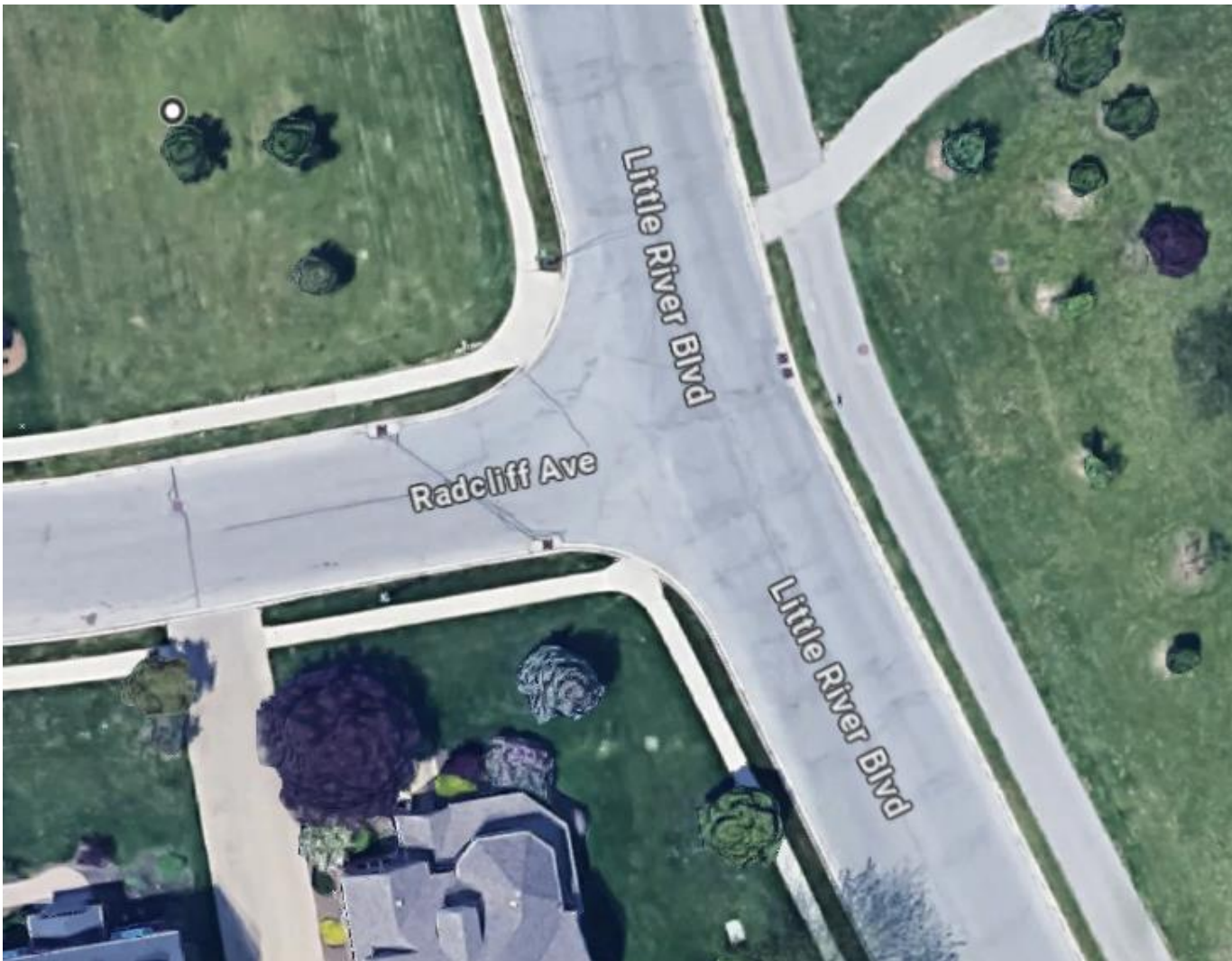


Figure 112 Diagram of Bus Turning Right at an Intersection; TRANSIT WINDSOR ROUTE INFRASTRUCTURE PLANNING AND DESIGN GUIDELINES

Concerns	<ul style="list-style-type: none"> - Residents are concerns with the tight turn radii on and off Radcliff Ave at both Little River and McNorton St. - Winding turns (reason for previous petition) at Radcliff Ave and Little River. - Narrow street not wide enough accommodate bus traffic. - Busses will create visibility issues with oncoming vehicles or vehicles turning to and from adjoining streets.
Concerns	<ul style="list-style-type: none"> - Residents are concerns with the tight turn radii on and off Radcliff Ave at both Little River and McNorton St. - Winding turns (reason for previous petition) at Radcliff Ave and Little River. - Narrow street not wide enough accommodate bus traffic. - Busses will create visibility issues with oncoming vehicles or vehicles turning to and from adjoining streets.



Findings

Bus Stop Radius is not compliant to Transit Windsor Design Criteria.....

As per section 6 of the Transit Windsor Design Guidelines, Radcliff Ave needs to have a receiving lane of **7 meters** and is currently **4.3 meters**. Busses turning from Little River onto Radcliff Ave must do so with **too tight a turn radius and is not compliant to the design criteria.**

Findings



RECEIVING LANE WIDTH w2	CORNER RADIUS r
7.5m	8.0m
7.0m	9.0m
6.5m	11.0m
6.5m	10.0m
6.0m	12.0m
5.8m	13.0m

Actual

w 4.3 m r 8.7 m
(w 14.16 ft) (r 28.52 ft)



TRANSIT WINDSOR

On Demand Transit Strategic Assessment

Final Report




September 2021 - 21-1745

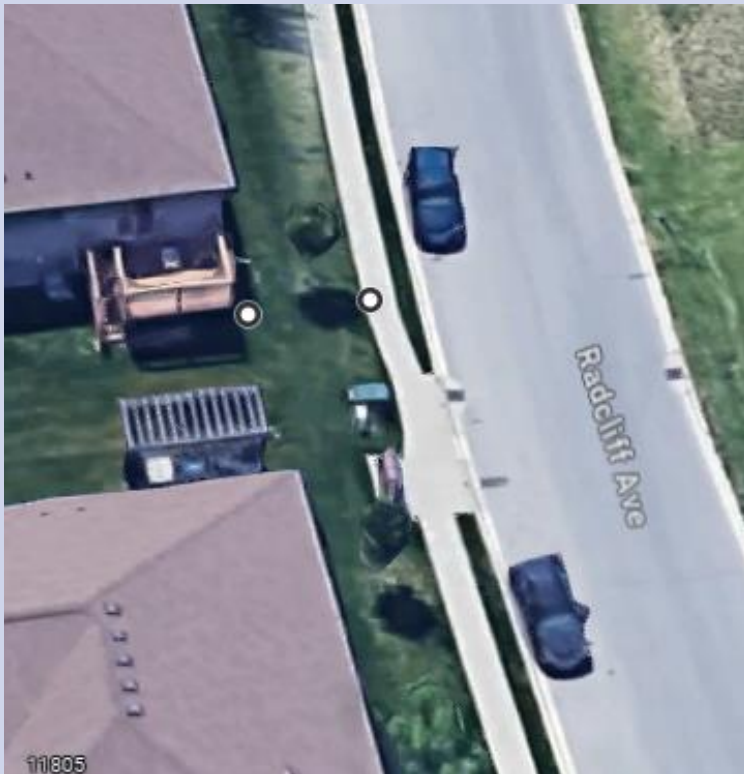
**Concerns raised contrary to
Section 2.3 of assessment.**

Noncompliance Report Regarding Bus Route 335 – Radcliff Ave Portion

Title of Document Audited	Dillion Consulting On Demand Transit Strategic Assessment	<i>Noncompliant</i>
Date of report	6/20/2024	
Reported to:	Transit Windsor	City of Windsor
Author:	Mark Sementilli, CD, B.Eng Tech, MSc., CSME	

Section 2.3	Community Impact
Requirement	Stop Locations: Avoid locations on residential property, where possible.
Concerns	<p>Privacy/Quality of Life</p> <ul style="list-style-type: none"> - Noise and vibration – people and pets - Loss of parking - Wellbeing of pets
Findings	<p>Houses on Radcliff Ave will have <u>stops 15 feet from houses</u> and side yards. This includes living spaces, bedrooms, backyard patios, decks, and pools.</p> <p><u>Currently</u> - no bus stops</p> <p><u>Impact</u> – potentially 34 occurrences daily at each stop</p> <ul style="list-style-type: none"> - all 4 eastside stops on Radcliff Ave - a staggering increase from no busses to 17 hours per day every 30 min - operational times 6 am to 11 pm weekdays, slightly reduced on weekends 

Findings



15 feet from house/deck/etc. to bus stop and loss of parking



No plans provided for Noise, Privacy or Vibration Abatement.

Condominium company requires access from Radcliff to maintain yards.

Note

Residents were contacted during a petition process, to date nobody on any of the streets has been notified by either Transit Windsor or The City of a bus stop being placed at their side yard. Additionally, nobody was aware this change was coming. Every person was made aware during the petition process.

Noncompliance Report Regarding Bus Route 335 – Radcliff Ave Portion

Title of Document Audited	Dillion Consulting On Demand Transit Strategic Assessment	<i>Noncompliant</i>
Date of report	6/20/2024	
Reported to:	Transit Windsor	City of Windsor
Author:	Mark Sementilli, CD, B.Eng Tech, MSc., CSME	

Section 2.3	Community Impact
Requirement	Reduce GHG Emissions: The service should operate efficiently, minimizing non-revenue vehicle time/kilometers where vehicles are contributing to traffic and GHG emissions. When possible, Transit Windsor will also consider the introduction of electric vehicles to the fleet.
Concerns	<ul style="list-style-type: none"> - increased traffic problems being added to a street where there is no interest for a route being added. - utilize roads that are more equipped to handle the bus - no communication with the neighborhood that this change was being proposed despite promises from Transit and the City after the last attempts - despite two failed attempts to try a bus on Radcliff, transit will try it once more with no mitigation to resident's past or current concerns.
Findings	<p>This will not minimize the non-revenue vehicle time/kilometers where vehicles are contributing to traffic and GHG emissions.</p> <p><u>Currently</u></p> <ul style="list-style-type: none"> - no request for service. Transit Master Plan did not survey or provide outreach to this area. - Radcliff Ave. (as well as Maitland) has had several traffic calming studies asking the City of Windsor for help. - recent fatality on Mc. Norton just before the turn onto Radcliff Ave which will be part of the new bus route. <p><u>Impact</u></p> <ul style="list-style-type: none"> - no favorable cost to benefit ratio to run this service on Radcliff Ave. - this will only exasperate an existing traffic problem. <p>Consolidated City Council Agenda - Monday, July 22, 2024 Page 103 of 128</p>

Findings	Continued
Findings	<p>The entire neighborhood was canvassed the week of April 8, 2024.</p> <p>With approximately <u>300 signatures</u>, there is almost zero interest for a bus on Radcliff Ave.</p> <p>No market surveys were completed for this change, the petition along with flyers made by the residents, was the first time people were finding out about this drastic change.</p> <p>Despite three previous requests for traffic calming, this proposed transit addition will increase traffic to Radcliff Ave contrary to the Dillion consulting recommendations.</p> <p>Proposed increased traffic due to bus: From no Bus to Every 30 minutes, 7 days per week Monday to Friday 6am to 11pm – 34 trips (17 hours per day) Sat 7 am to 11 pm – 32 trips (16 hours per day) Sun 8 am to 6:30 pm – 21 trips (With 4 bus stops along Radcliff, the following will be added: 223 trips down Radcliff 892 potential stops (braking noise and acceleration)</p> <p>This is a major impact with no supporting evidence from transit Windsor. The petition proves the opposite.</p> <p>This new route would turn Radcliff Ave into a pass through for Transit Windsor which is <u>not compliant</u> to this section of the Dillion Report.</p>
Note	<p><i>The petition included Radcliff Ave and all adjoining streets since Transit Windsor suggested (with no supporting documentation) that the townhomes wanted this change.</i></p> <p>Streets: Radcliff Ave, Derek St, Savanna St, Soloman St, Norbert St, Lakeview, Blair St, Cobblestone Crescent, Boulder Crescent, Rockland St, Maitland, Thistledown Ave, Duneshill Ave, Gatwick Ave</p>

Next Step/Opportunity/Possible Solutions

During the petition and outreach process people repeatedly questioned why more appropriate existing roads that travel North/South and also met turning radius and width requirements were not being considered.

Examples include:

Clover Ave. – Bus currently runs on the road.

- 34 ft wide road
- Greater turning radius on and off Clover Ave
- Forward facing homes with 32 ft set back for noise and privacy
- No impact to park

Banwell Ave

- Four lanes vs two
- Greater turning radius on and off Banwell Ave
- Limited residential – condominiums
- No impact to park.

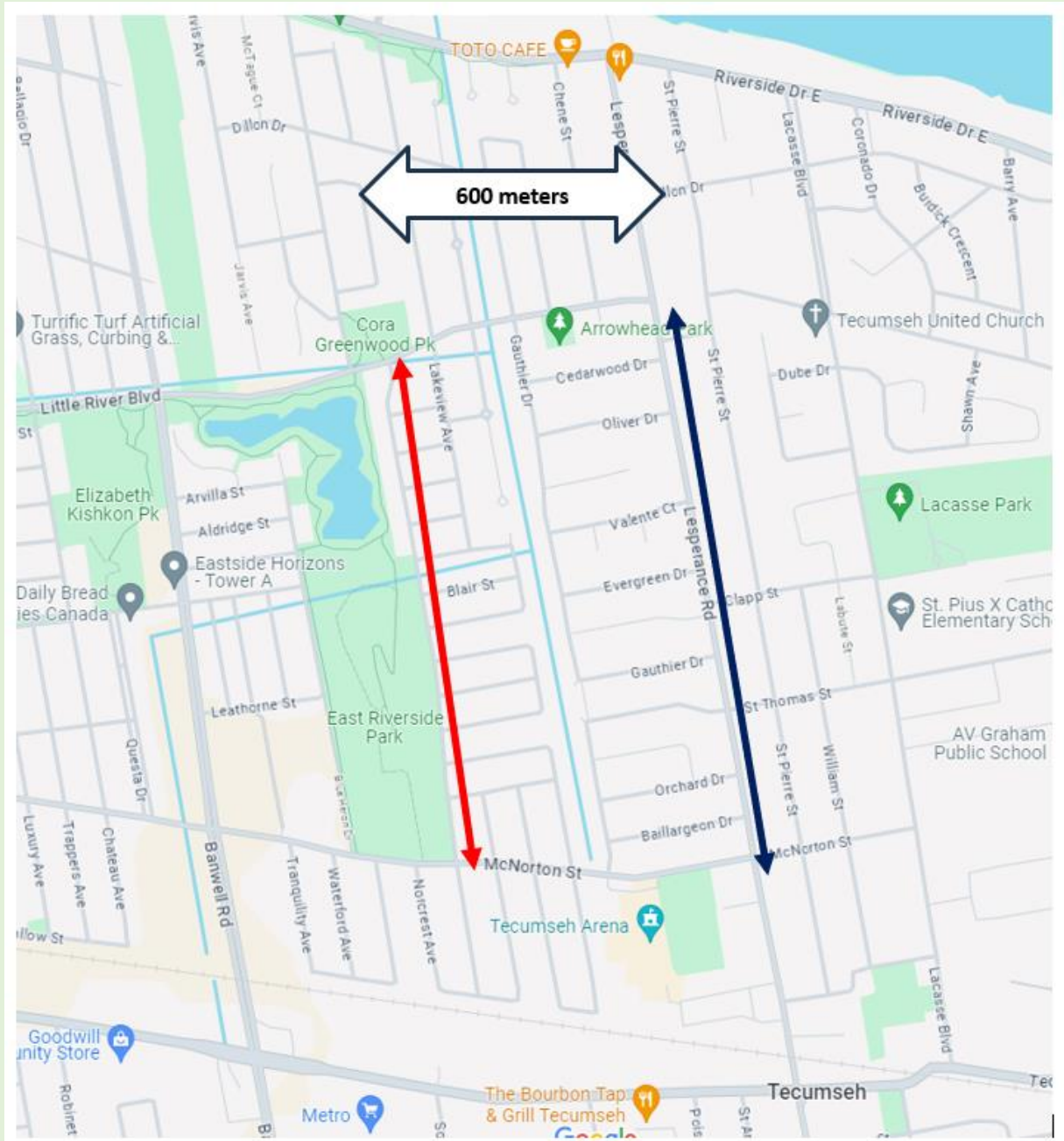
Chateau Ave

- 34 ft wide road
- Greater turning radius on and off Clover Ave
- Forward facing homes with 32 ft set back for noise and privacy
- No impact to park

Next Step/Opportunity/Possible Solution - Lesperance Rd.

During this outreach another North/South road that was continuously questioned was Lesperance Rd. in Tecumseh.

Only 600 meters away.



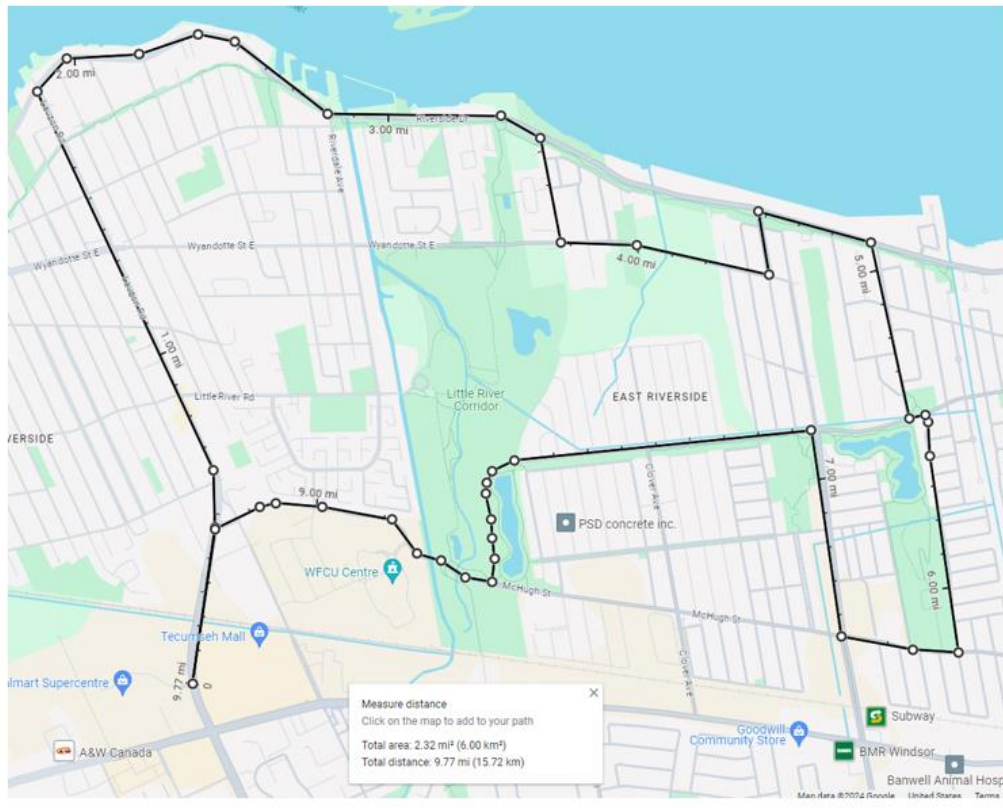
Overview

A 600 meter shift to Lesperance equals:

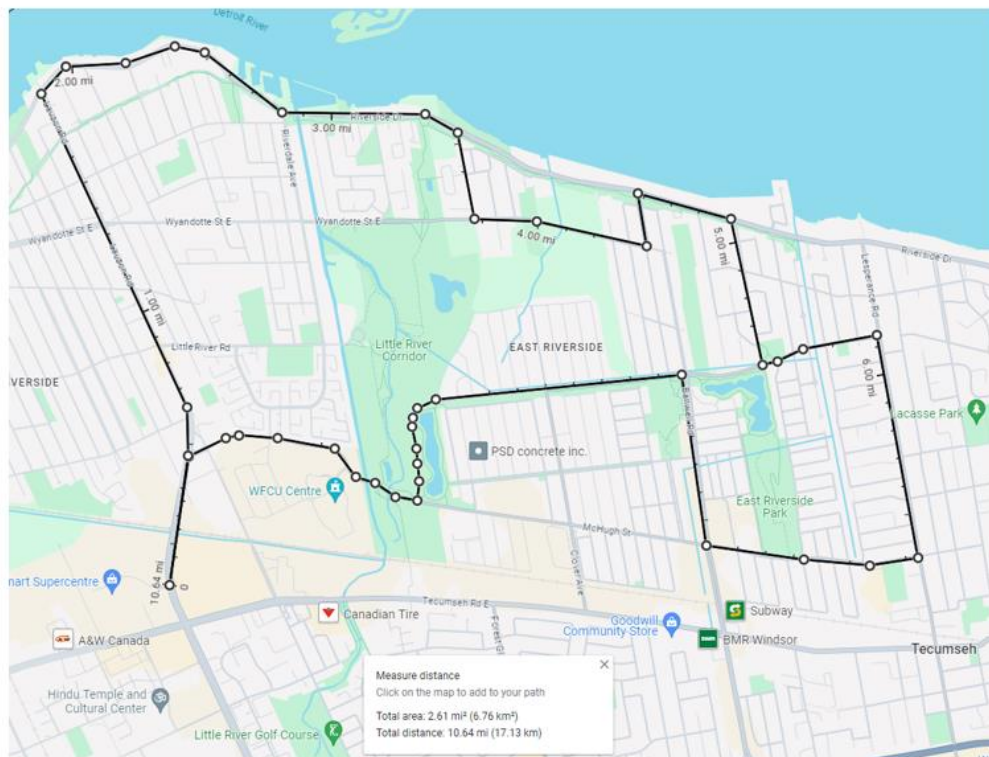
- Potential increase in ridership of 1500 houses within a 400 meter radius to the bus route.
- Regional connection of up to **9000 homes in Tecumseh** beyond what was identified for this route.
- Connect Students and Seniors to St. Clair College and University of Windsor
- Connect L'Essor Secondary School (boundary extends into East Windsor) to Windsor, schoolboard can be less reliant on School Busses.
- Connect Tecumseh to WFCU
- Connect Tecumseh to Tecumseh Mall
- Informal conversation with Tecumseh, there would be an interest in pursuing this model.

This small shift from Radcliff Ave to Tecumseh is truly a regional connection that will happen 7 days a week and roughly 6 am to 11 pm.

Next Step/Opportunity/Possible Solution



Total Distance
15.75 km



Total Distance
17 km

An 8% increase in distance equals an opportunity increase of 9000 homes and regional connection

Summary of finding

The following is a summary of findings in the report, compered to another local road where the bus is being removed.

Issue	Radcliff Ave	Clover Ave	Note
Meets Windsor Transit Design Route Infrastructure Planning and Design Guidelines.	No	Yes	Sections 1, 1.1, 2.1, 2.4, 6 and 6.3 are not met for Radcliff Ave.
- Road Width	28.5 ft	38 ft	Radcliff does not meet Transit Windsor Design Criteria for road width (Section 6.3) Too narrow by a range of 2ft to 4ft.
- Spacing of Stops	Does not meet	Yes	As per section 1 - excessive number of stops have been planned for Radcliff which contradicts efficiency guidelines.
- Bus Stops (Location)	Does not meet	Yes	As per section 2.1 - width of the Radcliff Ave to support these stops is too narrow .
- Cross walks and Line of Sight	No	Yes	As per section 2.1 - Radcliff does not meet the criteria. There are currently two park entrances with no crosswalks, one park entrance does not have proper clearance from the bus stop to the cross walk, line of sight issues at some of the stops.
- Transit road design	Does not meet	Yes	Radcliff does not meet section 6 - Several tight turn radii forcing bus or oncoming traffic into oncoming lanes.
- Intersection design	Does not meet	Yes	As per section 6 of the Transit Windsor Design Guidelines, Radcliff Ave needs to have a receiving lane of 7 meters and is currently 4.3 meters . Busses turning from Little River onto Radcliff Ave must do so with too tight a turn radius and is not compliant to the design criteria. Safety - does not meet design criteria.
Meets Dillion Consulting – On Demand Transit Strategic Assessment	No	Yes	Community Impact (section 2.3) Stop Locations: Avoid locations on residential property, where possible.
- Bus Stops (Proximity to houses - location)	Side yard	Front	Reduction in Quality of Life. Privacy and noise.
- Bus Stops (Proximity to houses - distance)	15 ft	32 ft	Reduction in Quality of Life. Privacy and noise.
- Yellow line to separate traffic	Not possible	Yes	Will require bus to move into oncoming lane.
- Traffic light at major intersections	No	Yes	Known safety issues
Meets Transit Windsor Master Plan	Does not meet	Yes	3.3 Mission of the Master plan Safe – This speaks to a service that emphasizes the safety of its customers, employees, and any other roadway user or traveler driving, cycling, or walking near or in potential conflict with the transit vehicles Risk Assessment - no mitigation provided
- Outreach and Consultation	Does not meet	NA	No prior consultation was provided to residents of Radcliff Ave. No community feedback is being accepted.
Meets Master Environmental Plan	No	NA	Goes against several points in the plan. No assessment has been completed . Impact to East Riverside Park/Urban woodland and trails.
Other Observations			
Lane Separation	No	Yes	No road separation lines and parked cars - forces vehicles to move into opposite lane. 3.3 Mission of the Master plan Risk Assessment - no mitigation provided
Elimination of Parking	Yes	No	Reduction of parking on Radcliff Ave
No Community Mailbox cut ins	No	NA	3.3 Mission of the Master plan Risk Assessment - no mitigation provided

Sources

Risk Assessment

Federal Transit Administration- Safety Risk Assessments Matrices for Bus Transit Agencies

[Sample Safety Risk Assessment Matrices for Bus Transit Agencies | FTA \(dot.gov\)](#)

Engineering standards and design guidelines and sources:

TRANSIT WINDSOR ROUTE INFRASTRUCTURE PLANNING AND DESIGN GUIDELINES

Transit Windsor More Than Transit: 2019 Transit Master Plan

Translink – Bus Infrastructure Design Guidelines

[Microsoft Word - BIDG - September 2018 v46 \(translink.ca\)](#)

National Association of City Transportation Officials (NACTO) Urban Street Design Guide

American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets (Green Book)

Institute of Transportation Engineers (ITE) Traffic Engineering Handbook

Safety Risk Assessment Register - Radcliff Ave

Identification							Initial Safety Risk Rating			Further Mitigation Action	Revised Safety Risk Index		Mitigation Owner and Implementation Date		
Hazard	Hazard Type	Identification Date	Identification Source	Analysis Date	Worst Possible, Worst Credible, or Most Common Potential Consequence(s)	Existing Mitigation(s)	Severity of Consequences	Likelihood of Consequences	Safety Risk Index	Further Mitigation Action	Revised Safety Risk Index	Revised Safety Risk Index Date	Department Responsible for Mitigation	Estimated Implementation Date	Contact Person
Bus turning Northbound onto Radcliff Ave	Technical - Operational	2/1/2024	Residential safety reporting. Previous petition raised by residence.	02/01/24	Bus crosses into oncoming lane due to parked cars and nonstandard width roadway and there is a head-on collision . > Radius of turn nonstandard for single lane turning onto single lane. > Bus could have to complete turn in oncoming lane. > Radcliff Ave is too narrow to accommodate busses, two way traffic and parked cars 28.5 ft is below design standards) > No yellow divide line to separate traffic > No traffic light at an identified high traffic area > No defined stop line from Radcliff Ave onto McNorton	No mitigations (administrative only) - Training, SOP and handling of transit driver only. - new condition - Does not meet design guidelines or best practices (TRANSIT WINDSOR ROUTE INFRASTRUCTURE PLANNING AND DESIGN GUIDELINES, NACTA or Translink)	1 (Catastrophic)	A (Frequent) - once ever hour, hundreds of times per month	1A (Unacceptable under the existing circumstances)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	Remains 1A				
Car turning Northbound onto Radcliff Ave	Technical - Operational	2/1/2024	Residential safety reporting. Previous petition raised by residence.	02/01/24	Car crosses into oncoming lane due to parked cars and nonstandard width roadway resulting in head-on collision with Bus. > Radius of turn nonstandard for single lane turning onto single lane. > Bus could have to complete turn in oncoming lane. > No yellow divide line to separate traffic > No traffic light at an identified high traffic area > No defined stop line from Radcliff Ave onto McNorton	No existing mitigations (administrative only) - existing condition but increased frequency and severity by adding Transit	1 (Catastrophic)	A (Frequent) - once ever hour, hundreds of times per month	1A (Unacceptable under the existing circumstances)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	Remains 1A				
Bus stops	Technical - Operational	2/1/2024	Residential safety reporting.	2/1/2024	Bus enters oncoming lane to clear parked cars in front of bus stop - head-on collision . > No yellow divide line to separate traffic > Radcliff Ave is too narrow to accommodate busses, two way traffic and parked cars 28.5 ft is below design standards) > History of collisions and traffic calming issues	No mitigations (administrative only) - Training, SOP and handling of transit driver only. - new condition - Does not meet design guidelines or best practices (TRANSIT WINDSOR ROUTE INFRASTRUCTURE PLANNING AND DESIGN GUIDELINES, NACTA or Translink)	1 (Catastrophic)	A (Frequent) - once ever hour, hundreds of times per month	1A (Unacceptable under the existing circumstances)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	Remains 1A				
Bus stops	Technical - Operational	2/1/2024	Residential safety reporting.	2/1/2024	Bus creates visibility issues for pedestrians trying to cross road. - On coming vehicle collision with pedestrians > no stops signs or cross walks > two park entrances and sledding usage	No mitigations (administrative only) - Training, SOP and handling of transit driver only. - new condition - Does not meet design guidelines or best practices (TRANSIT WINDSOR ROUTE INFRASTRUCTURE PLANNING AND DESIGN GUIDELINES, NACTA or Translink)	1 (Catastrophic)	A (Frequent) - once ever hour, hundreds of times per month	1A (Unacceptable under the existing circumstances)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	Remains 1A				
Bus stops	Technical - Operational	2/1/2024	Residential safety reporting.	2/1/2024	Bus along with parked cars creates visibility restrictions when Turing onto Radcliff Ave from various side streets. - On coming vehicle collision or collision with pedestrians	No mitigations (administrative only) - Training, SOP and handling of transit driver only. - new condition - Does not meet design guidelines or best practices (TRANSIT WINDSOR ROUTE INFRASTRUCTURE PLANNING AND DESIGN GUIDELINES, NACTA or Translink)	1 (Catastrophic)	A (Frequent) - once ever hour, hundreds of times per month	1A (Unacceptable under the existing circumstances)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	Remains 1A				
Bus stops	Technical - Operational	2/1/2024	Residential safety reporting.	2/1/2024	Cars passing stopped busses trying to turn right or passing, colliding with the bus as the bus pulls out of the stop.	No mitigations (administrative only) - Training, SOP and handling of transit driver only. - new condition - Does not meet design guidelines or best practices (TRANSIT WINDSOR ROUTE INFRASTRUCTURE PLANNING AND DESIGN GUIDELINES, NACTA or Translink)	1 (Catastrophic)	A (Frequent) - once ever hour, hundreds of times per month	1A (Unacceptable under the existing circumstances)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	Remains 1A				
Bus stops	Technical - Operational	2/1/2024	Residential safety reporting.	2/1/2024	Side walk maintenance and snow removal. - sidewalks maintained by condo company, will condo company maintain? - Slip and fall	If existing snow removal service not established with condo company. No snow removal.	3 (Marginal)	B (Probable) - existing condition, frequency and probability increases slightly.	3B (Acceptable based upon mitigations)	Assumption Condo company will continue snow removal service of sidewalks.	4C (Acceptable)				

Bus turning Southbound onto Radcliff Ave - turning from Little River Rd.	Technical - Operational	2/1/2024	Residential safety reporting. Previous petition raised by residence.	02/01/24	Bus crosses into oncoming lane due to nonstandard width roadway and winding section resulting is a head-on collision . > Radius of turn nonstandard for single lane turning onto single lane. > Bus could have to complete turn in oncoming lane. > Radcliff Ave is too narrow to accommodate busses, two way traffic and two sections of curves (28.5 ft is below design standards) > No yellow divide line to separate traffic > No traffic light > No defined stop line from Radcliff Ave onto McNorton	No mitigations (administrative only) - Training, SOP and handling of transit driver only. - new condition - Does not meet design guidelines or best practices (TRANSIT WINDSOR ROUTE INFRASTRUCTURE PLANNING AND DESIGN GUIDELINES, NACTA or Translink)	1 (Catastrophic)	A (Frequent) - once ever hour, hundreds of times per month	1A (Unacceptable under the existing circumstances)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	Remains 1A				
Bus turning Southbound onto Radcliff Ave - turning from Little River Rd.	Technical - Operational	2/1/2024	Residential safety reporting. Previous petition raised by residence.	02/01/24	Potential of head-on collision due to Bus being struck by oncoming traffic. Oncoming traffic crosses into oncoming lane due to parked cars, nonstandard width roadway and winding road. > Radius of turn nonstandard for single lane turning onto single lane. > Bus could have to complete turn in oncoming lane. > Radcliff Ave is too narrow to accommodate busses, two way traffic and parked cars 28.5 ft is below design standards) > No yellow divide line to separate traffic > No traffic light at an identified high traffic area > No defined stop line from Radcliff Ave onto McNorton	No mitigations (administrative only) - Training, SOP and handling of transit driver only. - new condition - Does not meet design guidelines or best practices (TRANSIT WINDSOR ROUTE INFRASTRUCTURE PLANNING AND DESIGN GUIDELINES, NACTA or Translink)	1 (Catastrophic)	A (Frequent) - once ever hour, hundreds of times per month	1A (Unacceptable under the existing circumstances)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	Remains 1A				
Car turning Southbound onto Radcliff Ave	Technical - Operational	2/1/2024	Residential safety reporting. Previous petition raised by residence.	02/01/24	Car crosses into oncoming lane due to parked cars and nonstandard width roadway resulting in head-on collision with Bus. > Radius of turn nonstandard for single lane turning onto single lane. > Bus could have to complete turn in oncoming lane. > No yellow divide line to separate traffic > No traffic light at an identified high traffic area > No defined stop line from Radcliff Ave onto McNorton	No existing mitigations (administrative only) - existing condition but increased frequency and severity by adding Transit	1 (Catastrophic)	A (Frequent) - once ever hour, hundreds of times per month	1A (Unacceptable under the existing circumstances)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	Remains 1A				
Bus Traveling Southbound	Technical - Operational	2/1/2024	Residential safety reporting.	02/01/24	Car crosses into oncoming lane due to parked cars and nonstandard width roadway resulting in head-on collision with Bus. > No yellow divide line to separate traffic > Radcliff Ave is too narrow to accommodate busses, two way traffic and two sections of curves (28.5 ft is below design standards)	No existing mitigations (administrative only) - existing condition but increased frequency and severity by adding Transit - Does not meet design guidelines or best practices (TRANSIT WINDSOR ROUTE INFRASTRUCTURE PLANNING AND DESIGN GUIDELINES, NACTA or Translink)	1 (Catastrophic)	A (Frequent) - once ever hour, hundreds of times per month	1A (Unacceptable under the existing circumstances)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	Remains 1A				
Other factors															
School bus route	Technical - Operational	Date	Employee safety reporting	Date	Collision likelihood increases due to road being too narrow, with transit, two way traffic and parked cars.	No mitigations (administrative only) - Training, SOP and handling of transit driver only. - new condition - Does not meet design guidelines or best practices (TRANSIT WINDSOR ROUTE INFRASTRUCTURE PLANNING AND DESIGN GUIDELINES, NACTA or Translink)	1 (Catastrophic)	A (Frequent) - daily during school season	1A (Unacceptable under the existing circumstances)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	Remains 1A	N/A	N/A	N/A	N/A
School bus route - no crosswalks	Technical - Operational	2/1/2024	Residential safety reporting.	2/1/2024	Bus creates visibility issues for pedestrians trying to cross road. - On coming vehicle collision with pedestrians > no stops signs or cross walks > two park entrances and sledding usage	No mitigations (administrative only) - Training, SOP and handling of transit driver only. - new condition - Does not meet design guidelines or best practices (TRANSIT WINDSOR ROUTE INFRASTRUCTURE PLANNING AND DESIGN GUIDELINES, NACTA or Translink)	1 (Catastrophic)	A (Frequent) - daily during school season	1A (Unacceptable under the existing circumstances)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	Remains 1A				

Maintenance Crews - condos on sideroads	Technical - Operational	2/1/2024	Residential safety reporting.	2/1/2024	Bus creates visibility and Collison issues for maintenance crews that park and use equipment along Radcliff to service all the condos on the sideroads. Crews will be working around Mid Stop Bus Stops- On coming vehicle collision with pedestrians, workers, equipment, bus stop interaction with lawn cutting tractors.	No mitigations (administrative only) - Training, SOP and handling of transit driver only. - new condition	1 (Catastrophic)	P (Probable) - once per week during lawn care months.	1B (Unacceptable under the existing circumstances)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	Remains 1B				
Animal Crossing to Blue Heron Park	Technical - environment	2/1/2024	Residential safety reporting.	2/1/2024	Bus creates increased traffic flow along with visibility and Collison issues for existing wildlife. - Collision is with wildlife but could be on occasion lead to motor vehicle or pedestrian collision.	No mitigations (administrative only) - Training, SOP and handling of transit driver only. - existing condition that will increase	4 (Negligible)	A (Frequent) - once ever hour, hundreds of times per month	4B (Acceptable based upon mitigations)	No mitigations present by Windsor Transit or the City of Windsor. Cannot rescore.	4B (Acceptable based upon mitigations)				

Sample Safety Risk Matrix and Likelihood and Severity Tables

Likelihood of Occurrence of the Consequence		
<i>Qualitative Definition</i>	<i>Meaning</i>	<i>Value</i>
Frequent	Likely to Occur Frequently ($>10^{-1}$)	A
Probable	Likely to Occur Several Times ($<10^{-1}$ but $>10^{-3}$)	B
Occasional	Likely to Occur Sometime ($<10^{-3}$ but $>10^{-6}$)	C
Remote	Very Unlikely to Occur ($<10^{-6}$ but $>10^{-8}$)	D
Improbable	Almost inconceivable that the event will occur ($<10^{-8}$)	E

Severity of the Consequence		
<i>Definition Category</i>	<i>Meaning</i>	<i>Value</i>
Catastrophic	Could result in one or more of the following: death, permanent total disability, irreversible significant environmental impact or monetary loss equal to or exceeding \$10M.	1
Critical	Could result in one or more of the following: permanent partial disability, injuries or occupational illness that may result in hospitalization of at least three personnel, reversible significant environmental impact, or monetary loss equal to or exceeding \$1M but less than \$10M.	2
Marginal	Could result in one or more of the following: injury or occupational illness resulting in one or more lost work day(s), reversible moderate environmental impact, or monetary loss equal to or exceeding \$100K but less than \$1M.	3
Negligible	Could result in one or more of the following: injury or occupational illness not resulting in a lost work day, minimal environmental impact, or monetary loss less than \$100K.	4

Risk Assessment Matrix				
<i>Likelihood</i>	<i>Severity</i>			
	1 (Catastrophic)	2 (Critical)	3 (Marginal)	4 (Negligible)
A (Frequent)	1A	2A	3A	4A
B (Probable)	1B	2B	3B	4B
C (Occasional)	1C	2C	3C	4C
D (Remote)	1D	2D	3D	4D
E (Improbable)	1E	2E	3E	4E

Risk Assessment Matrix Color Code	
<i>Tolerability" based on identified severity and likelihood</i>	
	Unacceptable under the existing circumstances.
	Acceptable based upon mitigations.
	Acceptable with senior management approval.

*Numbers provided for illustrative purposes only

Dear Sirs and Madam's

We are writing to express our strong opposition to the proposed housing development in our Neighbourhood. While we understand the need for affordable housing in our city, we believe that this project would have a detrimental impact in our community.

First and foremost the proposed development is simply too large for our area. The increase in population density would put a strain on our already overburdened infrastructure, leading to increased traffic congestion, noise pollution, and strain on our public services.

Furthermore, the type of housing being proposed is simply not in keeping with the character of our neighbourhood. This development would bring in a large number of low-income residents. Which could lead to increased crime rates and other negative social effects. It would also dramatically alter the aesthetic of our area, replacing the existing greenery and open spaces with a monolithic, high density housing complex.

Subject: FW: Item 8.15 - Official Plan Amendment to Facilitate Additional Changes to Streamline the Development Approval Process OPA 179 [OPA/7166] City Wide

From: Lingard, Norman <norman.lingard@bell.ca>

Sent: Tuesday, July 16, 2024 10:04 AM

To: clerks <clerks@citywindsor.ca>

Subject: Item 8.15 - Official Plan Amendment to Facilitate Additional Changes to Streamline the Development Approval Process OPA 179 [OPA/7166] City Wide

Good morning,

Bell Canada thanks you for the continued opportunity to participate in the City of Windsor's review process to streamline the OPA.

About Bell Canada

Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. The Bell Canada Act, a federal statute, requires that Bell supply, manage and operate most of the trunk telecommunications system in Ontario. Bell is therefore also responsible for the infrastructure that supports most 911 emergency services in the Province. The critical nature of Bell's services is declared in the Bell Canada Act to be "for the general advantage of Canada" and the Telecommunications Act affirms that the services of telecommunications providers are "essential in the maintenance of Canada's identity and sovereignty."

Provincial policy further indicates the economic and social functions of telecommunications systems and emphasizes the importance of delivering cost-effective and efficient services:

- The 2020 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).
- Section 1.7.1 I) of the 2020 PPS recognizes that "efficient and coordinated telecommunications infrastructure" is a component of supporting long-term economic prosperity.
- We note that the definition of infrastructure in the 2020 PPS is inclusive of communications / telecommunications, which is indicative of the importance in providing efficient telecommunications services to support current needs and future growth (Section 1.6.1).
- Furthermore, the 2020 PPS states that infrastructure should be "strategically located to support the effective and efficient delivery of emergency management services" (Section 1.6.4), which is relevant to telecommunications since it is an integral component of the 911 emergency service.

To support the intent of the Bell Canada Act and Telecommunications Act and ensure consistency with Provincial policy, Bell Canada has become increasingly involved in municipal policy and infrastructure initiatives. We strive to establish partnerships which allow for a solid understanding of the parameters of Bell's infrastructure and provisioning needs and the goals and objectives of the municipality related to utilities.

Comments on the Official Plan Amendment 179

To facilitate the provisioning of Bell's infrastructure, we appreciate the Municipality's continued support in ensuring that sufficient notice and time to comment on planning applications are provided, particularly for Draft Plan of Condominium, Draft Plan of Subdivision and Site Plan Control/Approval. This ensures an understanding by applicants of Bell's conditions and provisioning requirements.

Bell would also emphasize that receiving engineering and servicing/utility plans/drawings, as soon as possible in the process, assists in the development and expedition of our provisioning plan. As a result, we would strongly recommend that this consideration be highlighted in any pre-circulation/consultation meetings with prospective applicants. This will assist Bell in providing comments and clearance letters in an efficient manner, assisting the

Municipality in meeting approval times. Such drawings should be submitted to: planninganddevelopment@bell.ca by the applicant/their agents.

Future Involvement

We would like to thank you again for the opportunity to comment, and would request that Bell continue to be circulated on any future materials and/or decisions released by the City in relation to this initiative. Please forward all future documents to circulations@wsp.com and should you have any specific questions, please contact the undersigned.

Yours truly,

Norm Lingard
Senior Consultant – Municipal Liaison
Network Provisioning
norman.lingard@bell.ca | ☎ 365.440.7617



Please note that WSP operates Bell Canada's development, infrastructure and policy tracking systems, which includes the intake and processing of municipal circulations. However, all responses to circulations and requests for information will come directly from Bell Canada, and not from WSP. WSP is not responsible for the provision of comments or other responses.

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From: Osama Ragheb
Sent: Monday, July 15, 2024 10:12 AM
To: Vacheresse, Christina <cvacheresse@citywindsor.ca>
Cc: clerks <clerks@citywindsor.ca>
Subject: Re: Delegate Confirmation - July 22, 2024 - Item 8.17

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Hi Christina

The following points i would like to bring to your attention:

The subject development will bring down neighborhood value by creating a non-confirming development that does not meet the standards of the city of windsor and have severe violations as follows:

- 1) the 27 units are all connecting through a crescent, which by standards definition is a moon like road that no other roads connect to, this is like building an apartment building which its main exit is to a crescent !.
- 2) crescent roads are 7.4 width while local roads shall be 8.6, using spago crescent as a local road is in complete violation of standards.
- 3) the traffic impact study was tailored to have the traffic count at the time where schools are closed. It is well known that this is low peak of traffic not the high peak of traffic. The traffic study is not presenting the actual conditions.
- 4) the traffic impact study suggests that widening of Zurich and new right lane to be introduced, there are no indications that this is possible as the main design is for a quiet neighborhood.
- 5) the traffic impact study states it clearly that the new development at 3930 and 3950 6th concession is not accounted for.
- 6) I and all the people who bought their houses in Spago Crescent have paid a premium to buy in a crescent with detached house zoning, changing the crescent to a busy street and introducing this inconsistency in the type of buildings has a harm to all neighbours and declines the value of [our property](#). This constitutes a violation for the Tort law.
- 7) the traffic study does not consider the future expansion and requirements for transit Windsor and current location of bus stops that serve the community.
- 8) The current main access for the subject development area is from 6th concession road, it is not understood why the City would even consider a change that will impact all the neighborhood traffic pattern when maintaining the access is possible from 6th concession road. It is understood that it reflects the developer's interest, however, it is in conflict with the current accepted situation and in conflict with neighbors' interest as well as in conflict with the standards.

Thanks
Osama

To: The City of Windsor Mayor, Drew Dilkins and Councilors
Re: Proposed Townhome Development at 4170 & 4190 6th Concession Road
(Ward 9 between Spago Crescent & Holburn- Walker Gates and North Roseland area)

Item 8.17 - Written Submission

On July 2, 2024, I attended the Development and Heritage Committee and expressed my concerns about this proposal that was put together over time by city planners and developers. Severing two lots to accommodate 27 townhomes will create a new subdivision within an existing established subdivision. The city planner admitted that with the ADU provision there is a possibility of 81 residences being created on an area that is currently identified as two city lots.

Also, a new street will be added that will directly affect 5 homes on Holburn, 34 homes on Zurich and 65 homes on Spago Crescent. An on-site visit will quickly bring your attention to parking, pedestrian walking and cycling safety concerns.

The amendments to allow the proposed development was approved by a **4-2 vote** in the July 2nd meeting.

This '**site specific**' and '**special privilege**' proposal far exceeds provincial guidelines requiring amendments to the current official city plan, and bylaws that were carefully thought out by protecting established neighbourhoods, while identifying viable opportunities to accommodate housing demands. This has been a mainstay in policy implementation. The approved ***Housing Solutions Made for Windsor*** plan was approved with an 8-2 margin as recently as December 2023. This vote took courage, and the rationale is sound:

"Mayor Dilkins and City Council remain committed to vital public consultation to help ensure that any development undertaken throughout this process is complementary to and respectful of the integrity of established neighbourhoods and the quality of life for residents while also benefiting surrounding areas of the community."

To answer the question as to why I would be concerned living at 910 Ducharme - because this proposal cannot be considered in isolation as it is one of the **many** densification projects in the works impacting the 6th Concession corridor. Numerous concerns have been expressed that will have a detrimental impact to every homeowner and resident within a 2 km radius. In short, the **public consultation** that has taken place so far has not provided any evidence that there is public agreement to support this proposal.

The developer's studies gloss over and contradict 'lived experience'. As well the environmental data presented in the **2016 Dillon Consulting Report** was completely ignored:

"Other key issues **identified by the City and localized concerns from residents** addressed by this Class EA study includes:

- The lack of active transportation facilities (discontinuous sidewalks, enhanced cycling, and transit accommodations).
- Traffic control issues at Ducharme Street and Sixth Concession Road intersection.
- Speed and traffic volume concerns.
- Non-compliance to stop controls and left turn restrictions (pork chop islands) on Sixth Concession Road.
- Drainage issues/rural cross sections upgraded to urban cross sections.
- Concerns that **any changes** will encourage cut-through traffic into Old Roseland neighbourhood, west of Sixth Concession Road.

These identified problems remain in 2024. Due to budget constraints work is being done as recommended by the Dillon Report in phases beginning with North Talbot adjacent to Southwood Lakes. **The investment needed on the 6th Concession corridor** has **NOT** begun – the six-foot ditch still exists, there are no sidewalks or cycling paths, and cut-through traffic has increased ... yet providing more housing in this area of the city has taken precedence.

Putting the cart before the horse is **not** good planning. The overwhelming majority of residents are vehemently opposed to this particular densification development that recommends a series of townhomes at this location - situated in the middle of established single-family homes.

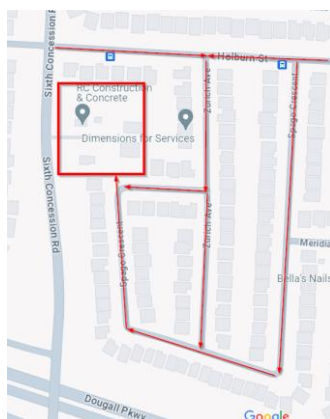
Opposition was not taken seriously citing '**risk concerns to the City of Windsor**' and '**not associated risks to the people who will be impacted**'. In my opinion the outcome from the July 2nd meeting was clearly predetermined as our own Ward 9 Councilor Kieran McKenzie defended the proposal rather than the constituents he represents. Considerable frustration has been evident especially with respect as to why access **must** be given via Holburn thru Zurich & Spago Crescent to the development.

Our counter arguments, including referencing the Dillon Consulting Report, the approved ***Housing Solutions Made for Windsor*** plan and lived experience, were not adequately respected or acknowledged. The responses given were that the report by city engineers and planners is the direction that **must** be taken, **and no other alternatives exist including submitting a different proposal for this property.**

Please take the time to look at the map below noting the red line traffic pattern being proposed and consider the far-reaching implications by not listening to resident concerns. People bought their homes in this area based on existing bylaws and the Official City Plan. This proposal is **precedent setting for the entire city** and a MAJOR change that does **not** "respect the integrity of established neighbourhoods and the quality of life for residents" that you voted for in December 2023.

And please look further into this proposal and **help find an alternative solution** to the development of these two lots.

Suzanne De Froy, EdD



From: Jag Bal
Sent: Thursday, July 18, 2024 5:36 PM
To: clerks <clerks@citywindsor.ca>
Subject: Against the amendment of 3930&3950 6th concession

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Hello

My name is Jagjeet bal from [REDACTED]. I am writing this email to stand again the rezoning of 6th concession rd and against of proposal to build multidimensional buildings in already compacted area .

Thank you

Jag bal

[Sent from Yahoo Mail for iPhone](#)

From: John Davis
Sent: Thursday, July 18, 2024 7:47 PM
To: clerks <clerks@citywindsor.ca>
Cc: mayoro <mayoro@citywindsor.ca>
Subject: Item 8.17 File Nos. SDN-001/24 [SDN/7194] and Z-012/24 [ZNG/7]

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File Nos. SDN-001/24 [SDN/7194] and Z-012/24 [ZNG/7]

I have read the 78 pages that refer to the rezoning and proposed draft plan for the new subdivision within an existing mature subdivision where I have lived at [REDACTED] since July 2001, with great concern.

Our existing subdivision consists of single-family homes with existing parking that accommodates 2 parking spots per household. A number of my neighbors have adult children, and their additional vehicles are always found on Spago during birthdays, holiday celebrations, etc., visitors frequently have to park in Zurich. Adding 27 townhomes on such a small property is not in our interest and will create additional parking and safety concerns at the corner where the proposed buildings are planned. The two lots have existing access to the 6th Concession, so it does not make sense to create additional issues on Spago in any event.

Contrary to the various reports, The existing two lots tucked away in the corner of Spago behind the 6th Concession is the wrong location for the type of dwellings and number of units proposed. The units are out of character with the existing subdivision. I understand the need to build more homes and make better use of the land, but this location is simply a money grab by the developer that ignores our subdivision that ranges from the 6th Concession through to Ducharme.

Referring to the PPS 2020 Policies, the new draft plan will not add value to the existing subdivision or increase the long-term economic prosperity of our community, quite the contrary in our view and the view of many of my neighbors.

Referring to 1.1.3, the proposed draft plan is for the wrong location and will not promote the vitality of our existing subdivision. It would be better suited to say the corner of Walker and Ducharme where there is similar accommodation.

27 units in such a small parcel of land will not complement our existing subdivision.

The suggested parking spaces of 1 to 1.25 spaces will most likely result in more than an additional 20 plus spaces parking directly in our section of Spago from the corner near 4411 Spago to Zurich. The developer indicates he proposes two spaces per unit, but I hesitate to believe that is realistic.

Referring to the Public Open House on November 9 202, I live at the corner of Spago and Zurich and received no invitation to the meeting. I was only made aware of the development in June 2024.

I strongly disagree with the Planner's opinion that the zoning change will positively impact the housing supply "in our subdivision." Our homes have developed significant value over the past twenty-three years and building townhomes in the middle of a single-family subdivision is a complete mismatch, notwithstanding the need for additional homes.

The Provincial Policy statement promotes growth and development within urban areas, but this planned subdivision is simply for the wrong location. It will make money for the developer and increase City taxes but I and many of my neighbors believe it will negatively impact existing residents.

I will attend the meeting on Monday, but I am not hopeful that the individuals making these decisions are acting in our best interests.

John & Donna Davis



Caldwell First Nation

14 Orange Street, Leamington, Ontario, N8H 1P5

Phone: 519-322-1766 Fax: 519-322-1533

Mayor and Council
City of Windsor
350 City Hall Square West
Windsor Ontario
N9A 6S1

July 18, 2024

Re: Caldwell's First Nation Commentary on Windsor Archeological Management Plan

Caldwell greatly appreciates the effort and time that the City of Windsor's Planning staff have put into reviewing our concerns and making amendments where they can. Since attending the Development and Heritage Committee meeting at the City of Windsor Town Hall, the Caldwell First Nation Environment and Consultation Department has met twice (June 18th and 13th) with City staff and they have provided us with a written response to each of our concerns.

We are encouraged to see the following items:

- As part of the WAMP implementation staff will be receiving training on Consultation with First Nation.
- The new Archeologically Sensitive Areas designation in the Official Plan will identify areas of archeological sensitivity of higher risks.
- Developments that fall outside of the Planning Act still requires thorough Archeological Assessments and consultation with Caldwell First Nation. The City has indicated that ASI consultants will be training the Administration to cover scenarios such as this. We look forward to seeing how this training will ensure better relationships with Caldwell in the future.

The following areas are outstanding and require additional time, resources and staff:

- Cultural heritage sites in Windsor: Need to be identified, mapped, and protected from future development. Dedicated staff and resources are needed to address this gap.
- Identification of artifacts found and notification to First Nations: Caldwell First Nation must be consulted in the development of the corporate policies that direct staff on when and how to notify and handle artifacts found.

- Careful review of the Areas of Archeological Significance mapping: Caldwell's Environment and Consultation Staff were unable to carefully review this map given limited staff capacity, time constraints, and low-resolution mapping. Windsor staff have agreed to provide high-resolution mapping with street fabric to enable us to perform our review.
- Sharing of cultural heritage information is limited due to a lack of a Non-Disclosure and Cultural Information Protection Agreement.

We ask that City Council provide staff with direction on the following matters:

- Dedicate the resources and direct staff to ensure culturally important Indigenous heritage sites are identified, mapped and protected;
- Caldwell is drafting and ratifying a Cultural Heritage Repatriation Law and wants to ensure that Windsor's new corporate policies that direct staff on how to notify and handle artifacts reflect the practices prescribed in our law;
- Revise or amend the WAMP once Caldwell has reviewed Schedule C-1 mapping;
- Develop and sign a non-disclosure agreement to protect the information shared by the nation. We ask that the Council direct staff to engage with Caldwell to work on signing an agreement;
- Hire an Indigenous Liaison Representative for the new Diversity Equity and Inclusion Department will help facilitate a one-window approach to Consultation and has yet to occur.

Respectfully,

natalya garrod

Natalya Garrod, RPP, MCIP
Technical Advisor to Chief and Council
Caldwell First Nation

Cc.

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Ottawa Street BIA
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Windsor, Ontario
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July 16, 2024

Subject: Notice of Council Meeting - Item 11.1 - AI Memo Response to
CQ 4-2024 - Options for Modernizing Parking Operations

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

Good day,

As per instructions by City Council, Traffic/Parking Enforcement and the Ottawa Street BIA have had a meeting about the parking meters becoming app use only. Mr. Bill Kravolensky was kind enough to explain what parking meters are for and answer any questions we might have.

Taken from the meeting at the get go, parking meters will change over to app use only as a cost saving measure for the City of Windsor, a decision already made and keeps up with moving forward as other cities have in the province of Ontario. We were assured also that any City staff affected by this change will be re-purposed.

Mr. Kravolensky was kind enough to showcase that the Ottawa Street BIA has parking lots where the machines will remain coin, debit/credit, and app. He also provided a website that businesses can download to pay for any customer who don't normally use a phone to pay for parking meters, if they wish.

The Ottawa Street BIA have a few requests for City Council's consideration:

1. Would it be possible to extend the parking meters time limit from 2 hours to 3 hours?
2. Would it be possible to warn the BIA's when the change is to happen so we can use our social media to advise the public and frequent visitors to the areas that this change to app only is coming?
3. Would it be possible to forfeit/postpone the usage fee for the app for one year?

The Ottawa Street BIA would like to thank the Mayor and City Council for your diligence in doing what's best for the residences and businesses of the City of Windsor. Trying to save money through different means is a necessary thing and does not please everyone all the time.

The City of Windsor is made up of many small, family run businesses who look to City Council for guidance and acknowledgement of their existence. It does feel that some decisions made by City Council come as a surprise to the people of Windsor and would make more sense to inform us first when a major change, such as the parking meters becoming app use only, is happening in any the City of Windsor.

On behalf of the board of directors,

Ettore Bonato

President Ottawa Street BIA