CITY OF WINDSOR AGENDA 1/26/2022

Environment, Transportation & Public Safety Standing Committee Meeting

Date: Wednesday, January 26, 2022
Time: 4:30 o'clock p.m.

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

All members will be participating electronically and will be counted towards quorum in accordance with Procedure By-law 98-2011 as amended, which allows for electronic meetings during a declared emergency. The minutes will reflect this accordingly.

MEMBERS:
Ward 1 – Councillor Fred Francis

Ward 2 – Councillor Fabio Costante

Ward 4 – Councillor Chris Holt (Chairperson)

Ward 8 – Councillor Gary Kaschak

Ward 9 – Councillor Kieran McKenzie

ORDER OF BUSINESS

Item # Item Description

1. **CALL TO ORDER**

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 Potawatomie. The City of Windsor honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land.

2. **DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

3. **ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE**

3.1. Adoption of the Environment, Transportation & Public Safety Standing Committee minutes (Transit Matter Items only) of its meeting held November 24, 2021 (**SCM 375/2021**)

Adoption of the Environment, Transportation & Public Safety Standing Committee minutes (excluding Transit Matter items) of its meeting held November 24, 2021 (**SCM 375/2021**)

4. **REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS**

5. **COMMUNICATIONS**

6. **PRESENTATIONS AND DELEGATIONS**

7. **COMMITTEE MATTERS**

7.1. Minutes of the Windsor Essex County Environment Committee of its meeting held November 18, 2021 (**SCM 400/2021**)

7.2. Minutes of the Transit Windsor Advisory Committee of its meeting held November 30, 2021 (**SCM 2/2022**)

7.3. Essex Region Conservation Authority 2022 Fee Schedule (**SCM 12/2022**)

8. **ADMINISTRATIVE ITEMS**

8.1. Request for Funding | Sewer, Pavement, and Watermain Rehabilitation on Arthur Road from Ontario Street South to Via Rail Tracks (**S 159/2021**)

9. **TRANSIT BOARD ITEMS**

10. **ADOPTION OF TRANSIT BOARD MINUTES**

11. **QUESTION PERIOD**

12. **ADJOURNMENT**

Item No. 3.1

Committee Matters: SCM 375/2021

Subject: Adoption of the Environment, Transportation & Public Safety Standing Committee minutes of its meeting held November 24, 2021

Environment, Transportation & Public Safety Standing Committee Meeting

Date: Wednesday, November 24, 2021
Time: 4:30 o'clock p.m.

Members Present:

Councillors
Ward 2 - Councillor Costante
Ward 4 - Councillor Holt (Chairperson)
Ward 8 - Councillor Kaschak
Ward 9 - Councillor McKenzie

Councillor Regrets
Ward 1 - Councillor Francis

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

ALSO PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:

Shawna Boakes, Executive Director of Operations / Deputy City Engineer
Tyson Cragg, Executive Director of Transit Windsor
Jeff Hagan, Transportation Planning Senior Engineer
Sandra Gebauer, Council Assistant

ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM ADMINISTRATION:

Chris Nepszy, Commissioner of Infrastructure Services
Anna Ciacelli, Deputy City Clerk / Supervisor of Council Services

1. CALL TO ORDER

The Chairperson calls the meeting of the Environment, Transportation & Public Safety Standing Committee to order at 4:30 o'clock p.m.

2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

3. ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE

3.1. Adoption of the Environment, Transportation & Public Safety Standing Committee minutes of its meeting held October 27, 2021

Moved by: Councillor McKenzie
Seconded by: Councillor Kaschak

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee meeting held October 27, 2021 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 357/2021

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

5. COMMUNICATIONS

None presented.

6. PRESENTATIONS AND DELEGATIONS

None.

7. COMMITTEE MATTERS

7.1. Minutes of the Windsor Licensing Commission of its meeting held September 22, 2021

Moved by: Councillor Costante
Seconded by: Councillor McKenzie

Decision Number: **ETPS 868**
THAT the minutes of the Windsor Licensing Commission of its meeting held September 22, 2021 **BE RECEIVED**.
Carried.

Report Number: SCM 337/2021
Clerk's File: MB2021

7.2. Report No. 74 of the Windsor Bicycling Committee - Support of the separated bike lane project along University Avenue in 2022

Moved by: Councillor Costante
Seconded by: Councillor Kaschak

Decision Number: **ETPS 869**
THAT Report No. 74 of the Windsor Bicycling Committee of its electronic poll held on October 22, 2021 indicating:

> That the Windsor Bicycling Committee enthusiastically SUPPORTS the proposal to create a separated bike lane pilot project along University Avenue in 2022.

BE APPROVED.
Carried.

Report Number: SCM 350/2021
Clerk's File: MB2021

7.3. Essex-Windsor Solid Waste Authority Regular Board Meeting Minutes - October 5, 2021

Moved by: Councillor McKenzie
Seconded by: Councillor Kaschak

Decision Number: **ETPS 870**
THAT the minutes of the Essex-Windsor Solid Waste Authority (EWSWA) of its Regular Board Meeting held October 5, 2021 **BE RECEIVED**.
Carried.

Report Number: SCM 364/2021
Clerk's File: MB2021

7.4. Minutes of the Town & Gown Committee of its meeting held September 29, 2021

Moved by: Councillor Costante
Seconded by: Councillor McKenzie

Decision Number: **ETPS 871**
THAT the minutes of the Town & Gown Committee of its meeting held September 29, 2021 **BE RECEIVED**.
Carried.

Report Number: SCM 365/2021
Clerk's File: MB2021

8. ADMINISTRATIVE ITEMS

8.1. Street Lighting Policy - City Wide

Councillor McKenzie requests clarification related to recommendation 4 (a). Shawna Boakes, Executive Director of Operations (A), appears via video conference before the Environment, Transportation & Public Safety Standing Committee regarding the administrative report "Street Lighting Policy - City Wide" and indicates that administration was following Council's direction as close as possible related to street lighting and decorative street lighting in particular, related to ongoing maintenance and costs to developers, and provided that information. Ms. Boakes provides the developers role, costs that may be incurred by the residents, the City, and the developers. Administration developed option 4 (a) with these things in mind, which requires that the developers pay for the initial cost of the infrastructure or the City would ask for cash in lieu for future upgrade/maintenance above the norm, and any funds left would be used to replace the poles when required. Administration provides more specific financial details.

Councillor McKenzie inquires about the lights themselves and whether there are certain lights and standards that the developers should be adhering to. Ms. Boakes indicates that there are typically 3 different light poles and 2 different fixtures that are similar in nature and the developers get to select from those.

Councillor McKenzie inquires about the lifecycle of these lights and are they being considered from an environmentally sustainable lens, and whether there is an opportunity to improve on the existing standards. Ms. Boakes responds that the fixtures are being considered through an environmentally sustainable lens and provides details related to some poles that degraded much faster and how those were eliminated from the choices available. Ms. Boakes adds details related to LED lights, which have been in place for the last 2-3 years, and adds that products are monitored when they are available and reduced wattages are being considered also.

Councillor McKenzie inquires about the financial impact and whether this component is included in the Asset Management system moving forward. Ms. Boakes indicates that it is not a part of the

system yet as a full inventory is not yet complete. Ms. Boakes anticipates that when the data collection is complete and estimates are built in, as well as consultation with planning, the next step would be including this in the Asset Management Plan.

Councillor McKenzie inquires about the second part of the recommendation related to the alley lighting policy and can administration be directed to move forward with the policy as part of the Local Improvement Program (LIP) framework. Ms. Boakes indicates there is no specific operational reason why it could not become part of the framework. Ms. Boakes adds that it would be up to Council to determine funding for on-going maintenance and replacements, etc.

Councillor Costante inquires whether inflation and escalating costs are factored in. Ms. Boakes indicates that LED costs in general are decreasing and administration anticipates that technology will cost less in the future.

Councillor Costante inquires whether the process of alley lighting can be included in the LIP framework. Ms. Boakes provides the details related to the LIP process, i.e. the property owners would bear the initial cost and moving forward would be the City's responsibility, after installation the City would take over maintenance and operational costs.

Councillor Kaschak inquires about the Local Improvement petition process and the length of time it takes. Administration provides details related to the process and indicates that the more detailed the project, the longer it may take.

Councillor McKenzie inquires about the timeline for a report back to the committee. Ms. Boakes indicates that she anticipates a report would be ready in February.

Councillor Holt inquires about the difference between the general street lighting policy and the LIP fundamental differences. Ms. Boakes provides the details and indicates that the Local Improvement policy would require updates if changes are made to include street lighting.

Councillor Holt inquires about the LIP being driven by residents and whether it would preclude Council from recommending the installation of alley lights. Ms. Boakes indicates that through the LIP a petition process is still required. Should Council wish to take on a specific project's funding source would have to be provided at Council's direction.

Moved by: Councillor McKenzie
Seconded by: Councillor Kaschak

Decision Number: **ETPS 872**
THAT the Street Lighting Policy based on Option 4 (a) of the report, attached as Appendix 1 of this report, **BE ADOPTED**; and,

THAT Administration **BE DIRECTED** to incorporate the current Alleyway Lighting Policy into the general Street Lighting Policy and **REPORT BACK** to Council with a proposed by-law amendment for Council's consideration; and further,

THAT Council **APPROVE** the establishment of a new reserve fund for enhanced street lighting.
Carried.

Report Number: S 118/2021
Clerk's File: SL/14255

9. TRANSIT BOARD ITEMS

9.1. Transit Windsor and University of Windsor U-Pass Amendments – City Wide

Councillor McKenzie indicates that this program is a critically important program and commends Mr. Cragg and his team for keeping the program and discussion going during these challenging times.

Moved by: Councillor Kaschak
Seconded by: Councillor McKenzie

Decision Number: **ETPS 873**
THAT the Chief Administrative Officer and the City Clerk **BE AUTHORIZED** to sign the attached addenda to the U-Pass Agreement, along with any future amendments to the current agreement, with the UWSA, GSS, and OPUS, satisfactory in form to the City Solicitor, in financial content to the City Treasurer, and in technical content to the Commissioner, Infrastructure Services, and the Executive Director of Transit Windsor.
Carried.

Report Number: S 143/2021
Clerk's File: MT2021

9.2. Transit Windsor 2022 Operating Budget - City Wide

Councillor Costante inquires about the 418X transit route, and in accordance with the Transit Master plan, will the start date be this year. Tyson Cragg, Executive Director of Transit Windsor, appears via video conference before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report "Transit Windsor 2022 Operating Budget - City Wide" and indicates that there will be a capital requirement to that route of 6 busses and producing a schedule will take some time. Mr. Cragg indicates that September 2022 would be a more feasible start time for this route.

Councillor Costante inquires about ridership and the rates pre-Covid compared to current rates. Mr. Crag indicates that during the lockdown ridership was at 15%. The latest ridership data shows that

the rate is up to 52% of pre-pandemic ridership. Mr. Cragg adds that the University and College indicate a projection of increased physical presence on campus and increased enrollment in Fall/Winter would likely indicate that ridership will continue to increase.

Councillor Costante inquires about the financial model for the 418X route. Mr. Cragg provides the details of the initial approximate capital investment of $4.2 million, which will include ICIP funding and a contribution from the City, which is part of the not recommended budget due to other pressures. Mr. Cragg provides details related to the annual operations costing.

Councillor Costante inquires about direct access to the Lancer centre through a transit route related to the 418X route. Mr. Cragg indicates that modifications would be required to the 1C or 2 routes. Mr. Cragg adds that without the modifications to the other routes, adding the 418X route only may lead to some negative impacts on other routes.

Councillor McKenzie inquires about ridership and future growth. Mr. Cragg indicates that they are very optimistic for 2022 and will return 50-60% driven by students, and perhaps a full recovery for 2023.

Councillor McKenzie inquires about skip stop and express routes and the status of the 518X route. Mr. Cragg indicates that the 518X route has been operating for 2 ½ months and seems to be very promising, with strong ridership, 1500-1800 people, weekday and weekend.

Councillor Kaschak inquires about the tunnel bus. Mr. Cragg indicates that the tunnel bus had a small commuter base, which made up the primary ridership, and they have a cost effective model in place for these riders, although the pandemic halted that travel due to border restrictions as a result of COVID-19. Mr. Cragg explains about the single ridership revenue and the proposed increase to cover costs.

Councillor Mckenzie stresses the importance of the 418X route and the importance of deploying the master plan and proceeding with enhancements to other lines on the route hinges on the 418X first. Mr. Cragg indicates that based on the Transit Master Plan, the 418X would by-pass the downtown area and changes to the 1C and 2 Routes cannot happen until the 418X route begins.

Councillor Holt expresses concern with the transit budget being included in the 2022 proposed budget documents prior to the Transit Board discussing it. Chris Nepszy, Commissioner of Infrastructure Services, appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report “Transit Windsor 2022 Operating Budget - City Wide” and indicates moving forward this will not be the case.

Councillor Holt inquires as to the impacts if the committee made changes. Mr. Nepszy indicates that changes during budget deliberations usually happen and details related to exact dollar amounts would be determined during the budget deliberation process, as there will still be an opportunity for changes.

Moved by: Councillor Costante
Seconded by: Councillor McKenzie

Decision Number: **ETPS 874**
THAT the Environment, Transportation and Public Safety Standing Committee, sitting as the Transit Windsor Board of Directors, **RECOMMEND** Transit Windsor's 2022 Operating Budget reflective of a Property Tax Levy Contribution of $16,338,336 which is $751,892 (or 4.82%) greater than the 2021 Property Tax Levy contribution; and,

THAT Transit Windsor's 2022 Operating Budget **BE REFERRED** to City Council for consideration as part of the City's 2022 Operating Budget deliberations; and,

THAT Administration **BE DIRECTED** to report back during the 2022 budget deliberation process, regarding possible transit access to the University of Windsor Lancer Centre within the existing route framework without impacting current routes, and without impacting the tax levy and existing level of service; and,

THAT Administration **BE DIRECTED** to report back during the 2022 budget deliberation process, regarding options to include the Transit Windsor Bus Route 418X, beginning in September 2022, without impacting the tax levy (by utilizing capital funds + ICIP); and further,

THAT Administration **BE DIRECTED** to work with the University of Windsor to collaborate on either direct transit access to the Lancer Centre or Bus Route 418X for 2022.
Carried.

Report Number: S 145/2021
Clerk's File: AFB/14256

9.3. Amendment to the Transit Windsor and University of Windsor U-Pass Agreement for the Winter 2022 Semester - City Wide

The members thank administration for creatively working and keeping this agreement alive during difficult times.

Moved by: Councillor McKenzie
Seconded by: Councillor Costante

Decision Number: **ETPS 875**
THAT the Environment, Transportation and Public Safety Standing Committee, sitting as the Transit Windsor Board of Directors, and City Council **APPROVE** Transit Administration's recommendation to change the mandatory participation rate from 75% to 50% for the existing Universal Bus Pass (U-Pass) Agreement with the University of Windsor Students' Alliance (UWSA), the Graduate Student Society (GSS) and the Organization of Part Time University Students (OPUS), for the Winter Semester from January 1st, 2022 until April 31st, 2022; and,

THAT the Chief Administrative Officer and the City Clerk **BE AUTHORIZED** to sign the attached recommended addendum to the U-Pass Agreement, with the UWSA, GSS, and OPUS, satisfactory in form to the City Solicitor, in financial content to the City Treasurer, and in technical content to the Commissioner, Infrastructure Services, and the Executive Director of Transit Windsor.
Carried.

Report Number: S 147/2021
Clerk's File: MT2021

10. ADOPTION OF TRANSIT BOARD MINUTES

None presented.

11. QUESTION PERIOD

None registered.

12. ADJOURNMENT

There being no further business, the Environment, Transportation & Public Safety Standing Committee is adjourned at 6:02 o'clock p.m. The next meeting of the Environment, Transportation & Public Safety Standing Committee will be held December 15, 2021.
Carried.

Ward 4 – Councillor Holt
(Chairperson)

Deputy City Clerk /
Supervisor of Council Services

Item No. 7.1

Committee Matters: SCM 400/2021

Subject: Minutes of the Windsor Essex County Environment Committee of its meeting held November 18, 2021

Windsor-Essex County Environment Committee

Meeting held November 18, 2021

A meeting of the Windsor-Essex County Environment Committee is held this day commencing at 4:30 o'clock p.m. via Zoom video conference, there being present the following members:

Councillor Chris Holt, Chair
Deputy Mayor Leo Meloche
Deputy Mayor Gord Queen
Kari Banar
Derek Coronado
Katie Kuker
Michael Schneider
Richard St. Denis
Radwan Tamr

Also present are the following resource personnel:

Kevin Webb, Manager Environmental Quality
Karina Richters, Supervisor Environmental Sustainability & Climate Change
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 4:32 o'clock p.m. and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3. Minutes

Moved by R. St. Denis, seconded by Deputy Mayor Leo Meloche,
That the minutes of the Windsor Essex County Environment Committee of its meeting held June 24, 2021 **BE ADOPTED** as presented.
Carried.

4. Presentation – Alex Simakov, BW Solar

At the request of the presenter, the presentation is deferred to the next meeting.

5. Business Items

5.1 WECEC 2021 Operating Budget

The following expenditures from the WECEC 2021 Operating Budget are proposed:

- Increase the funding for the Pat on the Back Awards from $2,000 to $2,500
- University of Windsor guest speaker - $2,000
- Remaining funds to be equally split for tree planting in Windsor-Essex

K. Richters advises that currently there are four applications for the Pat on the Back Awards. R. Tamr, K. Banar and R. St. Denis volunteer to review the applications.

R. St. Denis indicates that in 2019, the remaining funds were dedicated to ordering trees for Earth Day and he asks if those trees were ordered. In terms of the Pat on the Back Awards, he suggests rather than increasing the prize, to allow an opportunity for more individuals to receive an award.

K. Richters responds that in 2019, WECEC spent $1,700 for the 2020 Earth Day event, which did not occur due to COVID-19. Currently, there are approximately 277 trees, which reside at the City's horticulture division and they are waiting for an opportunity to do a public planting. In terms of the Pat on the Back Awards, a motion was previously approved by WECEC for $2,000, and it is WECEC's decision if they wish to increase the budget to support more community groups. She adds that a poster outlining how WECEC funds were utilized in 2021 will be highlighted at the next Earth Day event.

Deputy Mayor Leo Meloche suggests an upset limit be determined for the Pat on the Back Awards. He remarks that he is in favour of tree planting and wants to ensure an equal split of the trees between the City and the County.

Moved by Deputy Mayor G. Queen, seconded by Deputy Mayor L. Meloche,
That **APPROVAL BE GIVEN** to the following expenditures from the WECEC 2021 Operating Budget:

University of Windsor Guest Speakers	$2,000
Pat on the Back Awards	$4,000
Website Domain Renewal and maintenance	$ 600
Remainder of funds for tree planting in Windsor-Essex	

Carried.
K. Banar voting nay.

K. Banar remarks that a precedent is being set for future Pat on the Back Awards and notes that as schools are not functioning as before, WECEC will not receive many applications.

D. Coronado refers to his draft motion relating to the 2022 Budget Deliberations of Council as follows:

WHEREAS The U.N. IPCC sixth assessment report has noted that climate change impacts of heat and flooding may be amplified in cities;
WHEREAS The City of Windsor and County of Essex have both declared a climate emergency;
WHEREAS The City of Windsor and County of Essex have not implemented their Community Energy Plan and Regional Energy Plan, respectively;
WHEREAS the City of Windsor has not hired a fulltime administrator for the Community Energy Plan, implemented the Deep Energy Efficiency Retrofit (DEER) component of the plan nor enhanced the Office of Environmental Sustainability and Climate Change to respond to the climate emergency;
THEREFORE BE IT RESOLVED that the City of Windsor and County of Essex:

1. expand funding for the climate emergency in their 2022 budgets;
2. the City of Windsor hire a fulltime coordinator of the Community Energy Plan;
3. the City of Windsor provide funding to implement the DEER;
4. the City of Windsor expand its Climate Reserve Fund;
5. the City of Windsor expand the funding of the Environmental Sustainability and Climate Change office;
6. the County of Essex provide funding to accelerate the implementation of its Regional Energy PlanEnergy Plan; and,
7. the County of Essex hire a fulltime coordinator of the Regional Energy Plan.

Discussion ensues regarding the foregoing draft motion and K. Richters advises that the Deep Energy Retrofit Program (DEEP) has received grant funding for 2022

Moved by D Coronado, seconded by R. St. Denis,
That the following 2022 budget items **BE SUPPORTED** by City Council:

1. That the City of Windsor provide funding to implement the DEER;
2. That the City of Windsor expand the funding of the Environmental Sustainability and Climate Change office;

Carried.

5.2 WECEC Domain and Maintenance Expenditures

The WECEC domain and maintenance expenditures were approved in Item 5.1.

6 Date of Next Meeting

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

7. Adjournment

There being no further business, the meeting is adjourned at 5:10 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR

Item No. 7.2

Committee Matters: SCM 2/2022

Subject: Minutes of the Transit Windsor Advisory Committee of its meeting held November 30, 2021

Transit Windsor Advisory Committee

Meeting held November 30, 2021

A meeting of the Transit Windsor Advisory Committee is held this day commencing at 4:00 o'clock p.m. via Zoom video conference, there being present the following members:

Councillor Kieran McKenzie, Chair
Councilllor Rino Bortolin
Councillor Jeween Gill
Councillor Chris Holt
Bernie Drouillard
Nathanael Hope

Regrets received from:

Ryan Hooey

Also present are the following resource personnel:

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

1. Call to Order

The Chair calls the meeting to order at 4:00 o'clock p.m. and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3. Adoption of the Minutes

Moved by Councillor Gill, seconded by Councillor Holt,

That the minutes of the Transit Windsor Advisory Committee of its meeting held February 16, 2021 **BE ADOPTED** as presented.

Carried.

4. Business Items

4.1 Transit Resumption of Service Progress Report

T. Cragg advises that Transit Windsor resumed full service (minus the tunnel operation) as of September 5, 2021. From a ridership perspective, are at approximately fifty percent ridership. With the return to full service, the ridership went from forty percent to fifty percent.

Councillor Bortolin states there are trends that Transit Windsor follows, i.e. students coming back to high school and the university every day and asks if Administration has a projection of where ridership will be by January/February 2022 because of those changes.

T. Cragg responds based on projections provided by the university, they will be at a sixty percent level of on campus attendance as of January 2022, and the college will be at seventy-five percent attendance, which will have an impact on ridership as well. We are still at a capacity limitation as advised by the Health Unit, so to get the level of ridership (loads on the buses previously had) in the current environment is not possible. It all depends upon the uptake when students return and if there is any change with respect to the capacity.

N. Hope refers to the working people who use transit (early morning and late shifts) and asks for the percentage of ridership from this group.

S. Habrun responds they do not have ridership broken down that granular at this point.

The Chair asks if ridership since the beginning of September 2021 has fluctuated and did you reach sixty percent or was it fifty percent since Labour Day.

T. Cragg responds that fifty-two percent was the highest reached over the weekly summaries, which is consistent with other transit agencies across the country.

In response to a question asked by the Chair regarding the uptake of Route 518, T. Cragg responds it is strong and has exceeded expectations. Ridership has been in the 1500 to 1800 range over the course of a week.

Moved by Councillor Holt, seconded by Councillor Bortolin,
That the verbal update from the Executive Director, Transit Windsor regarding the transit resumption of service progress report **BE RECEIVED**.
Carried.

4.2 Transit Windsor Budget Request 2022 Budget

T. Cragg advises that the Transit Windsor 2022 Budget presentation went before the Environment, Transportation & Public Safety Standing Committee on November 24, 2021. The budget was endorsed with an amendment to a motion to provide additional information for the Council Deliberations with respect to non-administration recommended Route 418X as well as some other options to provide service to the Lancer Centre.

Councillor Holt asks if the request for six diesel buses is in the Capital Plan.

T. Cragg responds that the budget issue of Route 418X is not recommended, and as a result there is no capital request for those buses.

Councillor Bortolin notes that Transit Windsor put forward many recommendations plus the Master Plan implementation of 418X, the creation of a fleet reserve and the addition of a fleet specialist, and asks if this is accurate.

T. Cragg concurs that this is accurate. They are presently at fifty percent ridership and not where they were when the Master Plan was envisioned almost two years ago and that is why the 418X was not recommended by Administration.

Councillor Bortolin states that if the intent is to adhere to the Master Plan without losing pace, these items would be moving forward and asks if that is a fair comment.

T. Cragg responds in an ideal world, yes.

Councillor Bortolin advises that he sees a 4.82 percent increase over $750,000 for last year's budget, but for the most part, those increases are focused on budget salary and fuel increases. He asks if that is accurate.

T. Cragg responds that is related to inflationary increases, contractual increases with respect to collective agreements, but it also includes the annualization of Route 518X which also is included in that percentage.

Councillor Bortoliin indicates that the 518X will be moving forward. He asks if there is enough in the Capital Plan to ensure that we are keeping pace with the Master Plan.

T. Cragg responds that there is a significant amount of investment over the next ten years in the range of $63M of which money that can be leveraged with Federal/Provincial grants, ICEP. He adds that twenty-four new buses will be arriving in 2022, which is approximately fifteen percent of the fleet that is being replaced.

Councillor Bortolin asks if we wanted to introduce the 418X which was the promised route to the Lancer Centre, there was mention that six new buses would be required. He questions if ICIP funding could be accessed for this purchase.

T. Cragg responds from a technical perspective, because of the lead time (up to a year) in order to procure buses, it would be difficult to get the fleet available to do that route.

Councillor Bortolin refers to the hours that we have buses on the road and asks if the City of Windsor is below average, or at the top of the pack. He notes that statistics from CUTA in 2019 indicated that Windsor was 1.2 revenue hours per capita, which is the lowest in the province and asks if this is accurate.

T. Cragg responds that this is accurate.

The Chair states that Route 418X is critical because it must be in place before alterations can be made to the Transway 1C and the Crosstown 2.

T. Cragg responds that the Master Plan is a full scale revamp of the system, so there is an order where pieces can be put in the Route 418X is that next step.

The Chair alludes to electric buses and asks if this Committee should determine whether there is a preference for electric buses and if there is a cost benefit analysis.

T. Cragg responds that electrification is the direction the industry is moving in and there are definitely benefits from a climate change perspective. From their perspective, the industry is not quite there and there are many options relating to electric bus procurement along with a purchase cost consideration ($1M to 2.6M a bus).

T. Cragg provides the following as it relates proposed increases to the Tunnel Bus fare:

- Transit Windsor took over the Tunnel bus in 1982 under Windsor Chartabus Inc. from the Tunnel Corporation
- Upon taking this over, assumed could be run on a cost recovery basis, i.e. break even with no subsidy involved.
- Over the years, the fares have not kept pace with the cost of the operation, tunnel fares or tolls.
- During the pandemic when the service was shut down, they were provided an opportunity to undertake an examination of this operation.
- Looked at the nature of the ridership with the tunnel bus. The average tunnel bus rider is not a Transit Windsor rider.
- Losing approximately $6. a head from every round trip going through the tunnel.
- Refers to Niagara Falls (WEGO) and notes there is a $9. fare going up to $10. in 2022.
- Their Leamington service is another comparison and is $10. each way.
- Want to match the fares to the cost of the operation.
- The commuter pass is still in place and the increase to that is minimal.

Moved by Councillor Holt, seconded by Councillor Bortolin,

That the Transit Windsor 2022 Budget request including both the recommended and not recommended budget issues **BE SUPPORTED**.

Carried.

4.3 Transit Garage Transit Feasibility Study Progress Report/Fleet Electrification

T. Cragg advises that the Consultant is in the process of working through the Feasibility Study. The current garage that they are in is showing its age and part of the Master Plan is to examine the existing facility. He adds that electrification was discussed in the preceding item.

Councillor Bortolin asks for the plans from a capital perspective.

T. Cragg responds that there are funds in the capital budget for years 2023, 2024 and 2025 that are leveragable funds which is part of the $63M commitment over the next ten years.

The Chair asks for an opportunity to view the Feasibility Study upon completion.

Moved by Councillor Bortolin, seconded by Councillor Gill,

That the verbal update regarding the transit garage Transit Feasibility Study **BE RECEIVED.**

Carried.

4.4 Equity Diversity Inclusion Training Update

T. Cragg reports that currently there is not an Equity Diversity and Inclusion program at Transit Windsor. He notes that once resource is in place, the program will be developed and delivered to staff.

Councillor Bortolin asks if city staff can assist in this.

T. Cragg responds that as seventy percent of their staff are operators, they want to deliver a program tailored to transit operations.

The Chair indicates that there is a Diversity Advisory Committee.

Moved by Councillor Holt, seconded by N. Hope,

That the Transit Windsor Equity Diversity Inclusion Training **BE REFERRED** to the Diversity Committee for review and comment.

Carried.

5. New Business

T. Cragg remarks that we are fortunate in the City of Windsor that both the Environment, Transportation and Public Safety Standing Committee and City Council maintain the level of funding that they have. There are many municipalities where their council have taken steps to cut service because of the reduction of ridership.

6. Date of Next Meeting

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

7. Adjournment

There being no further business, the meeting is adjourned at 5:19 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR

Item No. 7.3

Committee Matters: SCM 12/2022

Subject: Essex Region Conservation Authority 2022 Fee Schedule

Clerk's File: GP2022

2022 Fee Schedule

EssexRegion Conservation Authority
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WATERSHED MANAGEMENT SERVICES

Floodplain Regulations and Related Development Applications

No.	Category	Detail	2021	2022	HST 2022	2022 Total
2	Requests for information on regulations for property transaction (lawyers, own ers, purchasers or agents). Expedited responses may be available for a 50% surcharge. Applications for renewal of existing permits within one calendar year of expiration of original permit.					
3	Placing or grading of fill within regulated areas, light repair of existing breakwalls, placement of armourstone less than 2 tonnes/metre, clearance letters and oth er minor works, minor revisions to existing approvals (Revisions that are not considered minor are subject to the full application fee).					
4	Completing files required for approvals complying with standard review protocols (i.e. DART, Hydro One, Standard/routine utility works), and applications for new building construction in approved plans of subdivisions.					
5	Technical evaluations (elevation, setback survey or site report; property evaluation for tax assessment; ecological evaluation and/or report).					
6	Alteration to waterways/shorelines including breakwalls armourstone repairs exceeding 4 tonnes/meter, crossings, outlets, etc. (not requiring engineering or other detailed analysis).					
7	Alteration to waterways/shorelines including breakwalls, crossings, outlets, etc (requiring engineering or other detailed analysis) and docks					
8	Applications for new building construction including renovations for sites not directly abutting shorelines or watercourses, and for additions not impacting setback.					
9	Applications for building construction sites directly abutting shorelines or watercourses (including additions impacting on setback).					
10	Application for NON-habitable garage/storage building < 64 m^2, for small building additions, small accessory structures-armourstone breakwall repairs between 2 and 4 tonnes/metre.					
11	Applications involving more than one regulated activity, or those requiring engineering studies/designs, environmental studies.					
12	Applications where work has proceeded without authorization and/or prior to application of permit.					
13	Development proposals involving multiple dwelling units (more than 5 lots) and townhomes, where stormwater management or other engineering evaluations are required.					
13a	Development proposals involving multiple dwelling units (more than 5 lots) and townhomes, where stormwater management or other engineering evaluations are required.					
13b	Development proposals involving multiple dwelling units (more than 5 lots) and townhomes, where stormwater management or other engineering evaluations are required.					
14	Condominium Building proposals where stormwater management or other engineering evaluations are required					
14a	Condominium Building proposals where stormwater management or other engineering evaluations are required.					
15	Commercial/industrial/institutional/Greenhouse developments where stormwater management or other engineering evaluations are required.					
15a	Commercial/industrial/institutional/Greenhouse developments where stormwater management or other engineering evaluations are required.					
15b	Commercial/industrial/institutional/Greenhouse developments where stormwater management or other engineering evaluations are required.					
16	Infrastructure and Recreational Projects proposals involving one or more regulated activities or those requiring specific engineering design and or Environmental studi					
16a	Infrastructure and Recreational Projects proposals involving one or more regulated activities or those requiring specific engineering design and or Environmental studies.	activities and/or projects larger than 20 ha				
17	Input/review/comment on full Environmental Impact Assessments (EIAs) done by consultants.		$ 1,025.00	**$1,025.00**	-	$ **1,025.00**
18	Input/review/comment on scoped EIAs done by consultants.		$ 500.00	**$500.00**	-	$ **500.00**
19	Technical review and clearance where EIA or site visit is not required.		$ 150.00	**$150.00**		**150.00**

No.	Category	Detail	2021	2022	HST 2022	2022 Total
20	Input, review, clearances on substantial drainage proposals (multiple crossings, significant bank stabilization, in defined areas of environmental concern, etc.).		$ 800.00	**$800.00**	-	$ **800.00**
21	Input, review, clearances on other drainage proposals under the Drainage Act (single crossing, minor bank stabilization).		$ 500.00	**$500.00**	-	$ **500.00**
	Other Development Services					
22	Survey services.		$ 480.25	**$425.00**	$ 55.25	$ **480.25**
23	Technical review fee assessed on resubmission of previously reviewed technical or environmental studies.		$ 250.00	**$250.00**	-	$ **250.00**
24	Review of applications made under a Minsters Zoning Order (Fee includes review of 2 major studies and 2 project meetings. Additional fees to be charged per report as appropriate and consistent with the current fee schedule, additional charges ($/hr) for Project Team Meetings beyond the 2 already included, plus any other additional expenses to enable cost recovery).			**$25,000.00**	-	$ **25,000.00**
	Watershed Planning					
	Planning Act Applications					
25	Minor Variance (up to 3 requests)		$ 115.00	**$200.00**		$ **200.00**
26	Combined Consent with Minor Variance		$ 250.00	**$375.00**		$ **375.00**
27	Consent applications on a single application (up to 3 requests)		$ 200.00	**$300.00**		$ **300.00**
28	Combined Consent with Zoning By-Law Amendment		$ 250.00	**$400.00**		$ **400.00**
29	Combined Official Plan Amendment and Zoning By-law Amendment (where an OPA is submitted with a ZBA, the ZBA fee is waived)		$ 275.00	**$400.00**		$ **400.00**
33	Minor Zoning By-Law Amendment (E.g., Single Family Residence)		$ 200.00	**$275.00**		$ **275.00**
34	Site Plan Control		$ 200.00	**$200.00**		$ **200.00**
35	Draft Plan of Subdivision/Condominium Approval		$ 300.00	**$300.00**		$ **300.00**
36	Clearance Letters for Subdivision/Condominium Approval (applies to each phase of subdivision requested)		$ 115.00	**$150.00**		$ **150.00**
	CONSERVATION SERVICES					
	Conservation Areas					
	Conservation Areas Annual Pass					
38	Seasonal Conservation Area Pass	valid 1 year from purchase	$ 75.00	$ **70.80**	$ 9.20	$ **80.00**
38a	Key Fob	Refundable Deposit	$ 10.00	$ **10.00**		$ **10.00**
	Holiday Beach Conservation Area					
	Daily Permits					
39	Daily vehicle permit	per vehicle	$ 10.00	$ **8.85**	$ 1.15	$ **10.00**
40	Special events	per vehicle	$ 15.00	$ **13.27**	$ 1.73	$ **15.00**
	Camping					
41	Group camping (i.e. Scouts Canada, etc.)	flat rate per night	$ 60.00	$ **53.10**	$ 6.90	$ **60.00**
41a	Group camping (i.e. Scouts Canada, etc.)	plus cost per person	$ 2.00	$ **1.77**	$ 0.23	$ **2.00**
42	Seasonal camping - 2022 fees approved in 2020 (Seasonal camping $500 deposit required fall 2021 to reserve 2022 site)	15 amp service	$ 2,327.80	$ **2,260.00**	$ 293.80	$ **2,553.80**
43	Seasonal camping - 2022 fees approved in 2020 (Seasonal camping $500 deposit required fall 2021 to reserve 2022 site)	50 amp service	$ 2,327.80	$ **2,260.00**	$ 293.80	$ **2,553.80**
	reserve 2023 site)					
48a	**Seasonal camping - 2023** (Seasonal camping $500 deposit required fall 2022 to reserve 2023 site)	50 amp service				
49	Outdoor Winter Storage 2022/2023					
	Facilities Rental					
50	Property Rental (Wedding, etc.)	per event				
	Cottage Rental					
51	Peak Season Nightly - 2 night minimum (Summer months; Holiday Weekends)		$ 254.25	$ **230.00**	$ 29.90	$ **259.90**
52	Peak Season Weekly (Summer months; Holiday Weekends)		$ 1,440.75	**$1,300.00**	$ 169.00	$ **1,469.00**
53	Shoulder Season Nightly - 2 night minimum (late Fall/Winter/Spring)		$ 169.50	$ **200.00**	$ 26.00	$ **226.00**
54	Shoulder Season Weekly (late Fall/Winter/Spring)		$ 988.75	**$1,000.00**	$ 130.00	$ **1,130.00**
55	Cleaning Fee		$ 141.25	$ **125.00**	$ 16.25	$ **141.25**
56	Damage Deposit	Refundable Deposit	$ 200.00	$ **200.00**	$ 26.00	$ **226.00**

	6p) weekdays. *Capacity 60 people at 6' tables or 80 people auditorium style					
	weekends). *Capacity 60 people at 6' tables or 80 people auditorium style					
	Conservation Centre - Creative Commons - meeting or event (After Hours - After 6pm)					
67	*Capacity 60 people at 6' tables or 80 people auditorium style (2 hour minimum if rental begins after 6pm. No minimum applies if rental is a continuation of an existing rental)	per hour (2 hour min.)	$ 175.00	$ 22.75	$ 197.75	
68	Conservation Centre - Exclusive use of Creative Commons & Welcome Centre.	per hour (2 hour min.)	$ 350.00	$ 45.50	$ 395.50	
	Includes use of Auditorium for climate controlled storage, bridal area, etc)					
71	• Access to site the preceding evening for deliveries & set up (4pm - 7pm) • Includes use of Conservation Centre for up to 60 guests (seated) or 80 guests (cocktail style) • Where alcohol will be served, the renter is responsible for obtaining liquor permits	Meeting/Event Rental	$ 3,107.50	$ 2,750.00	$ 357.50	$ 3,107.50
71a	Damage deposit for exclusive site rental (refundable)		$ 5,000.00	$2,500.00	$	$ 2,500.00
	Miscellaneous					
72	Commercial & Wedding Photography (full site rental)	if open (90 minutes)	$ 150.00	$ 132.74	$ 17.26	$ 150.00
72a	If closed and staff required onsite (90 minutes)	site closed/staff required (90 minutes)	$ 250.00	$ 221.24	$ 28.76	$ 250.00
73	Site Use Photography Permit	per hour	$ 25.00	$ 30.97	$ 4.03	$ 35.00
74	Rustic Arbor Rental	per event		$ 150.00	$ 19.50	$ 169.50
75	Costume Rental	per costume	$ 67.80	$ 60.00	$ 7.80	$ 67.80
75a	Costume Rental Damage deposit (refundable)	Refundable Deposit	$ 100.00			$ 100.00
76	Food/Craft Vendor Fee	per day	$ 84.75	$ 75.00	$ 9.75	$ 84.75
	Greenways					
77	**Land** Leases	Market Value				
	Hunting Programs					
	Waterfowl Hunting					
78	Holiday Beach Conservation Area	full day premium sites	$ 67.80	$ 70.00	$ 9.10	$ 79.10
79	Holiday Beach Conservation Area	full day		$ 60.00	$ 7.80	$ 67.80
80	Hillman Marsh Conservation Area	Seasonal hunting permit	$ 819.25	$ 725.00	$ 94.25	$ 819.25
81	Hillman Marsh Conservation Area	non-refundable draw fee	$ 17.00	$ 17.70	$ 2.30	$ 20.00
82	Hillman Marsh Conservation Area	Annual trapping permit	$ 113.00	$ 100.00	$ 13.00	$ 113.00
83	Cedar Creek - 5-Year Hunting Lease ($1,000 annual)		$ 5,650.00	$5,000.00	$ 650.00	$ 5,650.00
84	Big Creek - Seasonal hunting (minimum reserve)		$ 904.00	$ 800.00	$ 104.00	$ 904.00
	Deer Hunting					
85	Various Properties	10-24 acre woodlot	$ 678.00	$ 610.00	$ 79.30	$ 689.30
86	Various Properties	25-49 acre woodlot	$ 960.50	$ 860.00	$ 111.80	$ 971.80
87	Various Properties	50 acre plus woodlot	$ 1,243.00	$1,110.00	$ 144.30	$ 1,254.30
88	Various Properties	non-refundable draw fee	$ 17.00	$ 17.70	$ 2.30	$ 20.00

No.	Category	Detail	2021	2022	HST 2022	2022 Total
	Forestry Program					
	Seedlings					
	tree assessments or tree health assessments and related activities for municipalities					

COMMUNITY AND OUTREACH SERVICES

School Programs

Conservation Area Programs (Hillman Marsh/Holiday Beach/John R. Park Homestead Conservation Areas)

CORPORATE SERVICES

Other Fees

111	Scan to file (wide format)	original sheet	$	16.95	$ **15.00**	$ 1.95	$	**16.95**
111a	Scan to file (wide format)	each additional sheet	$	2.26	$ **2.00**	$ 0.26	$	**2.26**
112	Scan to print (wide format)	original sheet	$	16.95	$ **15.00**	$ 1.95	$	**16.95**
112a	Scan to print (wide format)	each additional sheet	$	11.30	$ **10.00**	$ 1.30	$	**11.30**
113	NSF cheque fee		$	39.55	$ **35.00**	$ 4.55	$	**39.55**

THE CITY OF WINDSOR ONTARIO, CANADA

Council Report: S 159/2021

Subject: Request for Funding | Sewer, Pavement, and Watermain Rehabilitation on Arthur Road from Ontario Street South to Via Rail Tracks - Ward 5

Reference:

Date to Council: January 26, 2022
Author: Patrick Winters
Development Engineer
pwinters@citywindsor.ca
519-255-6257 ext. 6462
Engineering
Report Date: November 17, 2021
Clerk's File #: SW2022

To: Mayor and Members of City Council

Recommendation:

1. That Council **APPROVE** a total project budget in the amount of $1,135,745, (including applicable taxes) and estimated recoveries of $341,620 for sewer, watermain, and pavement rehabilitation on Arthur Road, from Ontario Street South to the Via Rail Tracks; and,

2. That Council **APPROVE** the transfer of funds to a new project, required to fund the City share estimated at $794,125, as follows:

    a. $684,125 from Project 7035119 (New Infrastructure Development)
    b. $110,000 from Project 7143003 (Ouellette Avenue Streetscape Phase 6) and to close this project; and,

3. That subject to the results of the tender falling within the approved budget, the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign a contract with the low bidder satisfactory in form to the Commissioner of Legal & Legislative Services; in financial content to the Chief Financial Officer and City Treasurer; and in technical content to the Commissioner of Infrastructure; and,

4. That the CAO and City Clerk **BE AUTHORIZED** to execute a Servicing Agreement with 1318805 Ontario Limited for the proportionate share of infrastructure identified under Recommendation 1 needed to service MB #'s 909 to 957 Arthur Road, satisfactory in form to the Commissioner of Legal & Legislative Services and in content to the Commissioner of Infrastructure Services in accordance with the following terms:

a. The relevant general servicing requirements as detailed by CR233/98;

b. Cost Sharing – 1318805 Ontario Limited agrees to pay to the Corporation of the City of Windsor $187,020 (based on estimated construction costs, final payment to be based on actual progress certificate payments) representative of 1318805 Ontario Limited's share of sanitary sewer, storm sewer, and road rehabilitation costs on Arthur Road from Ontario Street South to the Via Rail Tracks (24% of mainline sanitary sewer, storm sewer, and road rehabilitation costs, and 100% of costs for individual sanitary laterals, storm laterals, and water services for MB #'s 909 to 957 Arthur Road). Timing for the payment to be as follows:

   i. 50% upon the closing of the tender identified under Recommendation 3;

   ii. Balance prior to the issuance of construction permits for 909, 915, 921, 927, 933, 939, 945, 951, and 957 Arthur Road.

Executive Summary:

N/A

Background:

Under CR123/2006 Council approved a servicing agreement for the redevelopment of the former Ada C. Richards school site located at 4565 Ontario Street, which was bound by Ellrose Avenue to the west, Arthur Road to the east, and Ontario Street to the north. The servicing agreement covered the installation of municipal infrastructure needed to support new single unit dwellings fronting Ellrose Avenue and Arthur Road. Given that there were existing mainline sanitary and storm sewers, as well as watermain on both Ellrose and Arthur, servicing requirements were limited to the installation of individual service laterals to each of the newly created lots. Dior Homes [Dior] purchased the property from the Greater Essex County District School Board subsequent to Council's approval and in 2013 Dior serviced the Ellrose Avenue frontage in order to allow for the construction of 11 new homes. In March of 2021 Dior reached out to Administration requesting approval to move forward with the servicing needed to support the construction of 9 units on the Arthur Road frontage. Servicing requirements have changed since 2006, most notably being the adoption of a new regional stormwater guideline in 2018. Based on this, as well as the fact that the existing sanitary and storm sewers on Arthur Road are almost 100 years old, Administration advised Dior that wholesale infrastructure upgrades are needed on Arthur road prior to redevelopment being able to proceed. The purpose of this report is to bring forward a request for Council to approve the funding necessary to complete infrastructure upgrades needed

to support the redevelopment of the balance of the Dior lots. Administration is of the opinion that construction cannot proceed on the Dior lots unless the requested rehabilitation project is undertaken.

Discussion:

The existing sanitary and storm sewers on this block are approaching 100 years old, and are reported to be in poor condition. In addition to the sewers, the existing watermain has been identified by Windsor Utilities as needing to be replaced, and the pavement structure has also reached the end of its useful service life.

Dior's frontage accounts for 373 feet of the overall frontage of 1555 feet of total frontage on the block [approximately 24%]. As such, Dior has agreed to pay 24% of the total costs associated with mainline sewer and road rehabilitation. Administration would recover these costs from Dior through a servicing agreement that will require 50% to be paid upon tender closing, prior to the start of construction, with the balance due prior to the issuance of construction permits for the 9 individual lots.

The Engineering Department will oversee the rehabilitation project, and will provide inspection services during construction. Costs associated with the watermain portion of the project will be recovered from Enwin – Water, as is typical to a standard rehabilitation project. Dior will be responsible for costs associated with the individual water services installed to their 9 lots. If approved, Administration intends to tender this work in 2022, ideally for construction this year.

The approval of the requested funds will align required capital improvements with surrounding development opportunities.

Risk Analysis:

Associated risks to the Corporation resulting from the undertaking of this project include risks typical of a municipal infrastructure construction project, such as bodily injury, property damage, and matters arising from violations of the Occupational Health and Safety Act. These risks will be mitigated through the contract entered into with the successful proponent once the project is tendered.

The risk of not proceeding with the recommendations will result in certainty that there will not be sufficient infrastructure to services Dior's 9 lots.

Climate Change Risks

Climate Change Mitigation:

Construction of the project will result in greenhouse gas emissions that are accounted for within the annual community greenhouse gas emissions inventory. It is anticipated that construction emissions in general will be offset by the improved drivability and functionality of the new roadway over time.

Climate Change Adaptation:

In 2018, the City of Windsor, together with our partner municipalities and under the direction of ERCA developed a new regional guideline for stormwater management [Windsor/Essex Region Stormwater Management Standards Manual – by Stantec Consulting, Initial Publication dated December 6, 2018]. One of the driving factors for the creation of the new standard was to attempt to address more significant rainfall events being realized as a result of climate change in our area. Detailed design for the Arthur Road rehabilitation includes the construction of a new, enlarged storm sewer in an attempt to address these ongoing issues.

Financial Matters:

The total estimated cost of this project including watermain reconstruction, design and contract administration is $1,135,745 of which $187,020 is estimated to be fully recovered from Dior and $154,600 will be recovered from EnWin – Water. The remaining net cost to the City is $794,125 as is detailed in the table below:

Description	Amount
Estimated Project Costs	
1) Estimates Construction Costs (excl. watermain)	$628,000
2) Enwin- Watermain Work	$168,100
3) Contingency	$100,000
4) Engineering Design	$95,000
5) Construction QA/QC	$100,000
6) Miscellaneous Costs	$25,000
7) Non-Recoverable HST	$19,645
Total Expenses	***$1,135,745***
REVENUES	
1) Enwin – Watermain Work	$154,600
2) Dior Homes – 24% of Expenses 1 & 3	$173,520
3) Dior Homes – Share of Enwin – Watermain Work	$13,500
Total Revenue	***$341,620***
TOTAL NET CITY COST	**$794,125**

The following outlines the proposed funding sources to be used to provide the necessary funding for the total net City costs of $794,125:

a) The New Infrastructure Development Project ID#7035119 is to support new development as it relates to oversizing of infrastructure. Administration tracks commitments to this project as developments come forward. There are sufficient funds in the project to cover the required commitment of $684,125.

b) The Ouellette Avenue Streetscape Phase 6 Project ID#7143003 is complete, with a current surplus of $110,000. As this project is complete, it can now be closed. Any surplus funds left in the project upon closing will be returned to the original funding source, Fund 221 (Service Sustainability).

Consultations:

Fahd Mikhael – Manager, Design & Development

Carrie McCrindle – Financial Planning Administrator [Engineering]

Wira Vendrasco – Deputy City Solicitor

Conclusion:

Administration recommends proceeding with the Arthur Road rehabilitation project to address the aging infrastructure as well as support infill development on the vacant lots located at 909 to 957 Arthur Road.

Planning Act Matters:

N/A

Approvals:

Name	Title
Patrick Winters	Development Engineer
France Isabelle-Tunks	Senior Manager Engineering/Deputy City Engineer
Chris Nepszy	Commissioner, Infrastructure Services
Shelby Askin Hager	Commissioner, Legal & Legislative Services
Joe Mancina	Commissioner, Corporate Services CFO/City Treasurer
Jason Reynar	Chief Administrative Officer

Notifications:

Name	Email
Ed Sleiman – Councillor Ward 5	esleiman@citywindsor.ca
Mark McCloskey – d.c. mccloskey engineering ltd.	mmccloskey@mccloskeyengineering.com
Rio Aiello – 1318805 Ontario Limited/Dior Homes	build@diorhomes.ca

Appendices: